
... and they never came back!

**The story of
C.V.S. students
who fought and died in World War II**

Peter N. Stanojevic

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*The story of C. V. S. students
who fought and died in W. W. II*



... and they never came back!

Peter N. Stanojevic

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**The story of
C.V.S. students
who fought and died in World War II**



Peter N. Stanojevic

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**Weep not for me - the strife is over,
The battle's won, oh lay me down to rest.**

from Corporal W.A. Garner's headstone
Beny - sur - Mer Commonwealth War Cemetery, France



The writing of this manuscript was partially funded through several generous donations from:

**The Royal Canadian Legion
Branch 628**

Dedicated

to my grandparents

Antonie & Miloje Markovic

and

my parents-in-law

Evelyn & Albert McDermott

who

lived through both World Wars

on opposite sides

Author's Note

Dear Reader,

It is fitting that the manuscript for this book was completed on July 1, 1996 - Canada Day. On this day, Canadians tend to display patriotic sentiments and wave their "Maple Leaf" flags, actions they are usually loath to participate in. On this day we also tend to be more reflective than we usually are.

Reflecting on the wealth of our natural resources and our Canadian traditions of freedom, justice, responsible government, and national unity, we must reject the notion that these are merely pious ideals. We must strive to preserve them - just as the generations before us have done.

The book before you appears well over fifty years after the fact. Because of the time that has elapsed, written documentation has been lost and memories have faded.

Since 1986, the author has attempted to unearth as much information as possible. In fact, this collaborative effort of many willing friends and relatives of these former CVS students has resulted in a clearer and more complete description of their lives than could have been imagined when this research began.

Inevitably there will be omissions, errors, misconstructions and unfair emphasis. It is hoped that the reader will understand and bear with these faults. If you can add to or correct the information outlined in this account, please don't hesitate to contact the author.

The intention of this book is to preserve in print a flavour of those times that for some seem as recent and as colourful as yesterday. For most of us though, those events are very remote and exist in our collective memory as black and white images just like the films produced by the National Film Board at that time.

May this account of the lives of the young men who grew up during the Great Depression and who made the ultimate gift to their fellow Canadians, make us all reflect on our privileges and responsibilities as Canadians.

Since our federal government has fumbled our metric conversion so badly, I have not attempted to convert the imperial measurements. In typical Canadian fashion, I continue to use both systems

Chatham, Ontario.
July 1, 1996.

P.N.S.

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CHAPTER 1: Origins

Grace Mills and the end of World War I; the victory parade and some spectators on November 11, 1918; post World War I Kent County: geography, climate, industry; a dilapidated Hotel Sanita; the founding of the Chatham Vocational School; Harry Collins as principal of CVS; the staff at CVS; CVS Cadet Corps; the Annual Exhibition; *The Vocational Review*, The CVS yearbook.

CHAPTER 2: The Dirty Thirties

Tough times during the 1930's for Clarence Smyth, Roy Bradley, Bill DeHaw, Chuck Lenover, John Vasicek and Albert Ruthven. Leslie Peers is entrusted with a special mission.

CHAPTER 3: The World in Flames

The start of World War II; Rocky Anderson's childhood; Dark days for the Allies; Japan attacks the United States; Blitzkrieg in Europe; Germany plans to invade England; Battle of Britain; Rocky gets married; 1942: low point for the Allies; German submarines endanger Britain's lifeline.

CHAPTER 4: "....and off we go..."

The British Commonwealth Air Training Plan; Prime Minister King's conscription dilemma; James Hackett goes missing; Chuck Lenover crashes in Belgium; Best friends Roy Bradley and Douglas Gordon-Kay die within three months of each other in the U.K.; Harry Watson joins the Pathfinders; Roy Hughes trains with No. 22 OTU; Clarence Smyth is posted to the Moose Squadron; Albert and Roy Ruthven are in England in 1943; Nick Tuchtie finds an outlet for his talents; James Lundy sees the Alps; Alfred Down takes off for a "gardening" operation; Bill H. Taylor is appointed to RCAF 432 (Leaside) Squadron and sees Cologne from the air; James Ritchie is transferred to the Pathfinder Squadron.

CHAPTER 5: The Army gets Ready

The establishment of No. 12 Basic Training Centre; A typical day for a soldier in training; The situation in 1942; Jim Clark and Alice Archer are married in Christ Church; A daughter, Donna Jean, is born to Florence and Alfred Sedgman; William G. Taylor joins the Essex-Scottish Regiment; Preparation for the raid on Dieppe; The "reconnaissance in force."

CHAPTER 6: The Turning of the Tide

The Battle of the Atlantic; Wilfred Carder joins the navy; Raymond Belanger is stationed in Nova Scotia; the Invasion of Sicily; George Towart celebrates his 18th birthday in North Africa; John Vasicek flies reconnaissance missions; Edmund Jewiss heads north to Ortona; Wayne Ankcorn is the best shot in his platoon; Rocky Anderson liberates Rome; Bill DeHaw is in Rome on a seven day leave.

CHAPTER 7: The War Years at Home

Snippets of daily life in war time Chatham; Red Cross work; salvage drives; rationing; shortage of gasoline; Fireman's Overseas' Cigarette Fund; Ontario high schools delay start of the new school year; No. 10 Internment Camp in Harwich Twp.; Raymond Newington faces Kurt Meyer's Hitler Youth; Edwin Pratt arrives in France; Jack St.Dennis visits Scotland.

CHAPTER 8: The Beginning of the End

Jimmy Rhodes describes D-Day; the Battle of Normandy; three Ivison brothers, all Sergeants, fight in France; Joe Ivison is a platoon sergeant; Fred Ivison in the battle for Caen; Hugh Ivison praises Si Steele and criticizes Canada's conscription policy.

CHAPTER 9: The Final Drive to Victory

Fred Sedgman meets cosmopolitan Europeans; Fred Laurie is awarded a Military Cross; Dymond fights along the Küsten Canal; Harold Kemp is involved in heavy fighting; the Dutch look after "our boys"; Jim Clark fights in France and Holland; Edwin Pratt joins the Canadian Rocket Unit; Reg Horne and the Algonquin Regiment fight their way to the Leopold Canal; William Vester and the Essex-Scottish Regiment cross the Rhine into Germany.

CHAPTER 10: Lest We Forget

V-E Day celebrations in Chatham, Blenheim, Tilbury, Ridgetown; a visit to Holten Commonwealth War Cemetery; The Commonwealth War Graves Commission; Memorial Books and markers; Kent Regiment Mess dedication; Memorials in churches and schools; the Royal Canadian Legion; Civic Centre; memorial sites in Ottawa; the 50th anniversary of V-E Day; A grateful Dutch-Canadian community; Dedication of the CVS W.W. II Memorial; unveiling of various plaques; the Charles Lenover Memorial Gallery; local historians Jim Purdy, Victor Jewiss, Ed Carron and John Kostuk.

CHAPTER 11: Biographical Summaries

A separate page of information for each of the former 44 CVS students including a photograph.

A Message from District "A" Chairman, Royal Canadian Legion

As we enter into the few remaining years of this century one cannot but reflect on the many times Canada's youth have been called upon to serve their sovereign and country.

Almost evenly spaced throughout the century in terms of time, from the Boer War, World War One, World War Two, the Korean Conflict, the Gulf War, and intermingled in latter times with Peacekeeping throughout the world, they have served with distinction and honour.

The sacrifices, made by the many thousands of young Canadian men and women in the unforgiving crucible of wars, have helped forge a strong and vibrant Canada, a nation that stands tall and proud amongst the nations of the world. Canada must always stand proud as a lasting tribute to the supreme sacrifice made by well over 120,000 Canadians in this century.

This book, *... and they never came back!* is an epic of the short lives of 44 young Canadians. It tells of their dreams and aspirations, and their love of family and community. I personally knew many of these boys; they were fellow classmates. We laughed and joked. We also confided in each other our many dreams, but - *...they never came back!*

This book in your hands also represents something more; it is the story of each of the 120 000 Canadians who gave their lives for us, so that we may enjoy peace, freedom, and a life lived in the full measure of human dignity.

I congratulate the author, Peter Stanojevic, in the writing of this epic story of life during the 1930's and on the battlefields of Europe. This is the story of my generation as we came of age, matured, and shouldered our responsibilities willingly.

... and they never came back! is a story that can be related to in every hamlet, town and city in Canada from sea to sea.

To the generations that will read it in the remainder of this century and on into the twenty-first century may it serve as a constant reminder of the high cost of freedom and democracy.

THEIR NAMES LIVETH FOR EVERMORE

WE WILL REMEMBER THEM

Chatham
June, 1996

Anthony (Tony) Ondrovcik
Chairman, District "A"
Royal Canadian Legion

A Message from Branch 628 of the RCL

In November, 1988, our Branch was approached to provide seed money for a research project involving former CVS students who had fought and died in World War Two. Mr. John Bell was the President when the Branch members approved this application. Since that time our members have approved two further requests for financial support. You are now looking at the result of Mr. Peter Stanojevic's efforts.

We as Legionnaires are very proud that we can look back and say that we were instrumental in lending a hand to this very important book.

In today's world it is very difficult for young people to understand that war is not as it is depicted on T.V. There is no glory. Young men die. The young men in this book were from our community. They, along with 100,000 other Canadians, made the supreme sacrifice to give us a free and democratic country that is respected the world over.

Branch 628 was constructed from the old "H Huts" of No. 12 Basic Training Centre. Many of the CVS students who went overseas and never returned spent some of their time taking basic training in the very building we now occupy. We are proud to be part of this very informative book.*and they never came back!* depicts the real face of war, and the fears and hopes of young Canadians and their families.

We congratulate Peter on his effort. This book is a tribute to every Canadian who served his country and did not return. Peter has made today's young people aware that even though those 44 young men gave their all for our future, some fifty-five years ago those same young men were themselves high school students. They were not any different from high school students of today. We, as Canadians, must always remember them. Lest We Forget.

On behalf of Branch 628 of the Royal Canadian Legion, we thank Peter for his various efforts to communicate the biographies of individuals known to and respected by our veterans. There are still many Legionnaires and members in our community who remember these young men as they went off to war. Peter is to be commended for taking the initiative in telling this significant story of local heroes. May their names and deeds burn brightly in the memory of all who read this book.

Chatham
May, 1996

Jack R. Waggott
President

From the desk of the Mayor ..,

An immigrant to Canada as a boy of twelve in 1958, Peter Stanojevic as an adult has taken up the torch locally in our city to inform and instill in today's youth the knowledge of the price paid for freedom and democracy.

As Mayor of the City of Chatham, I know Peter as a caring father, husband and educator. We are fortunate to have a man of his dimension in our community. Peter's commitment and devotion to recognizing the human cost paid in World War II by the students that had attended just one of our community secondary schools, is a virtual first hand visit into their brief, but meaningful lives.

The young people, participating annually at Chatham-Kent Secondary School's Remembrance Service, a presentation of Peter's labour of love and respect to the fallen, have done much to help awaken a community's awareness 50 years after. Peter's annual message, accompanied by pictorials, has an impact not only on the staff and students, but also on the veterans and visitors who are invited to attend this service held in the school.

I know you will find this publication of great value. The veterans of our community and the families of those brought forward in this publication, along with the community at large, collectively recognize and thank Peter for his time and dedication to their memory.

My personal best wishes and congratulations are extended to Peter for all he has done and for what he continues to do.

June, 1996

Chatham, Ontario

**His Worship
William Kingsley Erickson
Mayor, City of Chatham**

A Message from the Rector of Christ Church, Chatham

Scattered throughout the historic parish of Christ Church are many reminders of the Great Wars, and the men and women of our community who fought so bravely for liberty and Commonwealth.

Memorial plaques, honour rolls, regimental colours, stained glass windows ... all bear testimony to the parishioners who were christened, confirmed and married in the heart of Kent County.

No longer need they be stark names and faded memories.

With Peter's wonderful work, these men and women, to whom we owe so much, take on again much of the life and vitality they once had. In this chronicle they are resurrected, and help provide a colourful yet bitter-sweet cameo of times past. We remember them and their sacrifice with gratitude. We thank Peter for making their stories live on.

June, 1996
Chatham, Ontario

Canon Kenneth Anderson
Rector, Christ Church, Chatham

From the Minister's desk of St. Andrew's United Church

In my youth, I became keenly aware of the great difficulties of War. My father, who was one of the few who returned from the W.W. I Battle of Vimy Ridge, would remind us of the great contributions Canadians made to the war efforts of the century.

War is always fraught with pain, and this reality needs to be continually before us, because it is never glamorous for those who are caught in its throes, whether they are military or civilian. It may be that only through the present news media are we at home really made aware of its great injustices in the cause of peace and justice and liberty. Fortunately efforts are made today on the international front to try to bring about peace in our time. Often we see these attempts fail for whatever reason.

Peter Stanojevic's work is one that not only brings home realities, but engraves those realities in one's memory as they are read. The personal emphasis of the Canadian stories of Chatham's youth and their contribution to the ideals of peace, liberty and justice may be found in other centres in our country, but increasingly, they are stories not told, and histories not made real. In making the stories of these men live, Peter drives home the truth - these were not mature persons, but mere teenagers and men in their prime, whose lives were snuffed out. War is not seen as distant, but as very much a matter of personal suffering by real people in this community.

The result of this book is to challenge its readers to support the work of those who seek to bring about peace in our times, that these tales need not be retold again in our history as their variations have in the past.

We are grateful to Peter who brings to us a perspective of a family from both sides of warring factions.

June, 1996
Chatham, Ontario

Rev. Dr. M. Allan McDowell
St. Andrew's United Church

Preface

There are regrettable omissions from most Canadian histories of significant periods when the lack of someone to chronicle events as they were happening resulted in an immeasurable loss for all of us.

That is why the wonderful story of the Underground Railway was not part of the history studied in Canadian schools until recently. Because it was not, Canadian children did not learn of one of the proudest periods in the Canadian story. They were cheated out of justifiable feelings of national pride: in their abolitionist antecedents who helped provide a safe haven for escaped slaves, often in spite of the bigotry and opposition of their neighbours; and even more, in the descendants of the slaves who weathered terrible perils and privations to come north to freedom.

History should be recorded and studied - good and bad times, and good and bad people.

If the villains merit a place in history, how much more do the heroes deserve it! That is why Peter Stanojevic is so deserving of praise. He has looked back, with painstaking research, into the lives of the 44 men from the Chatham Vocational School who lost their lives in World War II, and written about them in eminently readable style. Before he embarked on this labour of love, the names of the 44 were fading into the mists of time. With the passing of another generation it would have been impossible to recreate the circumstances and conditions that made heroes of ordinary men.

Most of them came from homes that would seem terribly impoverished by today's standards, but they were not embittered. They gave all that they had, all of their hopes for the future, with selfless courage and devotion to their country.

It took an unusual man to bring this period of history alive through this sensitive account of 44 who became part of a world scenario.

To Peter Stanojevic, we should all say "thanks," just as he has said a moving "thank you" to men who should be remembered by a grateful community and nation.

June, 1996
Chatham, Ontario

Win Miller



**Major Telford E. (Si) Steele receiving
the Military Cross from General
Bernard Montgomery in Holland, 1944.**

Foreword

In August, 1939, I joined the Kent Regiment Militia. We trained two nights a week and on weekends at the Chatham Armoury. Immediately I started on a Senior NCO course, which I completed in December, 1939, with the rank of Sergeant. In June, 1940, I joined the permanent force on A. and T. Staff.

The Kent Regiment was mobilized for active service on July 20, 1940. At that time I was given my commission as 2nd Lieutenant and later promoted to Full Lieutenant. Serving with the Kents until September 1, 1942, I then transferred to the Essex Scottish Regiment in England. Promoted to Captain in 1943, I became the second-in-command of "D" Company.

In late June, 1944, the Regiment fought in the Battle of Normandy. After our first battle I was promoted to Major and placed in command of "D" Company. In December, I was promoted to be second-in-command of the Regiment. Wounded on February 19, 1945, in Germany, I convalesced in several hospitals in Europe and Canada until my discharge on November 30, 1946.

While on active service in Europe, I was mentioned in dispatches and awarded the military cross.

In the fifty-one years since the conclusion of W.W. II, I have participated in pilgrimages to the battlefields of NW Europe. With the passage of time, the physical destruction of war has healed. What has remained in the hearts of Europeans - especially the Dutch - is the gratitude towards those men from Canada who gave up their youth and ultimately their lives to free the continent from the oppressive hand of dictatorship.

It is only fitting that half a century after the Second World War, a local book be published to preserve commonplace events and magnificent deeds from our past. Peter's training in history and devotion to detail is self-evident. His quest to pass on to young people the need to remember and cherish our Canadian historical heritage is commendable. Presented is a powerful celebration of the lives of former CVS students and the profound loss experienced by those they left behind.

Peter's description of life during the 1930's and on the battlefields of Europe is as vivid as can be made by the written word, but I know that he will appreciate my own observation: It was even worse than that!

... *and they never came back!* is a remarkable book filled with eleven original illustrations, maps, anecdotes, descriptions and over 300 pictures which will bring back many memories - good as well as bad. We are reminded that the price of liberty and democracy was, and continues to be paid for with the blood of our young people.

This is not a morbid book. It celebrates life and describes some of the noblest actions that we are capable of. ... *and they never came back!* is a fitting tribute to my comrades - in - arms and to those who made the supreme sacrifice.

Chatham, Ontario
June, 1996

Major T.E. (Si) Steele

WE WILL REMEMBER

Introduction

"In 1963, Chatham-Kent Secondary School became the successor to the Chatham Vocational School and that is the reason why we have decided to remember its former students. The following members of CVS volunteered for active service with Canada's fighting forces and were killed in action 1939-1945:

Robert Anderson,	died at age 24
Wayne Lorne Ankcorn,	died at age 20
William Banner	24
John Beaty	38
.....	
.....	
...."	

Since 1986, the above words have introduced the last and most moving part of the annual Remembrance Day assembly held at CKSS. With representatives of both of Chatham's Royal Canadian Legions, the RCAFA and friends and relatives of the men honoured in attendance, along with all staff and students of the school, the supreme sacrifice of these young men is recalled for those too young to know the bitter experience of a global war.

However, this gathering at CKSS on November 11 of each year is not unique. On this day, in all ten provinces and the three territories, Canadians by the dozens, hundreds or thousands gather at over two thousand war memorials scattered across this vast land of ours. Precisely at 11:00 a.m. they stand with heads bowed and a poppy clearly displayed.

In the two minutes of silence, they reflect on the more than 100,000 Canadians who were killed in war. Each one who died left friends, parents, a girlfriend, wife or children behind who still - more than fifty years later - remember them.

Veterans such as Tony Ondrovcik, Si Steele, Cliff Scott, Charles Moon, Al Shackleton, Arlo Smith, George Inglis, Gerry Langille, and John Bell remember their comrades of long ago. The few remaining parents think longingly of their boys who left for war so full of life and youthful enthusiasm. The Lenover brothers think of their brother Chuck. Helen Kennedy and Kate Clendenning remember their brothers Jimmy Rhodes and Raymond Hughes. Mrs. Burke, Mrs. Clark, Mrs. Oulds and Mrs. Burton choke back tears as they remember their all too short marriages to their first husbands. Douglas Kent Laurie and Donna (Sedgman) Cofell reflect on the fathers whom they never had an opportunity to know, play with, or hug.

If there is to be a lasting monument to the efforts and sacrifices of the World War Two generation of men and women, then it must be the continued Canadian effort to present to the rest of the world our model of living and working together in a peaceful and democratic fashion. The members of this wartime generation came home from the fighting, rolled up their sleeves and went to work. They married and raised families; built homes, factories and businesses; created labour unions, schools and universities. They created the wealth that enabled their children, the Baby Boom generation, and their grandchildren, to have the many advantages that they did not have. They also welcomed newcomers by the millions from all over the world to live with them in this vibrant young nation.

As individuals, we share a beautiful and vast country that is the envy of most people in the world, but as we in today's Canada try to cope with our many problems, the legacy of the wartime generation is an example of toughness, generosity, optimism and sacrifice. These are qualities we need. By facing and solving our modern challenges, perhaps we can repay part of that debt we all owe to those young men and women who took part in the second great war of this century.

This book is the story of forty-four young men who attended the Chatham Vocational School, joined Canada's armed forces during World War II and never came back.

Remember Me

Forever young - my song was sung
So long ago and mingled
With the barking, howling dogs of war.
Blind time blunders down the road
Where poppies grow
And the words have all been said
So many years before.
Don't be sad. Don't grieve for me.
Lift your spirit and raise
Your voice for liberty.
Be caring, loving, good!
You have a debt to pay -
A cherished trust -
Remember me.

Brian Hornick



Photo courtesy of Werner Melching

The Hanover War Cemetery

The 44 CVS students who made the supreme sacrifice:

Robert Anderson (1920 - 1944)
Wayne Ankcorn (1923 - 1944)
William Banner (1920 - 1944)
John Beaty (1906 - 1945)
Raymond Belanger (1926 - 1944)
Donald Bishop (1921 - 1943)
Roy Bradley (1917 - 1942)
Wilfred Carder (1925 - 1944)
Lloyd Clark (1922 - 1945)
William DeHaw (1923 - 1944)
Alfred Down (1922 - 1943)
Donald Dymond (1919 - 1945)
William Garner (1921 - 1944)
Douglas Gordon-Kay (1919 - 1942)
James Hackett (1920 - 1942)
George Hitchcock (1920 - 1944)
Reginald Horne (1914 - 1944)
Donald Hoskins (1925 - 1945)
Ray Woods Hughes (1918 - 1942)
Joseph Ivison (1908 - 1944)
Edmund Jewiss (1921 - 1943)
Harold Kemp (1925 - 1945)
John Alfred Laurie (1920 - 1945)
Charles Lenover (1916 - 1942)
James Lundy (1920 - 1943)
Stanley Lupton (1921 - 1942)
Raymond Newington (1925 - 1944)
Leslie Peers (1917 - 1944)
Edwin Pratt (1924 - 1945)
William Reeve (1919 - 1944)

James Rhodes (1923 - 1944)
James Ritchie (1912 - 1944)
Albert Ruthven (1920 - 1943)
Roy Ruthven (1922 - 1943)
Alfred Sedgman (1920 - 1945)
Jack St.Dennis (1924 - 1945)
Clarence Smyth (1919 - 1943)
William Gordon Taylor (1919 - 1942)
William Howard Taylor (1919 - 1943)
George Towart (1925 - 1943)
Nicholas Tuchtie (1920 - 1943)
John Vasicek (1923 - 1944)
William Vester (1912 - 1945)
Harry Watson (1921 - 1942)

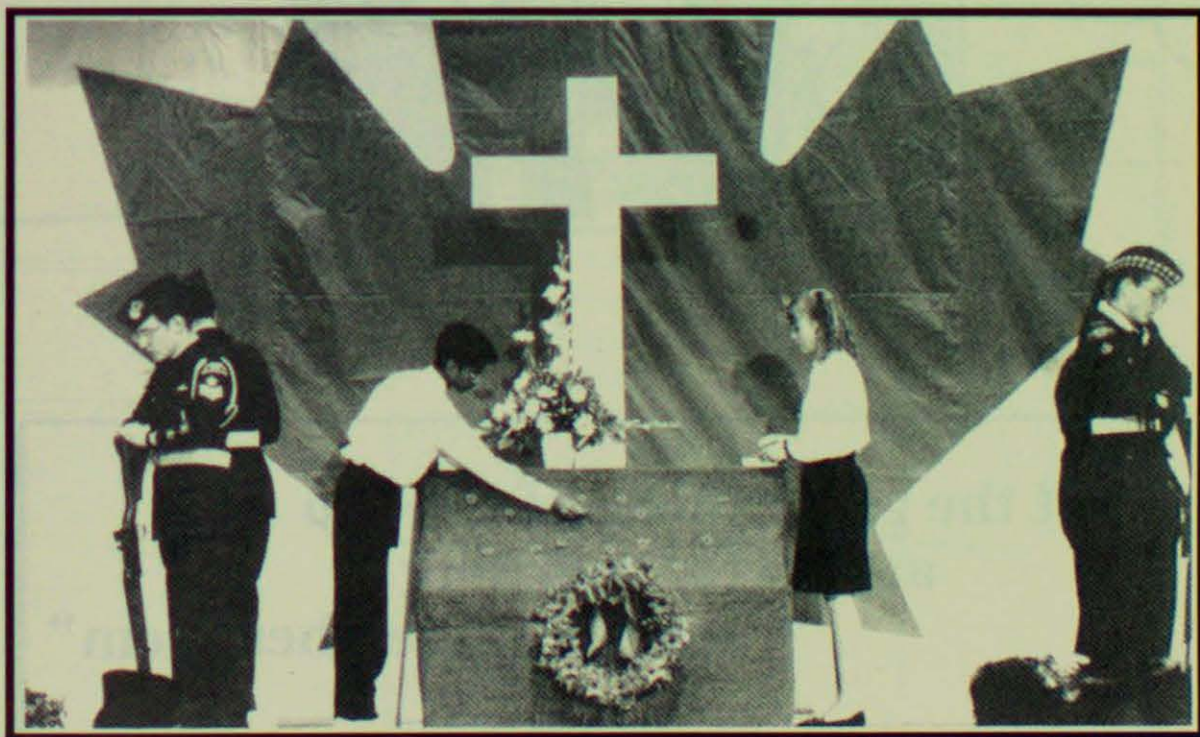


Photo courtesy of Jules Deroo

A solemn moment during the Remembrance Day assembly at CKSS. The students are (L to R): Ryan Sewell, Sunil Mungara, Rachel deLange and Jeff Kay.

Lest We Forget

1

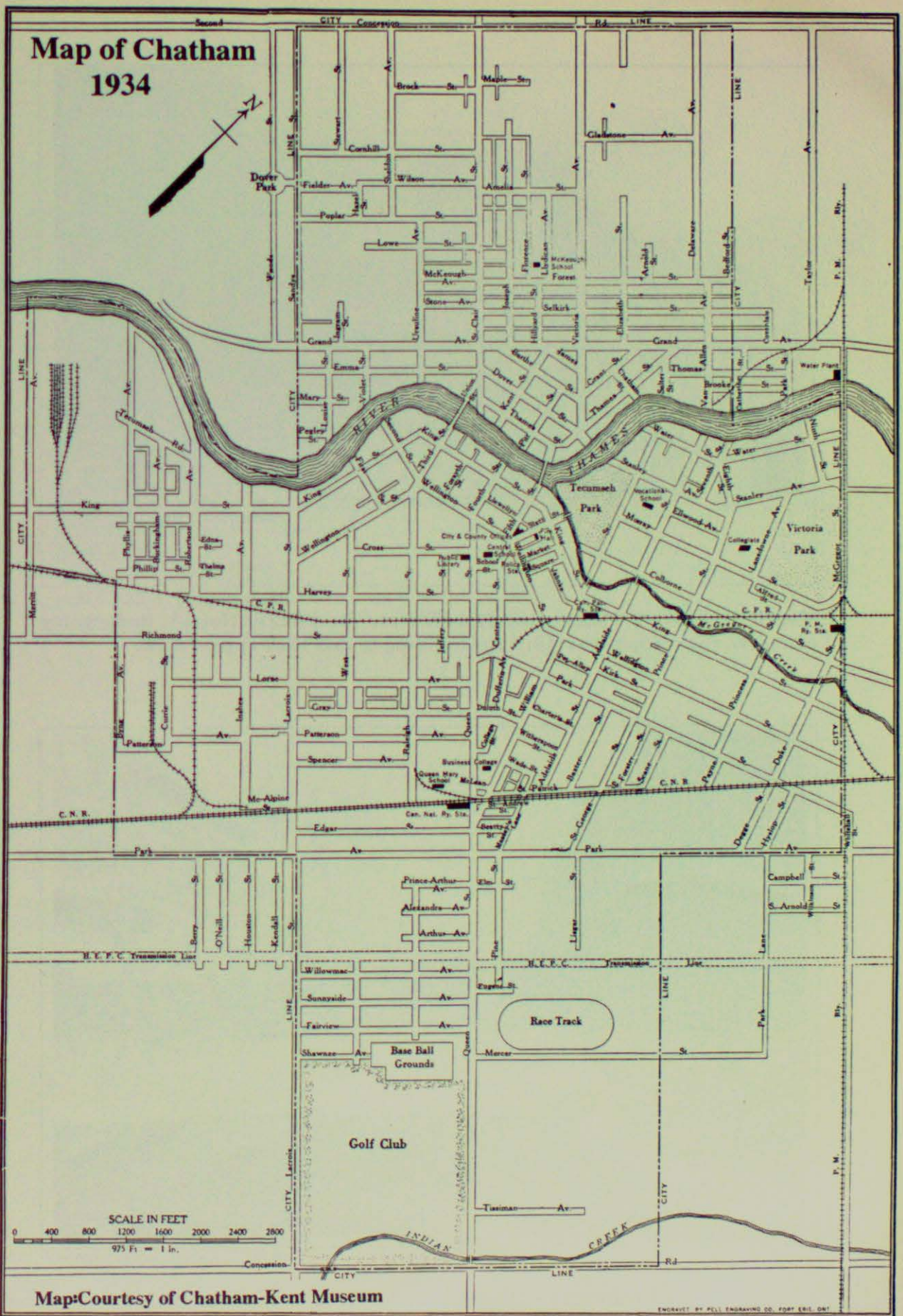
Origins



**“At the going down of the sun
and in the morning
we will remember them”**

**from Flight Sergeant Roy Harris Bradley's headstone
Kirkiner Cemetery, Scotland**

Map of Chatham 1934



Map: Courtesy of Chatham-Kent Museum

In 1934, Chatham's city limits were Concession Road (today's Indian Creek Road), Merritt Avenue, Second Concession Road (McNaughton Avenue) and the Pere Marquette Railway Line (C & O Railway). The Base Ball Grounds, just north of the Golf Club, became Number 12 Basic Training Centre. The Race Track, on the east side of Queen Street, was the site of the annual fair.



Photo courtesy of PAC 72836

The SW corner of William and King Street. The Merrill Hotel is undergoing extensive renovations to return the building to this 1929 appearance.



Photo courtesy of PAC 16775

Downtown Chatham: King Street in October of 1922.

CHAPTER 1: ORIGINS

Grace Mills and the end of World War I; the victory parade and some spectators on November 11, 1918; post World War I Kent County; a dilapidated Hotel Sanita; the founding of the Chatham Vocational School; Harry Collins as principal of CVS; *The Vocational Review*, the CVS yearbook; the CVS Cadet Corps.

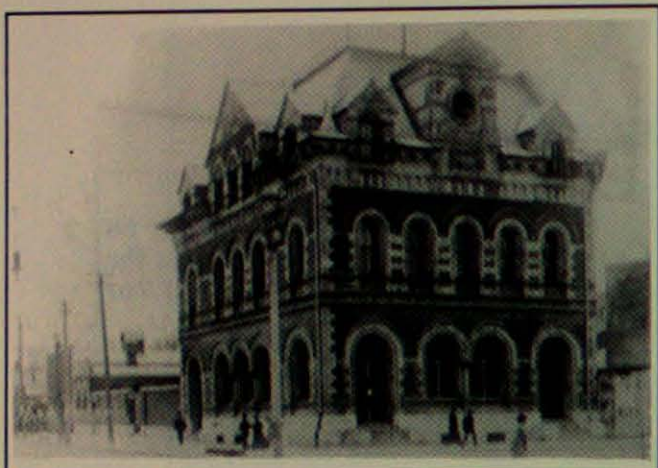
NOVEMBER 11, 1918

“What’s wrong?”

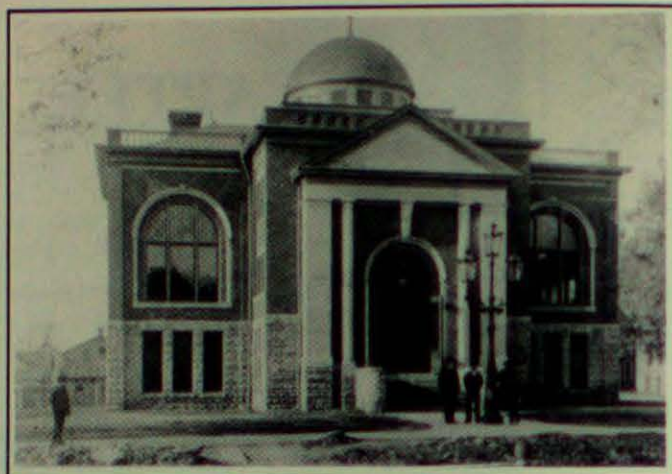
Twelve year old Grace Mills turned to her dad and expected him to know, but her dad did not know either. Well before six o’clock that morning, the Toronto and the Windsor bound locomotives had been blowing their steam whistles continuously while thundering past their home on 56 St. George Street, Chatham. These were the days before instant communications, before Walkmans, radio and television. Grace’s family could only wonder what momentous events were happening outside their quiet hometown of Chatham on this chilly morning on the eleventh day of November, 1918. After 6:00 a.m. the factory whistles and the city fire bell added to the commotion.

Her dad tried to follow his normal routine. He hurried off to work at the market. Returning a few minutes later, he ran into the house with the news that the Great War was over. There would be no work or school today! In fact, a parade was being organized for that very afternoon. This most happy occasion would be celebrated in a proper fashion.

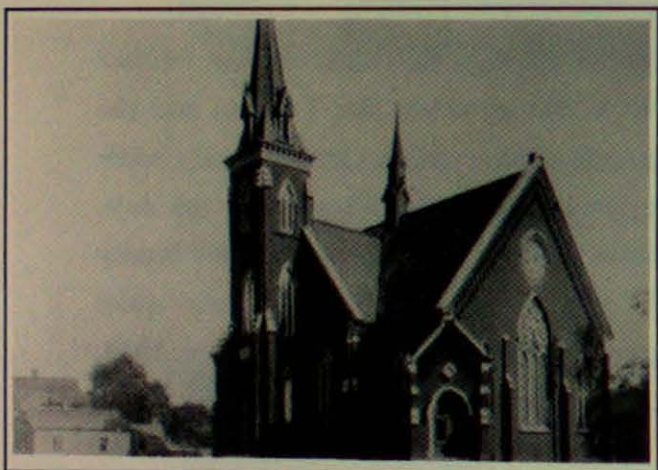
Those citizens fortunate enough to have the convenience of telephones called the *Daily Planet* for confirmation and in most cases replied with a hearty, “Thank God for that!” Young Grace decorated their baby buggy with colourful streamers. Meanwhile the downtown area was becoming clogged with citizens anxious to hear more news and others who had come to celebrate spontaneously by singing, shouting and playing various instruments. Mayor Charles E. Clements officially announced that the day would be a public holiday. An impromptu parade headed to the market building where they joined in singing “Praise God from Whom All Blessings Flow”, “God Save the King” and the “Marseillaise.” After several patriotic speeches, the crowd sang “Rule Britannia” and then dispersed to get ready for the afternoon festivities.



1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Chatham-Kent Museum



5. author's collection

1. The Old Post Office on Wellington St.
2. The Chatham Public Library, 1903 - 1967. The first library in Ontario to be built with a grant of money from U.S. philanthropist Andrew Carnegie.
3. St. Andrew's Presbyterian (after 1925, United) Church
4. St. Joseph's Hospital on King Street, 1920s
5. Queen Mary School, 1913 - 1983

Not aware of the full significance of what was happening, but eager to join in nonetheless, were a couple of small boys. Two young lads who had been given a school holiday were undoubtedly present that afternoon somewhere on King Street - seven year old James Ritchie and nine year old Joe Ivison.

Toddlers such as Leslie Peers, Charles Lenover and Roy Bradley, who had just celebrated his second birthday on November 7, were bewildered. Little did they know that twenty-one years later they would become participants in yet another global war and that they would not be alive to celebrate its conclusion. They and thirty-nine others, born between 1906 and 1926, would die in the second great war of the twentieth century.

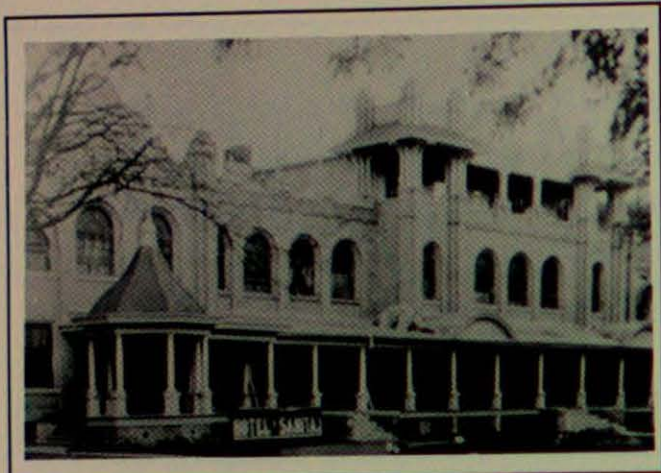
POST WORLD WAR I KENT COUNTY

The city of Chatham, with a population of 14,118 in 1925 and the centre of Kent County, was the birthplace for about half of these young men. The others came from places as near as Kent Bridge, Erieau and Jeannette's Creek, and as far away as Hamilton, Alliston, Tanscona, Lethbridge, England, Scotland and Czechoslovakia.

SW Ontario's Kent County is located midway between the cities of Windsor and London. This part of Ontario is almost a peninsula surrounded by Lakes Erie and Huron. Kent is essentially flat, and blessed with fertile soils. There is measurable snow or rain on 130 days. This area is usually immune to periods of drought or prolonged rains.

Summers are usually longer and warmer than in the rest of Canada. Proximity to the waters of the Great Lakes and the invasion of hot, humid air from the southern United States result in extremely hot and humid conditions, especially in urban areas. This uncomfortable combination of heat and humidity caused the city dwellers to escape to the nearest body of water. That explains the fondness Chathamites had for Erie Beach, Erieau, and Rondeau before air conditioning.

The dominant feature of Kent is the Thames River. Originating in the St. Marys area north of London, the Thames eventually empties into Lake St. Clair. The Thames is navigable from the lake to Chatham, a distance of about sixteen miles. The main channel of the Thames River, as it crosses the flat areas of Kent County, has a fall of barely one foot to the mile, and is not deep enough to contain the river in times of high water. Near Lake St. Clair, the level of the Thames is actually above the surrounding



1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Chatham-Kent Museum



4. author's collection



5. Photo courtesy of Eleanor Vince

- 1. Hotel Sanita about 1900.
- 2. The Chatham Vocational School, 1920s.
- 3. CVS , 1935.
- 4. Today's Kiwanis Theatre.
- 5. CVS students, 1930s.

farmland which is protected by a system of levees. Periodic flooding was a concern to farms and villages near the Thames. Even the city of Chatham had to endure regular bouts of flooding.

In the first half of the century Kent County was the breadbasket of Ontario. This fertile area produced abundant crops of seed corn, sugar beets, tobacco, and beans. The climate, because of its southerly latitude, was milder than in the rest of the province. Locals referred to themselves as living in the "banana belt." The county was well served with several two lane provincial highways and five different railway lines.

Chatham, the Maple City, was proud of its community spirit and progressive industrial activities. In the 1920s articles manufactured for local consumption and export to the rest of the country and around the world included: automobiles, horse blankets, buggies, gasoline and kerosene engines, leather, mining machinery, phonographs, steel bridges and sugar beet cultivators. Chatham was the distribution point for more farm machinery than any other place of its size in Canada.

Chathamites felt that they were well served by their educational system. There were 3,332 students enrolled in three public schools (57 teachers), two separate schools (12 teachers), one collegiate institute (13 teachers), one business college (5 teachers), one private school (12 teachers), and one industrial school (4 teachers). In fact, Central School was the largest public school in Ontario, outside Toronto.

Urban services included a motorized fire department, a police force of seven men, electric power from Niagara Falls, 37 miles of paved sidewalks, 30 miles of paved streets, 35 miles of sanitary sewers, 31 miles of water lines, 3,300 telephones, five chartered banks, and two hospitals. In addition, there were 3,800 customers using natural gas.

For culture, recreation and spiritual needs there were two cinemas, twelve churches, two public parks, six playgrounds, and a public library. The Thames, a navigable river for transportation of heavy goods and passengers, also provided a pleasant venue for sailing and canoeing.

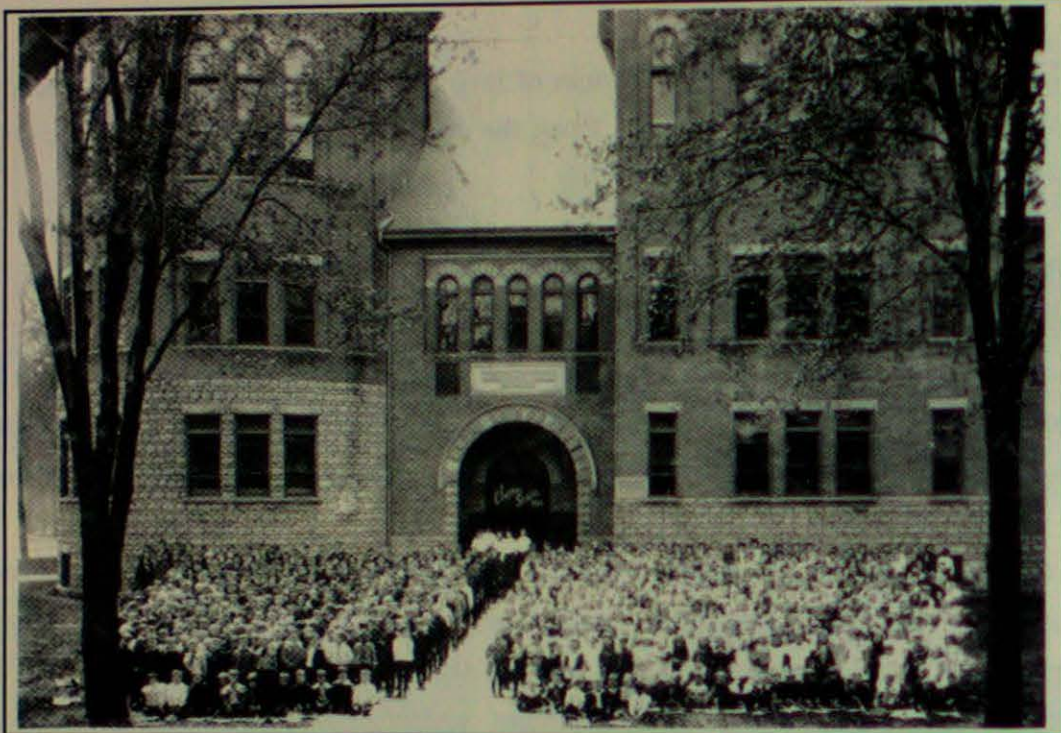
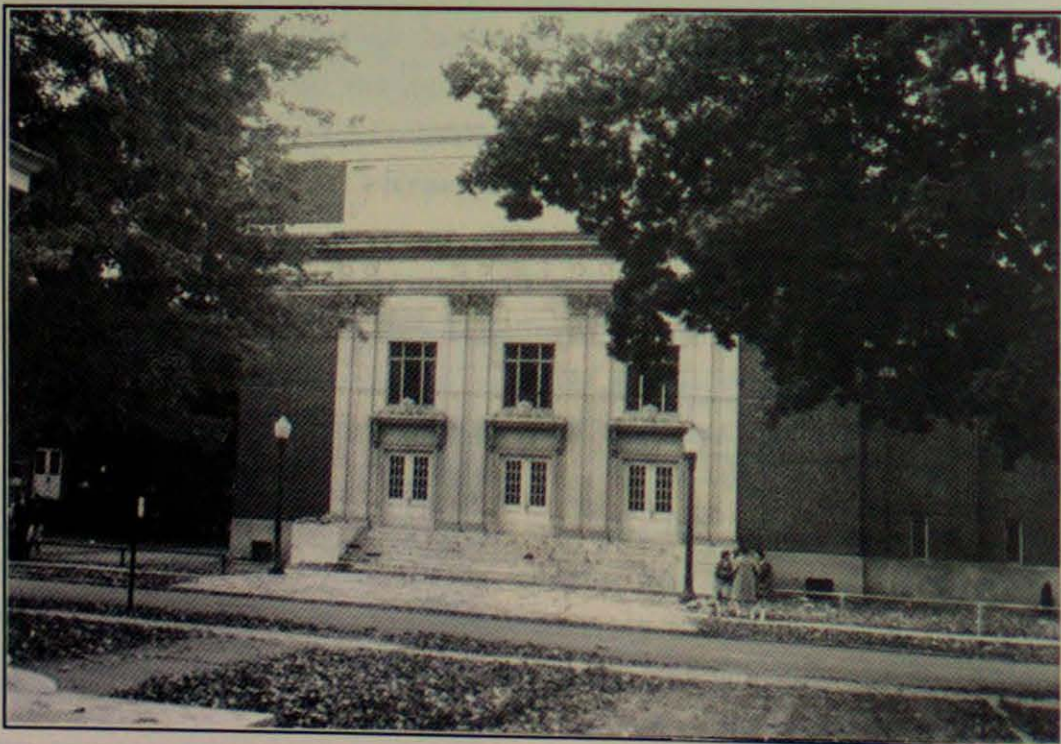


Photo courtesy of PAC 20920

Central School was the biggest public school in Ontario, outside of Toronto. Today the post office occupies the site.



author's collection

The Chatham Vocational School opened in 1924. Three years later this addition, the auditorium, was added.

By 1931, Chatham's population had increased to 14,569. The city was dominated by the "British races" (English, Irish and Scottish) which made up 70% of the population. The "European races" made up 16 % of the city's inhabitants. The census that year showed 1,192 citizens had a French background, 353 a German one, 323 originated in Holland, 76 were considered Czechs and Slovaks, 91 were classified as "Hebrews" and 49 came from Belgium. The total African-Canadian population of Chatham was 436 in 1931. The Chinese-Canadian community had thirty-one males and one female, the inevitable result of an exclusionary immigration policy.

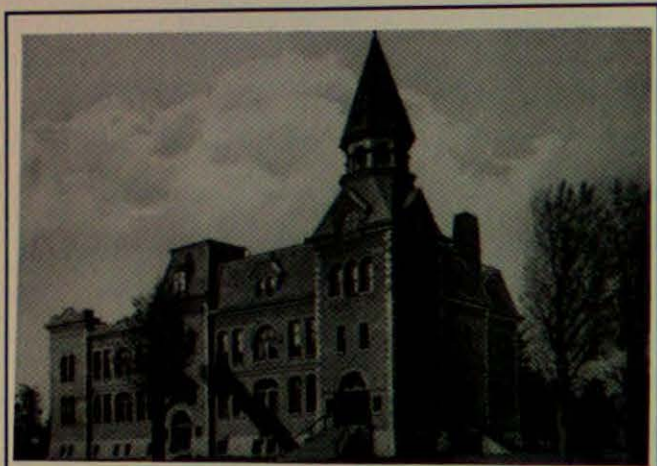
THE FOUNDING OF C. V. S.

In Chatham, schooling began at the McKeough, Central, or Queen Mary Schools or the local Roman Catholic Schools - Blessed Sacrament and St. Joseph's. Later, some graduates would enroll at the Chatham Collegiate Institute, while the rest made the Chatham Vocational School their first choice. Eventually, all 44 would have taken courses at CVS. In the 1930s, the job seekers who had knowledge of electricity, motor mechanics or drafting were more readily employable.

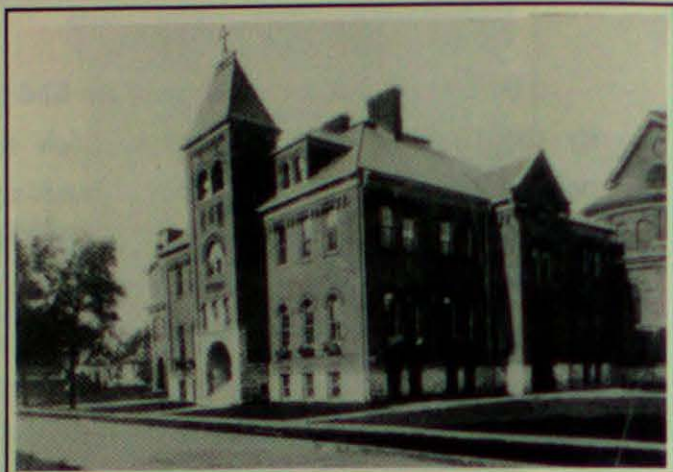
It was the Chatham Vocational School that was the common bond among these forty-four young men. Here they learned new skills, matured, and were exposed to the philosophy of the man who did more to promote and establish vocational training in Kent County than anyone else. Harry Collins' vision for educating the next generation of Canada's work force focused on providing a strong foundation in the basics, coupled with an emphasis on attaining skills in a particular practical subject.

In 1939, he stated, "It must be clearly emphasized that Vocational Schools can and must maintain high standards in academic lines to give our students the necessary background for success in life. ... While we try to excel in our special lines in Commerce, Household Science and Shop Work, we need the general training to support these and to make the most of them."

Facing the main entrance to Chatham-Kent Secondary School's gymnasium is a plaque dedicated to Harry Collins, a high honour indeed for a man who was the only unqualified high school principal in the province of Ontario. Its inscription reads:



1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Chatham-Kent Museum



5. Photo courtesy of Chatham-Kent Museum

- 1. **The first Chatham Collegiate Institute, 1930s.**
- 2. **St. Joseph's School on Cross Street.**
- 3. **Central School, 1896 - 1953; site of today's post office.**
- 4. **Harrison Hall, combined Chatham City Hall and Kent County Offices (R) and Central School (L).**
- 5. **Graduating class of the Chatham Model (teacher training) School. Harry Collins attended this school prior to becoming a teacher at the mature age of 17.**

Commemorating Harry Collins
1871 - 1950
Founder of Vocational Education in Chatham
Head of CCI Commercial Department, 1902 - 1907
Principal of Central School, 1919 - 1924
First Principal of Chatham Vocational School, 1924 - 1945

Those few words do not give nearly enough credit to the pioneer of vocational education in Kent County and the man who touched the lives of all 44 who were to sacrifice their lives for freedom. Born in Birmingham, England, his future seemed bright since his father was a promising young manufacturer, but when his father died, the path laid out for Harry Collins took one of its many detours. His young mother was left to her own devices in her attempt to survive the calamity that had struck her family.

Young Harry finished his elementary education at the age of fourteen and was fortunate to find employment in the accounting department of the London and SW Railway. Feeling stifled by the tradition-bound system that existed in Britain, he struck out for Canada the following year.

He found out quickly that farming was not the way for a city lad to earn his fortune. Education, he decided, was the key. A few months attendance at a county school enabled him to pass his high school entrance exams. After taking classes at the Ridgetown Collegiate, the Model School in Chatham, CCI, and the Canada Business College, he became the teacher of the one-room school in Howard Township (Botany Public School) at the mature age of seventeen.

After several stints at different rural schools, two years in Quebec City and six years at CCI, Harry Collins decided that teaching was not a financially rewarding profession. He entered the employ of the City of Chatham as an auditor. Education's loss was the city's gain, as Harry quickly gained respect for his professional work and as chairman of several successful municipal endeavors.

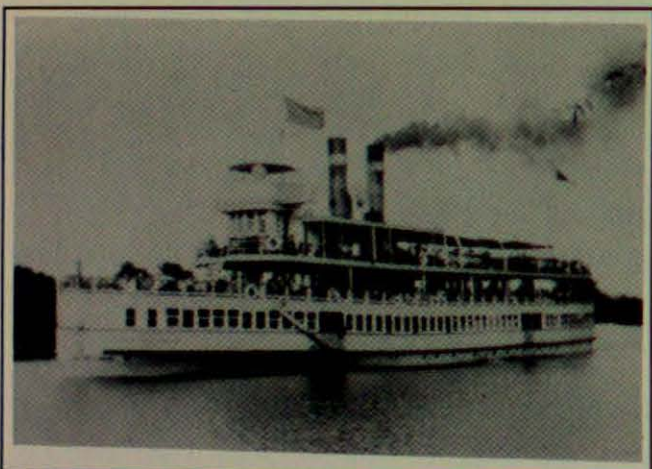
The Great War had shown that our youth must have technical skills in order for Canada to succeed in the post-war world. Some rooms at Central School were already used to teach practical skills to day and evening students. Even CCI had introduced a commercial course. The Chatham Board of Education decided that an additional venue



1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Chatham-Kent Museum



5. Photo courtesy of Chatham-Kent Museum

1. Tecumseh Park at the confluence of the Thames River and McGregor's Creek.
2. The Tecumseh Park Band Stand (1928 - 1965) and the Sons of England Memorial.
3. Excursion steamer on the Thames, July 10, 1921.
4. Sailing and canoeing on the Thames, 1920s.
5. The aftermath of the Garner Hotel Fire, 1929.

for practical education was needed. Despite the objections of some trustees who felt that a new building ought to be constructed on a different site, the Board decided to buy the dilapidated Hotel Sanita, opposite Tecumseh Park, for \$35,000 and convert it to a high school.

There was no one better in Kent County than Harry Collins to provide educational leadership and business acumen in the establishment of vocational training in Chatham. His philosophy of education was founded on the principles of individual effort, ambition and determination. These principles were coupled with a deep-seated sense of patriotism.

The Ontario Department of Education had allowed the conversion of the Hotel Sanita to a school with the proviso that it would be replaced in five years. Thus the Chatham Vocational School was opened in 1924 with Harry Collins as principal.

The classrooms catered to academic as well as commercial students. A small brick building in the rear was used for shop instruction. Because of a fire in 1927, the decision was made to construct a shop wing and an auditorium. Two years later a gymnasium was added as well.

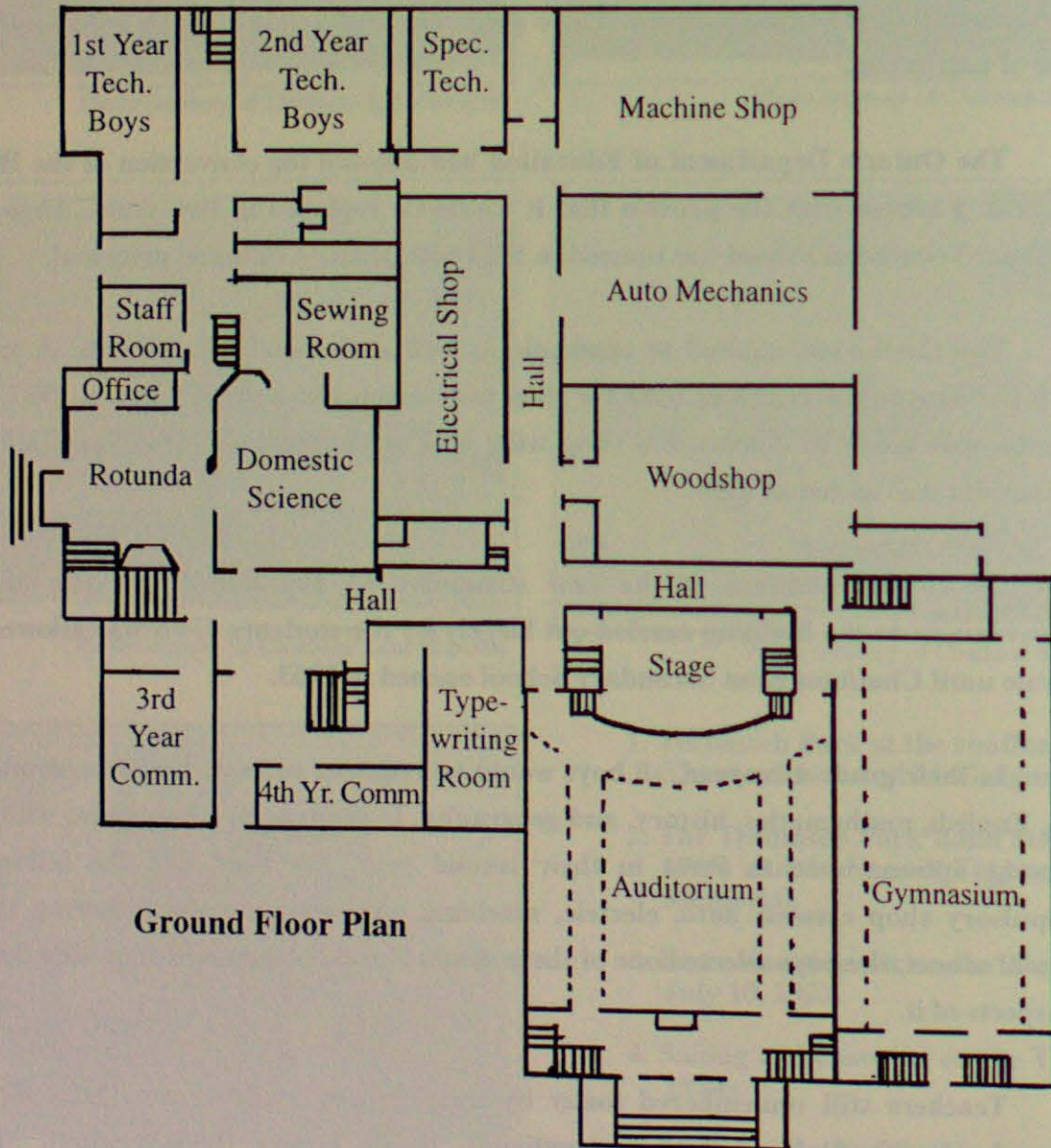
With the addition of the new structures by the Board and the major improvements to the building carried out largely by the students, CVS was allowed to operate until Chatham-Kent Secondary School opened in 1963.

In their grade nine year, all boys would be required to take: business, drafting, P.E., English, mathematics, history, and geography. In order to acquaint them with the different options open to them in their second year, the boys had the following compulsory shop classes: auto, electric, machine, and wood. In the following three years of school, the boys selected one of these subjects and became well acquainted with all aspects of it.

Teachers still remembered today by their former students are: Mrs. Blythe (general education), Vera Dykes (shorthand), Bessie Grieve (bookkeeping), Mary Millen (economics, history), Mrs. Greenwood (typewriting), Evelyn Stover (English, art), Ida Gignac (general education, P.T.), Helene Pilkey (household science), Joseph Carpenter (mathematics, P.T.), Leo Starr (drafting), W. Fawcett (science, geography), Charles Emery (woodworking), Albert Eve (machine shop), Alfred Mahn (auto

Chatham Vocational School

(1924 - 1963)



Ground Floor Plan

Courtesy of Chatham-Kent Museum

Drawing Stanojevic/Barej

mechanics), Tom Howard (electricity, P.T.), Ann McManus (typing), Etta English (dress making), and Sam Keats (acetylene welding).

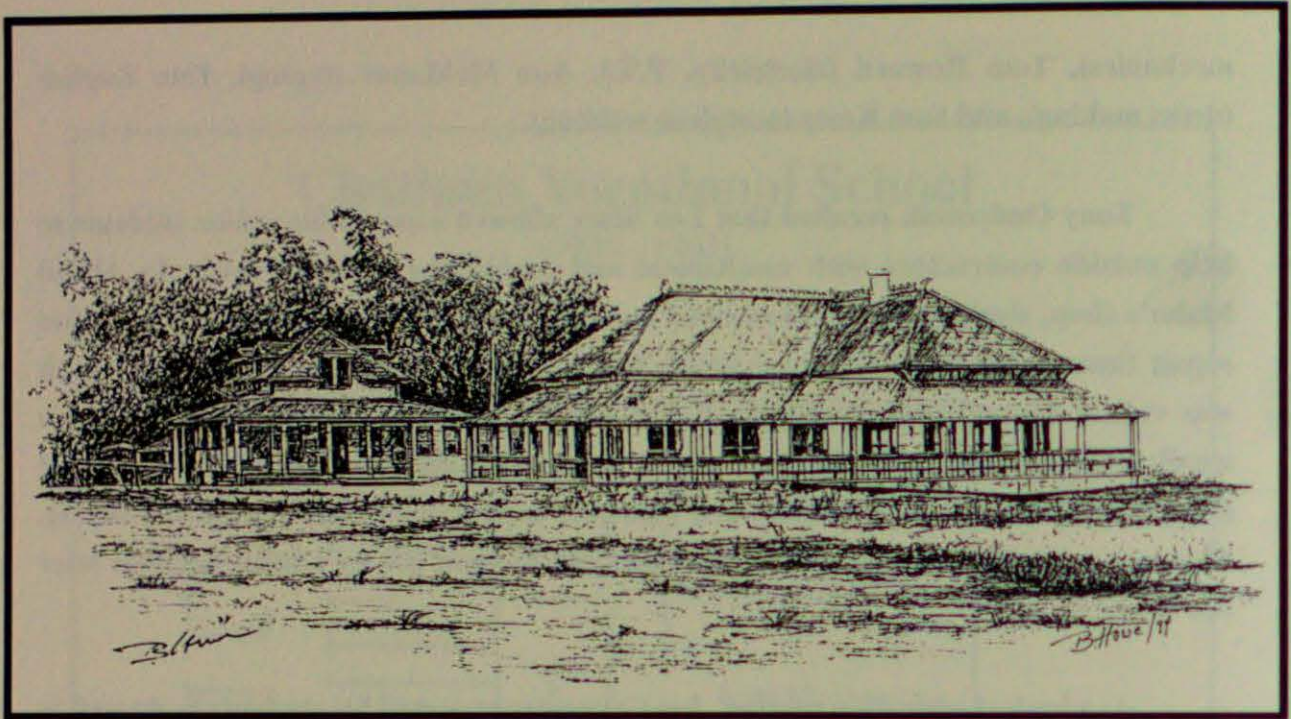
Tony Ondrovcik recalled that Leo Starr allowed some of his senior students to help outside contractors with mechanical and architectural design work. In Alfred Mahn's shop, students were encouraged to bring their own or their parents' cars and repair them as part of their course work. This gave them "hands-on experience" which was valued by potential employers. All of Charles Emery's students had to make a small octagonal end table. In their senior year, his students made fine cabinets and fancy fruit bowls. It was Tom Howard who gave instruction in electrical home wiring. This was a practical lesson well-learned and put to good use by Chuck Lenover later on.

As physical education teacher, Joe Carpenter expected his students to do well in tumbling, calisthenics, and the high and parallel bars. His tumbling team always put on a great show at Exhibition time. As the cadet teacher, Joe gave his students rudimentary military drill and skills.

The Cadet movement seems to have started at CCI in 1900. Once CVS was opened, there was a desire to continue that tradition. The first cadet inspection at CVS would probably have been around 1927. CVS cadets were certainly a proud group on their Annual Inspection Day. Outfitted in their blue uniforms, trimmed with gold, and polished shoes, they made a fine impression on the spectators. Tony Ondrovcik feels this training gave CVS students a well-needed introduction to military precision and discipline. This habit prepared Tony and his classmates for wartime service.

Albert Eves was head of the school band. It provided the music for all school functions. All the instruments were represented in the band: brass, percussion, wood winds and string. The band's appointed place was in the orchestra pit in CVS' auditorium. Today this pit is covered by the front part of the Kiwanis Theatre stage.

Tony Ondrovcik can only shake his head in disbelief at some of the shop procedures practised during the 1930s. In machine shop, tool steels received a special heat treatment. Case hardening of cold rolled steel was accomplished by heating the steel to a white-hot state and immersing it in *cyanide*! Then the steel would be reheated and quenched in water.



Drawing by Bill Howe

The Round dance pavilion at Rondeau Park, 1896 - 1939

The first Rondeau Park dance pavilion was opened in 1896. Although a rectangular building, it was known as the "Round Dance Pavilion". Located at about the site of the present park store, it was a wood frame structure with ornate pillars, a white picket fence, gingerbread trim, and an open dance floor.

In 1920, screening, shutters and a hardwood floor were added.

"Jitney dancing" meant that dancers purchased tickets costing 5¢ per dance, or six for a quarter. Later, this system was replaced by a \$1 cover charge.

This building, replaced in 1939 by a larger structure, was demolished in 1957 to make room for the present park store.

To raise enough money to offer the programmes and services his students deserved, Harry Collins continually turned to novel ways of increasing the financial support from the community. The Annual Exhibition held at the school not only provided a perfect opportunity to display students' work, such as the fully operational scale model of a steam locomotive, but also allowed the principal to "enrich the school's coffers."

The small admission fee amounts to a nice sum in the total and goes toward the library and other uses for which it is sometimes difficult to get grants from the taxpayers' money. Last year we spent money on pictures for the school decoration, library, school grounds, weaving looms, Ditto Machine, school books and other items.

Part of Harry Collins' educational philosophy was stated in the 1935 issue of the *Vocational Review*:

Every student should take some part in the school life and remember that what he puts into his work here is just as important as what he takes out of it. Character forming is more important than learning facts or mere skill in mechanical work.

Harry Collins was also able to note with satisfaction that:

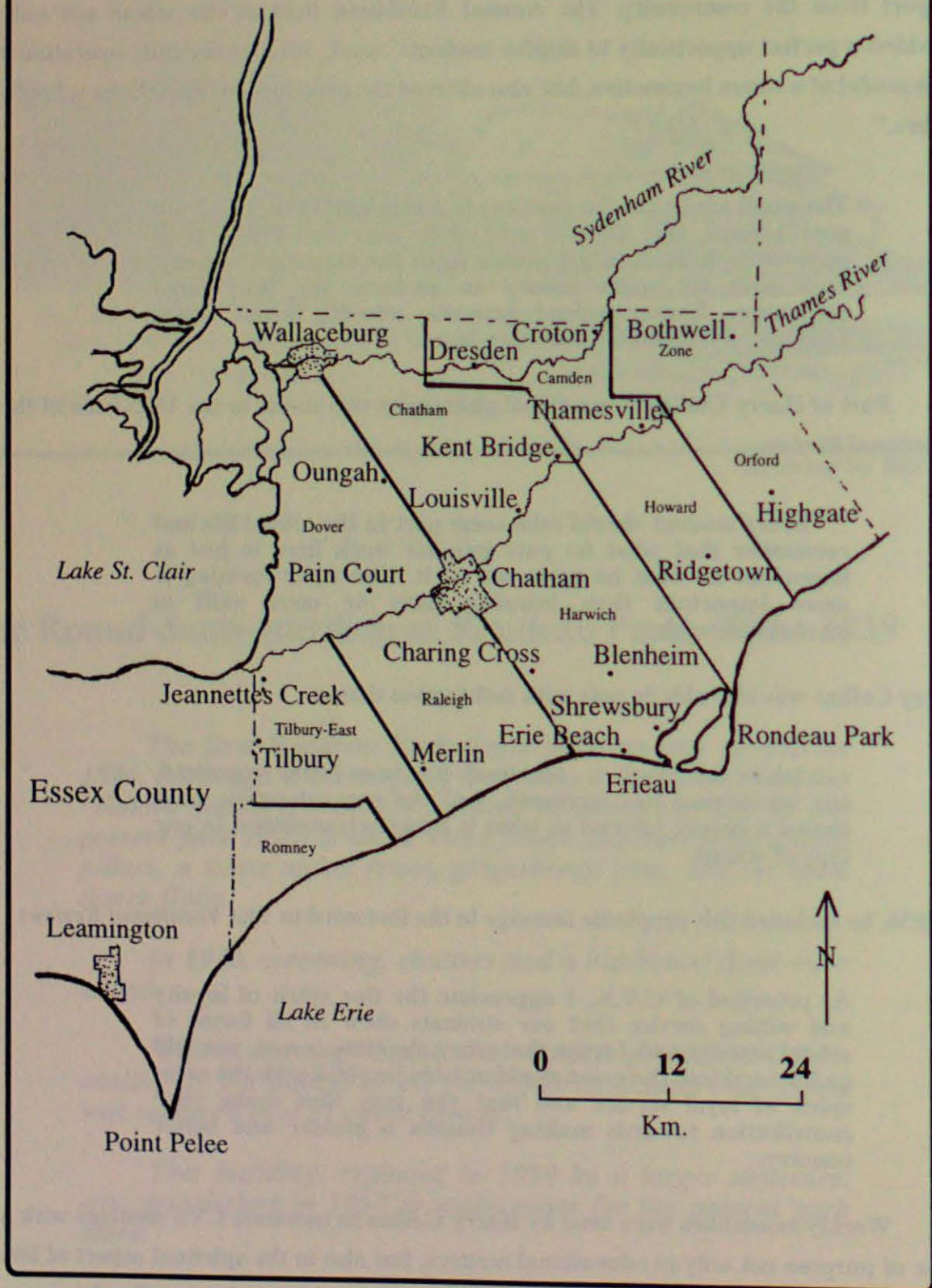
. . . [since last year] . . . our work has been better organized, our attendance has increased, and the general public have shown a deeper interest in what is being accomplished in our type of school.

In 1936, he included this prophetic message in the foreword to *The Vocational Review*:

As principal of C.V.S., I appreciate the fine spirit of loyalty and willing service that our students show in all forms of school activity and I trust that when the time comes, you will go forward into the great world outside inspired with the same spirit of loyal service and that you may thus make your contribution towards making Canada a greater and better country.

Weekly assemblies were used by Harry Collins to inculcate CVS students with a sense of purpose not only in educational matters, but also in the spiritual aspect of life. In the auditorium, the CVS community prayed together and sang hymns. For former

Kent County



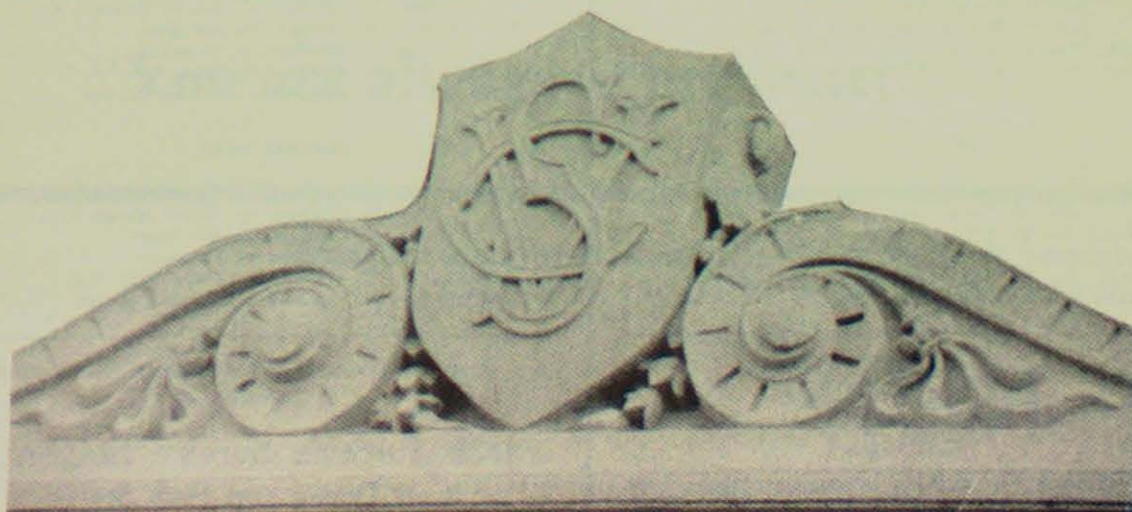
CVS students the sound of certain hymns, even now, will instantly evoke memories of their high school days. These assemblies were also a place for Harry Collins to voice his displeasure. This public display of censure did not occur too often, but when it did, Harry Collins would punctuate his remarks by thumping soundly on the lectern.

During the Second World War, Harry Collins sought to make his students live up to their potential. Both day and evening students tried their utmost to exceed their assigned war effort quotas. Secretarial work was done for the Red Cross; donations were made to organizations aiding evacuees; magazines and newspapers were collected for the IODE salvage fund, and there was always a need for scrap iron to be collected and sorted.



Courtesy of Chatham Daily News

In May of 1937, more than 200 students of CVS provided a colourful demonstration in the Armoury. The annual inspection of the cadet corps and the girls' physical training exercises was made by Captain A.T. Brown of London. Shown above is the colour guard (L to R): Tony Ondrovcik, colour bearer; Wesley Gosnell, CO of the cadets, Clifford Wright, 2-i-c, and Elmer Bowyer, colour bearer.



CHATHAM MAROONS

1934-1935

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GAMES AT HOME

FIRST HALF

Friday	Nov. 9	Hewitt Metals A. C. vs. Chatham
"	Nov. 16	Farm Crest A. C. vs. Chatham
"	Nov. 23	Windsor Motors vs. Chatham
Tuesday	Dec. 4	Mic Maes vs. Chatham
Friday	Dec. 14	Holzbaugh Ford A. C. vs. Chatham
"	Dec. 28	Frontiers vs. Chatham

SECOND HALF

Friday	Jan. 11	Hewitt Metals A. C. vs. Chatham
"	Jan. 18	Farm Crest A. C. vs. Chatham
Tuesday	Jan. 22	Windsor Motors vs. Chatham
"	Feb. 5	Mic Maes vs. Chatham
Friday	Feb. 15	Holzbaugh Ford A. C. vs. Chatham
Tuesday	Feb. 26	Frontiers vs. Chatham

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FIRST HALF

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"	Nov. 19	Chatham vs. Hewitt Metals A. C.
Thursday	Nov. 29	Chatham vs. Mic Maes
"	Dec. 6	Chatham vs. Frontiers
Monday	Dec. 10	Chatham vs. Farm Crest A. C.
Thursday	Dec. 27	Chatham vs. Windsor Motors

SECOND HALF

Monday	Jan. 14	Chatham vs. Holzbaugh Ford A. C.
"	Jan. 21	Chatham vs. Hewitt Metals A. C.
Thursday	Jan. 31	Chatham vs. Mic Maes
"	Feb. 7	Chatham vs. Frontiers
Monday	Feb. 11	Chatham vs. Farm Crest A. C.
Thursday	Feb. 28	Chatham vs. Windsor Motors

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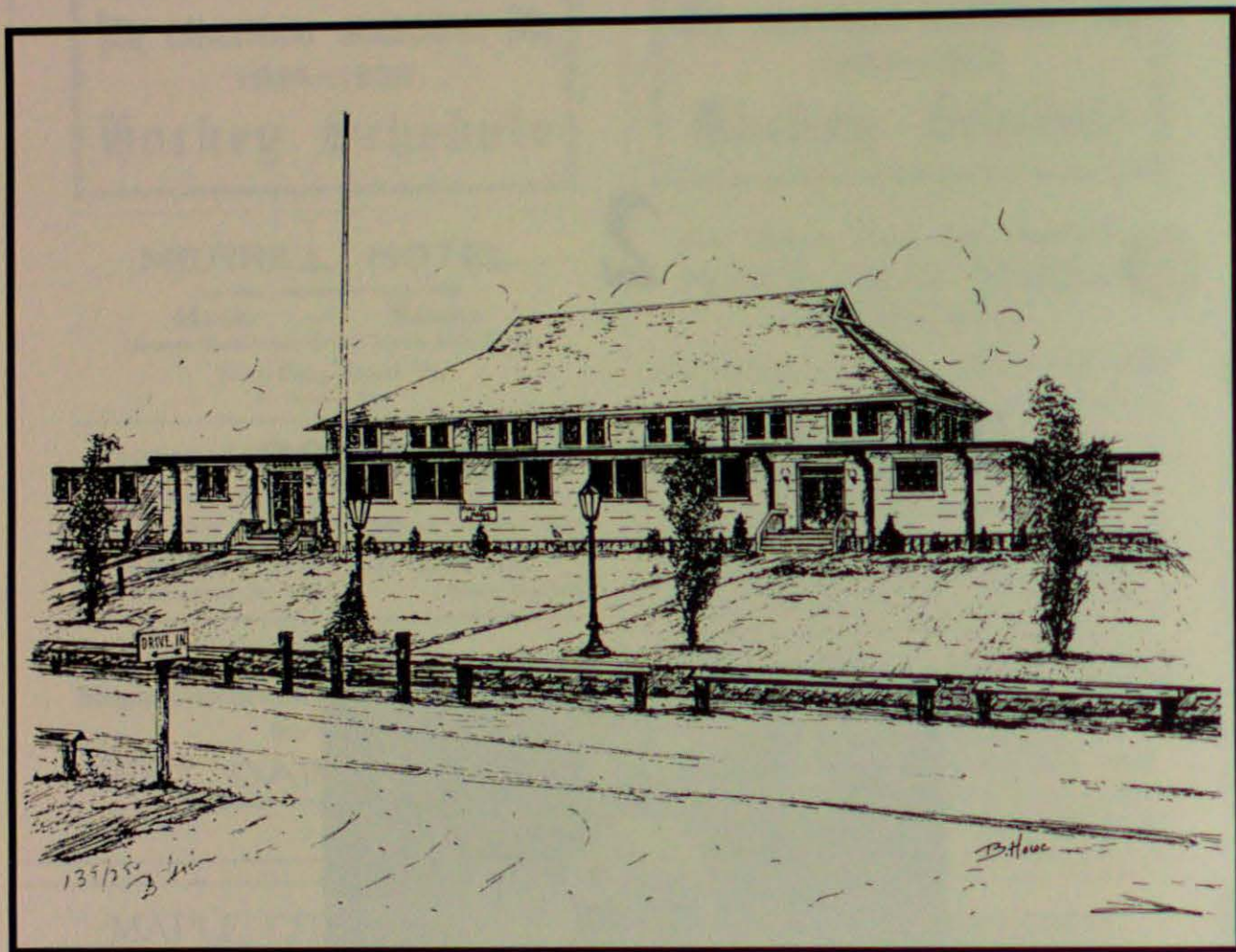
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The Dirty Thirties



“You are always in my heart”

**from Lieutenant William Highfield Vester’s headstone
Groesbeek Canadian War Cemetery, Holland**



Drawing by Bill Howe

The second dance pavilion at Rondeau Park, 1939 - 1973

Located near the present beach, this lakeside dance pavilion in Rondeau Park was opened on May 24, 1939. A lunch counter, dining room, washrooms and a coat check were situated on the north end of the hall. The orchestra shell was positioned at the centre of the west side.

Initially painted green with white shutters, this pavilion was located just a few hundred feet south of the traffic circle, costing \$30 000 to construct. Its Saturday night dances were very popular, with long line ups of customers waiting to be let in.

This second - and last - dance hall inside the park gates burned down on July 17, 1973.

CHAPTER 2: THE DIRTY THIRTIES

Tough times during the 1930's for Clarence Smyth, Roy Bradley, Bill DeHaw, Chuck Lenover, John Vasicek and Albert Ruthven. Leslie Peers is entrusted with a special mission.

The march of dictators across the economically prostrate world of the 1930s left most Canadians untouched. We had our own problems, and besides, Prime Minister King told us that we lived in a "fire proof house." The news in Canada concentrated on the plight of the drought-stricken prairie farmers, the economic dislocation of a shrinking economy, and pitiful hordes of young men who were "riding the rods" from east to west looking for food, shelter, and maybe even a job. The prospects of finding work were slim since one person in four was unemployed. Television, of course, did not exist. Ordinary Canadians were unaware of the lives of those with means and widespread discontent and social upheaval did not lead to rebellion or class war.

CLARENCE SMYTH

What the hard times did for most was to develop ingenuity in making do. Clarence Reginald Smyth is a good example of what had to be done in order to survive in an urban setting in the Canada of the 1930s.

Clarence was born in Harwich Township on July 15, 1919. His mother, Annie Myrtle McDougall, had married Norman James Smyth in 1913. In addition to Clarence, the Smyths were blessed with five daughters Margaret, Dorothy, Laverne, Gladys and Marie. Clarence had a fair complexion, blue/hazel eyes, and brown hair and was a lively child.

The family had done some farming in Harwich, but eventually they moved to Chatham and lived at 92 Joseph Street. When Mr. Smyth was unemployed and funds ran low, he had to apply to the city for food stamps. Our current system of unemployment insurance, baby bonuses and social assistance was unknown and any tentative implementation of direct aid to the unemployed was vigorously resisted by Ottawa.



1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Clara Hoy

1. Floods in Chatham were a real problem. This was Piggott's Lumber Yard in 1930.
2. Another flood in Chatham. This was Thames Street in 1937.
3. Albert Ruthven in his uniform as telegraph messenger; note the leg guards to keep his pants clean while bicycling.
4. The Canada Business College (later the OPP District headquarters and now abandoned) on Queen Street.

In those stressful times every person in the family had to help out. Mrs. Smyth would take in laundry to wash and dry at home. An extra service provided by her was the starching of collars for dress shirts. Clarence was the proud owner of a wagon; it was his job to go to the Red & White Store at the corner of St. Clair Street and Grand Avenue and get the family food. To earn money he would shovel snow for the neighbours in winter, cut the grass for them in the summer.

Comforts which we take for granted today could only be dreamed about then. In winter, for example, the home's sole source of heat was provided by the stove in the kitchen. As a result, the bedrooms were cold at bedtime, and they were even colder when the family got up in the morning. In the summers, the air would get stiflingly hot and in desperation the family would move its mattresses onto the porch for a better night's sleep.

Like many children at that time, Clarence had a bout of pneumonia at the age of eleven months and scarlet fever when he was nine years old. Mumps, whooping cough and the chicken pox were other illnesses that he survived. Besides some scars on his left hand and his right index finger, he also had a scar from a dog bite on the inside of his left thigh.

In his quest for cash, he would buy copies of the *Chatham Daily News* for 2¢ each, run to his favourite corner on King Street and sell them for three cents. At the age of ten, he felt confident enough to approach the manager at Heller's Restaurant and Candy Store for a job. He was in luck! The restaurant needed a dishwasher.

In 1935, he had enough money saved to purchase a bicycle. He could finally approach Canadian Pacific and offer his services as a telegraph delivery boy. With the job came a distinctive uniform that he proudly wore.

At last he was able to purchase a substantial present for his mom. He bought her a radio, the first one she had ever owned. The songs she listened to included 'The Glory of Love', 'I've Got You Under My Skin', 'Pennies from Heaven', 'Beer Barrel Polka', and, of course, an array of Glenn Miller instrumentals.

Like most boys of his time, he had to provide his own entertainment. He thoroughly enjoyed such active sports as swimming, boxing and ping pong. We know



1. Photo courtesy of Bradley family



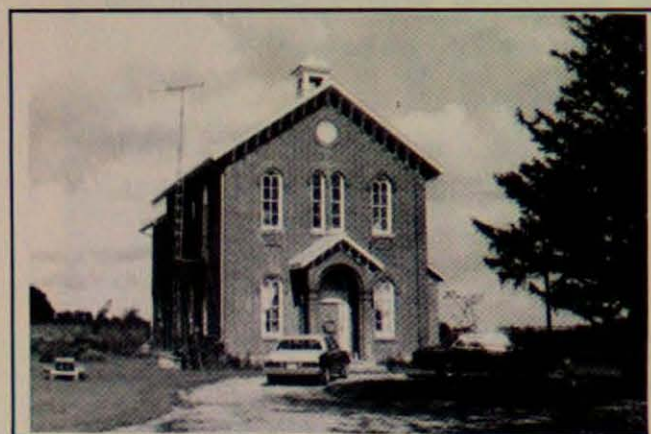
2. Photo courtesy of Bradley family



3. Photo courtesy of Bradley family



4. Photo courtesy of Bradley family



5. author's collection

1. Roy Bradley, 7th from left, at School Section No. 7, Tilbury East, in 1931.
2. Roy Bradley (centre, with tie) at the first Tilbury High School on Mabel Street, 1934.
3. Ernest (dad), Roy (son) and Edward (uncle) Bradley.
4. Roy Bradley and friends enjoying a picnic on the beach, Lake Erie.
5. John Vasicek's Zion Elementary School, S.S. #8 at the Mull Sideroad and Pinehurst Line.

that he played football because even years later he would report to the medical board that in 1933 he had been kicked so hard during a game that he was stunned. He went on to explain that he suffered no headaches because of it. In later years he would visit the Nickelodeon at the White Palace on King Street with his friends from work. A favourite activity on Saturday mornings was the public skating session at the arena on William Street North. He was certainly a good fellow to have around. He was humorous and well-liked.

Clarence attended McKeough School, located at the corner of Forest and Llydican Streets, from 1924 until his graduation in 1932. He then attended the first Chatham Collegiate Institute for two years (the present building was not opened until 1941). During these Depression years students had to buy their own supplies including all of their required textbooks. For the cash-strapped family, it was a real effort to purchase the texts for his history, geography, math, Latin and French classes.

Later he transferred to the Chatham Vocational School. Here, Harry Collins, the principal, tried to provide academic and practical subjects that would give the graduates the best possible chance of employment.

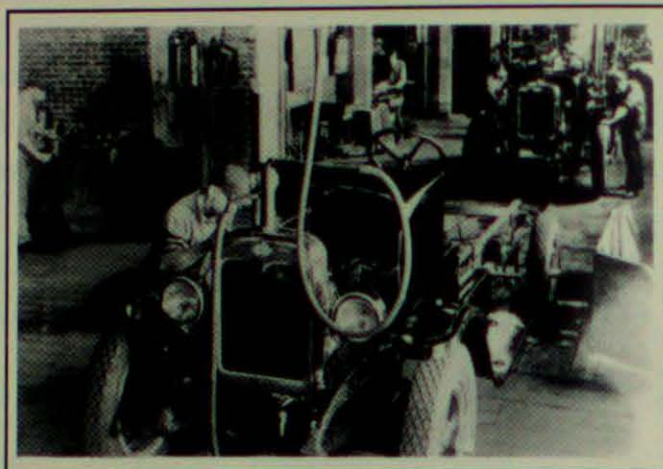
Clarence's résumé certainly showed his determination to be a contributing member of society. His list of full and part-time jobs included fountain clerk, waiter, laboratory assistant, factory labourer, truck driver and manager of the dining room at the Rondeau Pavilion. He also acquired a chauffeur's licence. As a smoker, he usually consumed about eight cigarettes a day. Eventually he moved to London where he worked for Mr. T. Haskett on Dundas Street East.

ROY HARRIS BRADLEY

Roy Bradley's upbringing exemplifies Canada's pre-war rural experience. He was born on November 7, 1917, to Charlotte Josephine Sterling and Ernest Garfield Bradley in the village of Jeannette's Creek. Roy, his brothers Frank, James and Earl and younger sister Betty, all learned to swim at the "dredge cut." Here the water was refreshing and clean. It was a good spot to meet some of the other children from the surrounding farms. In the "cut" they had their own world, isolated from the concerns of the adult world. The Thames River was just the right place to swim in the summer and skate during the winter. Roy's parents did not have much money, but the children



1. Photo courtesy of Navistar International Corp.



2. Photo courtesy of Navistar International Corp.



3. Photo courtesy of Navistar International Corp.



4. Photo courtesy of the Smyth family



5. Photo courtesy of Chatham-Kent Museum

1. The Chatham Wagon Works plant on Grand Avenue. This factory became home to International Harvester (later Navistar Corporation). Today it is the site of Sunnen Industries.

2. The truck assembly line of the I.H. plant on Grand Avenue during the 1930s.

3. Fred Sedgman would have installed electric wire harnesses on this I.H. assembly line on Grand Ave. in 1937

4. Clarence Smyth in front of the Canadian Legion Club.

5. The William Pitt Hotel in 1930.

never lacked any essentials, nor did they lack work or leisure activities to keep them occupied.

Fields of carrots and onions always needed weeding, pulling, topping and grading. Roy and his siblings always worked shoulder-to-shoulder with the adults. At busy times even the relatives would assist with the harvest. Their uncle could always be counted on to help.

On their farm, there were animals to take care of and to play with. As with many other area farmers, the Bradleys always had some chickens and pigs. Some of the photographs in the family album show the children enjoying the animals. Eight year old Roy is shown sitting on the back of a calf.

Despite the difficult times, the selling of eggs, vegetables and other farm produce enabled the Bradleys to have enough money to allow everyone to attend school. Their elementary school, Jeannette's Creek Public School, S.S. #7, was just down the road from their farm. After eight years, Roy had to take the momentous step of travelling to Tilbury to attend classes at the first Tilbury High School, located at the corner of Front and Mabel Streets. His horizons broadened to include, in addition to his studies, such sports as softball, soccer and hockey. On his own time, he still enjoyed swimming, reading and playing ping pong.

The general store was located on the adjoining property. Above the store, the Friday night dances were very popular during the winter months. For 25¢, one could have a full evening of entertainment, dancing and playing cards. This was also the location for the annual Christmas concert.

After three years of academic classes at Tilbury High, Roy wrote his final examinations and earned As in chemistry and algebra and Bs in English literature and Canadian history. Roy realistically assessed the job market and decided that he needed some practical skills in order to get a secure position. After all, this was the Depression, and there were plenty of applicants for every available job. And so he decided that some courses at the Chatham Vocational School would help his situation. Since it was not feasible to commute daily, some arrangements had to be made for Roy to stay in the city during the school year. At 57 Poplar Street, his uncle, Joe Moore, was happy to provide accommodation. At CVS, Roy felt that bookkeeping would probably give him

the best chances at a job.

After receiving his diploma in 1936, having completed the Special Course in Commerce at age 18, he considered himself fortunate to get a position as a junior clerk/ledger keeper with the Imperial Bank on King Street. During his four years with the bank, he worked with and became a good friend of Douglas Gordon-Kay.

When the war broke out in September of 1939, Roy still lived with his aunt and uncle on Poplar Street. Like most young men of his age, he walked to work because few could afford a car. In the meantime, his older brothers had married, and Roy felt that, as a bachelor, he ought to be the one to volunteer to go to war. As can well be imagined, his mother felt conflicting emotions, being both upset and proud when her youngest son Roy joined the RCAF on December 17, 1940, at the Recruiting Centre in Windsor. He was happy to be accepted because the air force was his first choice. His fellow co-worker and best friend Doug was also accepted into the RCAF.

Roy followed the normal route through the British Commonwealth Air Training Plan curriculum in places such as Toronto, Picton, Victoriaville, Cap-de-La-Madeleine and Dunnville. In his letters home, he described the work he had to do in his classes, his fellow trainees, and the local scenery. Sometimes Roy would even enclose a snapshot showing the town at which he was stationed.

Fifty years later his sister Betty - now Mrs. Jenner - still remembers Roy's visits home when he had leave. She was twelve at the time and fondly recalls polishing his boots. Roy always gave her some money.

On August 20, 1941, Roy received his wings at Dunnville. Oh! The members of his family were so proud of him that everyone wanted to attend his graduation. They all tried to fit into the car, but Betty, to her mom's consternation, had to be left at home. There was not enough room. After the impressive ceremony, they all went to see Niagara Falls.

WILLIAM ALOYSIUS DeHAW

Bill DeHaw, born on October 31, 1923, was a typical product of his time, short (5' 4 1/2") and light (116 lbs.). He made up in energy, enterprise, and sociability what nature and a flat economy had denied him. After attending Blessed Sacrament School and CVS, he was out and about chasing any lead that would guide him to a job, any job. This generation who lived during the Depression was eager for any work and multi-talented Bill was not shy in letting potential employers know that he was ready, willing and certainly able to help them out in any job available - seasonal, part or full time.

In sports, he was quick to show his prowess. At Blessed Sacrament, he played centre on the football team, and during the winter he would guard the crease as goalie. In the spring he would become his team's pitcher. He was renowned as Chatham's best pole vaulter. He was also a member of the Catholic Youth Organization.

As an active outdoors' person, Bill took any opportunity to go fishing. Utilizing his familiarity with the best locations, he was able to hire himself out to hunters from Canada and the U.S., but these kinds of jobs were not only occasional but also seasonal. When he was not guiding hunters, Bill was employed at Carrick's Cafeteria, and later for \$18 a week as a truck driver. In 1942-43, he was working at the Dominion Glass Factory in Wallaceburg for 50¢ an hour.

He volunteered for the Second Kent Battalion Reserve, and in August of 1943, he travelled to London in order to enlist with the army. After some training at the Chatham No. 12 Basic Training Centre, he had to report to Ipperwash. However, just before he left Chatham his plans were almost thwarted. He was a passenger in a car driven by one of his brothers and was involved in a minor accident. Bill's head collided with the windshield, but the army doctor decided that his facial cuts were only superficial and his training proceeded as planned.

CHARLES STEPHEN LENOVER

Charles (Chuck) Lenover was the second oldest of six children born to James and Mable Lenover on February 26, 1916, at 122 Lacroix Street. He and his siblings did not have an easy time. As with most others of his generation, every day was a struggle. His dad died in 1926 when Chuck was ten years old. With the proceeds from her husband's \$1,500 insurance policy, Mable Lenover was able to purchase their rented home on Lacroix Street, ensuring that she and her six children would have a roof over their heads at a time when the Great Depression was making life extremely difficult for millions of Canadians.

The Lenover door was always open. Their friends and the neighbourhood kids always felt welcomed when they dropped in. A small but happy home, it was a beehive of activity from morning until night.

Even though Mrs. Lenover received a widow's allowance of \$40 a month, she found it necessary to take in sewing to supplement her income. All five boys and her only daughter, Eva, had to pitch in to help fill the family's financial needs. Using a sleigh in the winter and a wagon in the summer, they collected old bottles, scrap metal, paper and rags to sell to Sammy Kovinsky on William Street.

Before school, they delivered the *London Advertiser* and the *London Free Press*. After school, they sold the *Border City Star*, now the *Windsor Star*, and the *Chatham Daily News* for 3¢ each. Since they had bought them for 2¢ each, they made a profit of one cent on each newspaper.

Farm relatives would bring vegetables, meat and fish to the city so that the widow Lenover always had food on the table. Once, when Uncle Roy brought corn into the city, Chuck and his brothers competed to see who could eat the most; Chuck won. He had consumed thirteen ears of corn!

In their house on Lacroix Street, the seven Lenovers shared two bedrooms. Mrs. Lenover and her daughter Eva slept in one and all five boys shared the other bedroom. The three youngest boys slept in one bed, while Chuck and Gerald shared the other bed.

In the winter, Chuck liked to skate on the Thames or on a frozen pond on Park

Avenue West. At all times of the year, teenagers flocked to the White Palace where a hamburger and a coke provided an excuse to eye the opposite sex on neutral ground.

Another magnet on King Street that attracted young and old alike was the Princess Theatre. Where else could one get an adventure-packed Saturday morning for the sum of five cents and be left eagerly anticipating the continuation of the current serial? The perilous adventures of Pauline and the daring exploits of Tom Mix had the audiences sitting on the edges of their seats. Who wouldn't return the following week to see the next installment?

After attending Central School, Chuck and most of his pals went to CVS to get practical training for future jobs. His specialty was electricity, and he put his newly-learned skills to good use by re-wiring the family home on Lacroix Street. However, times were tough, and Chuck was getting restless.

Needing a change of place and pace, Chuck decided that there were attractions beyond Chatham which needed to be explored. When a visiting circus departed for its winter quarters in Sarasota, Florida, Chuck went along as one of the crew. As a roustabout, he revelled in the excitement and camaraderie of circus life. He kept his family informed of his new-found lifestyle which involved helping erect the big-top and feeding the animals.

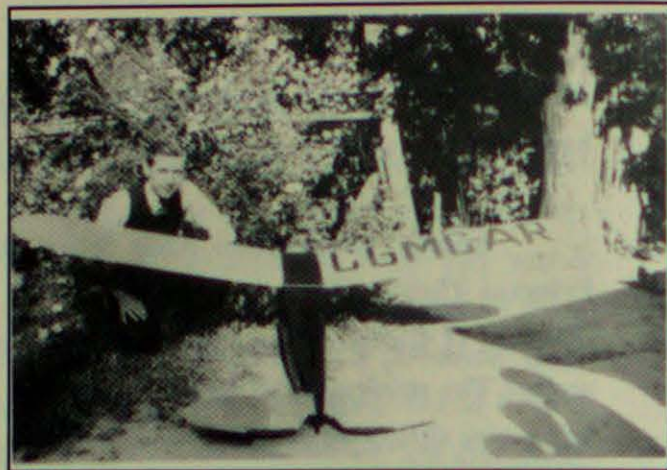
In the mid 1930s, he returned to Canada and was employed at Trenton as a manual labourer at the newly established air base. Little did he know that one day in the not-to-distant future, he and tens of thousands of others would use these facilities in order to wage war half a world away. RCAF Station Trenton would become the largest base in the British Commonwealth Air Training Plan.

The following year, his cousin May and her husband George invited him to come and stay with them in Joliet, Illinois. There he was able to continue his education by attending the local high school.

Later, after visiting his family in the summer for a few weeks, he was denied re-entry to the United States. Refusing to be discouraged, he looked for a job locally. He was fortunate. He became an employee at Mr. Goddard's Chick Hatchery on Market Street, the site of today's Downtown Chatham Centre.



1. Photo courtesy of the Smyth family



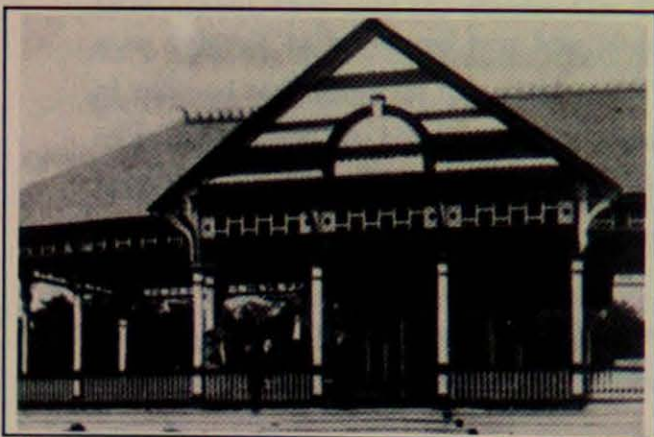
2. Photo courtesy of the Smyth family



3. Photo courtesy of Union Gas



4. Photo courtesy of the Smyth family



5. Photo courtesy of Chatham-Kent Museum

1. Albert Ruthven in his blue CVS Cadet uniform, May 6, 1935.
2. Albert Ruthven and his homemade model airplane in June, 1938.
3. Union Gas Head office on Fifth Street, 1928; note the horse and wagon delivery service.
4. At Union Gas, Lorne Ruthven painted this poster for the latest war bond campaign.
5. The Round Rondeau Park Dance Pavilion, 1930s. There were no screens or walls to keep out the elements.

One of the drawbacks of the job was that he had to work the night shift. One of the fringe benefits of that particular job was that Mr. Goddard allowed his employees to buy cracked eggs at ten cents per dozen. Since this was the Great Depression and Mrs. Lenover had a large family to feed, Chuck brought home a fair number of eggs. One day at supper Chuck raised this plaintive cry, "Ma, do we have to have eggs every night? I have to work with them at that smelly place every night and then when I come home, I have to eat them too!"

What was Chuck like? According to those who knew him well, he enjoyed telling jokes, and was a happy-go-lucky young man about town. Chuck wanted more out of life than being a victim of the Great Depression. He looked for and found ways to put additional meaning and adventure into his life. His brother Gerald described him as a "ladies' man" who liked to get dressed-up, was very particular about his looks, and had plenty of girlfriends.

JOHN ANTHONY VASICEK

John (actually Jan) was born on June 26, 1923. When he was two years old, his parents, deciding that Canada would provide a better future for the Vasicek children, emigrated from Hodonin, Czechoslovakia. The family crossed the Atlantic and became landed immigrants in 1925.

Selecting Kent County as their new home, the Vasiceks became sharecroppers. Stephen Vasicek would receive 40 % of the proceeds from the sale of the crop for his labour in planting and harvesting the crop. The owner of the farm kept 60% of the cash because he provided the seed, horses and machinery. Most often it was tobacco that was grown for sharecropping.

After a long and bitter struggle the family was able to move to its own farm. Here, at the Mull Sideroad and the 11th Concession in Harwich Township, Stephen and Marie Vasicek and their four children - John, Charles, Mary and Lloyd - tried to build a better future for themselves. A tree that was the focus of many of the children's games still stands along Boundary Line Road. In 1995, the 11th Concession would be renamed Vasik Line, in recognition of their contribution to Canada.

Zion School, S.S. #8, at the Mull Road and Pinehurst Line in Harwich Twp., became the key to their success. Here John and his siblings attended elementary school for eight years; then, determined to learn a trade, John decided to attend the Vocational School in Chatham.

His routine, summer and winter, was similar to many of the rural children who wanted to attend a city school in the days before school buses became the norm. He left home every morning at 7:30 - earlier if there was a lot of snow. Bicycling four miles to get to his neighbour's farm, John and several others would then make the sixty minute journey by car to CVS on the corner of William and Murray Streets in Chatham. Participation in school sports or any other after school activity was out of the question. Country students had to forego most of the extra-curricular activities. After all, they had to help on the farm and students such as John didn't arrive home until 6 o'clock in the evening.

His practical work experience consisted of working for one month at Labombard's Motors. In June of 1941, John graduated from CVS with perfect attendance and a 90% in his chosen subject of motor mechanics. He also did very well in his other subjects, including mathematics, science, economics, drafting and literature. Overshadowing his joy at having done so well in school, was the death of his mother.

Events beyond Chatham began to dominate the thoughts and actions of all patriotic Canadians. World War II was sweeping its deathly scythe across the planet, cutting down the best in the prime of their youth, just as the First World War had done. Compelled by patriotism and a lifelong interest in model airplanes, John decided to make use of his mechanical skills by enlisting in the Royal Canadian Air Force.

John and his fellow trainees "hit the books" again after joining up on September 13, 1941. He received his training in Toronto, St. Thomas, Oshawa and St. Hubert. DeHavilland Tiger Moths and Fleet Finches were the planes used in Elementary Flying School. John was transferred to Charlottetown in the fall of 1942 to receive instruction in general reconnaissance. Following that course, he received his wings.

The Vasiceks were recognized at last as being a vital part of their community. The following account, which appeared in the *Chatham Daily News* nine months after John

entered training, showed that this Czech immigrant family had finally been accepted by their neighbours:

John graduated, at the head of his class, as a Pilot Officer at age 19. On his final leave Mr. and Mrs. William Neilson of the Eleventh Concession [today's Vasik Line] hosted a party to honour John and bid him farewell. In the presence of over sixty guests, Mr. William Neilson presented John with a pen and pencil set and said:

'Dear John,

It is with great regret that we, your friends and neighbours, have gathered here tonight to bid you farewell. We are proud of the fact that you have climbed the ladder of success and have been a true and worthy citizen and we ask you to accept this gift as a small indication of our sincere and high regard for you. Our hope is that your future pathway may be filled with health and happiness and may this conflict soon be cleared away so that you may return to be among us again. Wishing you the best of luck and God-speed.

We are your friends and neighbours.'

ALBERT McKENZIE RUTHVEN

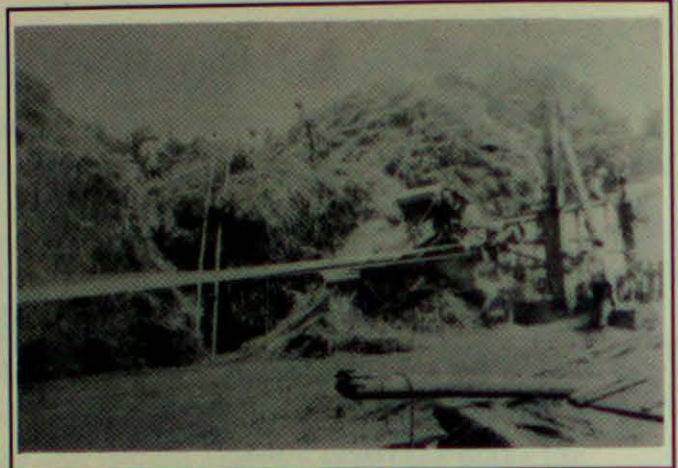
Albert McKenzie Ruthven was born to Kathleen Dorrieffield and Franklin Albert Ruthven on March 15, 1920, in Alliston, Ontario. He had four brothers and one sister. They moved to Chatham where they lived at 20 Charteris Street.

He attended Queen Mary School from 1928 until 1934. Always interested in things mechanical, he enrolled at the CVS for classes in drafting and motor mechanics. His talents definitely lay in sketching and painting. His notebook is filled with figures and faces of his teachers and fellow students, as well as the inevitable airplanes and dogfights over the skies of France. At home, he concentrated on oil painting. Peaceful pastoral scenes painted by Albert so long ago still grace the walls of his sister's home. Later, when war broke out, he produced a magnificent oil painting showing two fighter pilots engaged in aerial combat. This painting is still in his sister Clara's possession.

His all-consuming passion was flying. He earned money selling newspapers and doing odd jobs for neighbours, and he spent every cent on building model airplanes



1. Photo courtesy of Clara (Ruthven) Hoy



2. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Clara (Ruthven) Hoy



3. Photo courtesy of the Bradley family

- 1. Albert Ruthven and Birdie May Glassford were married in Chatham, on February 6, 1943.
- 2. Threshing in Kent County in 1919
- 3. The Bradley homestead in Jeannette's Creek, 1935. Note the unpaved road in front of their farm.
- 4. Albert Ruthven with his model plane in June, 1938.

and later, on flying lessons. His model planes were quite sophisticated, some had a wing span of five feet and were powered by miniature gasoline engines. When he was fifteen, he decided that only the real experience would satisfy him. By the time he enlisted, Albert had his commercial flying licence and 54 hours of civilian flying experience noted in his log book. In fact, he had learned to fly a plane before he could drive a car. His flying instructor had been Norman Thomson.

In 1936, he had been hired by Union Gas on the strength of his art portfolio. He joined the art department, where he worked under the supervision of Mr. L. Kane. He finally could devote all of his time at work to sketching and painting. As a commercial artist, he was responsible not only for painting signs and show cards but also for paintings that became part of seasonal displays. One painting that is still easily recalled by his sister is that of a hunting dog with a duck in an autumn setting. To supplement his formal education, he took a three month night course at the Business College on Queen Street.

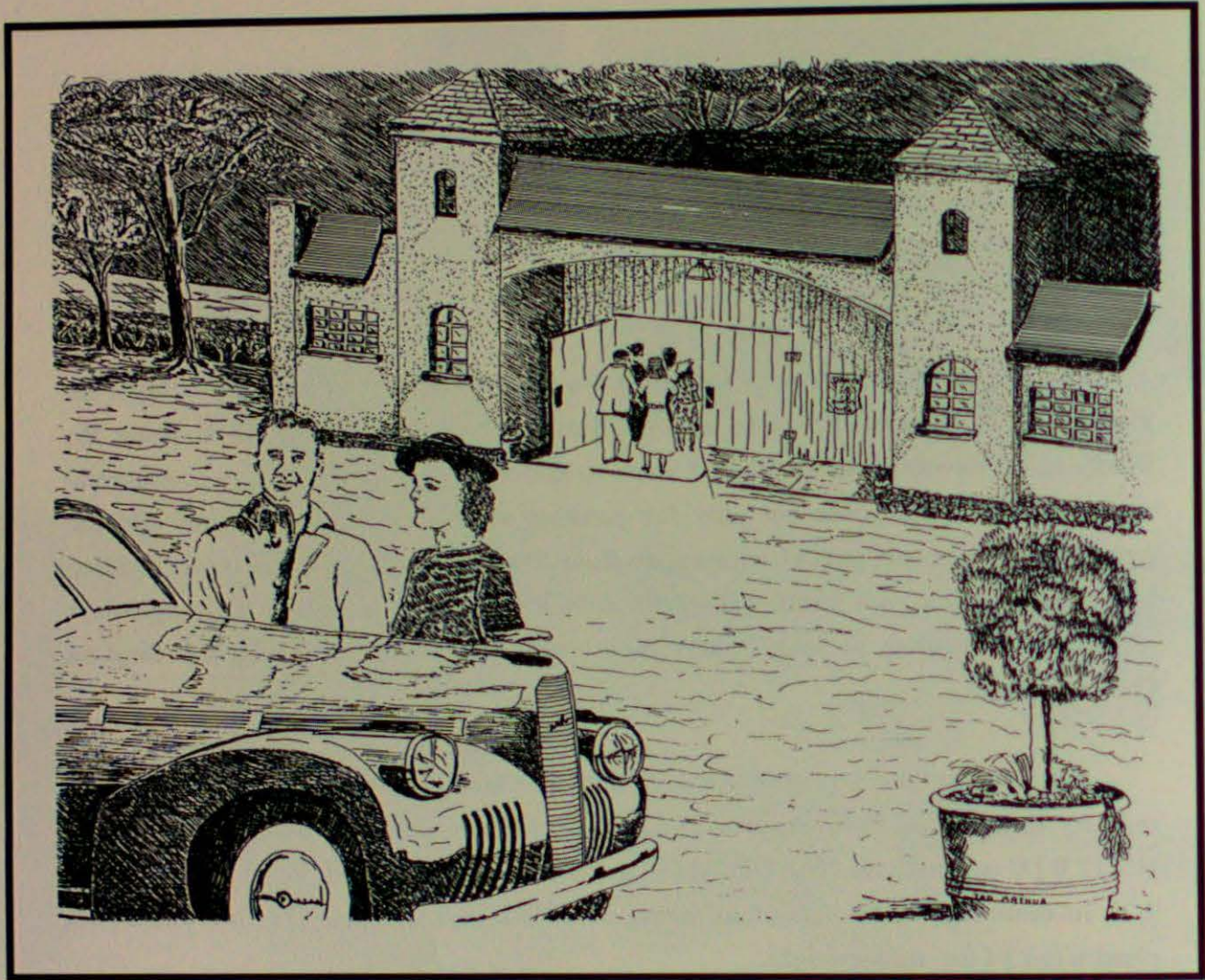
After the outbreak of war, Albert decided to take the two month course in basic military instruction. From August 28 until October 6 of 1941, he became a trainee at No. 12 BTC in Chatham. The September medical report noted that he had a birthmark 1/3" in diameter on his left hand, stood 5' 8" tall and weighed 125 lbs. which was considered 14 lbs. underweight.

When he enlisted with the RCAF in Windsor on November 6, the recruitment officer made the following comments:

Good physique. Weight has increased satisfactorily. Average to better intelligence. Schooling is fair and has followed commercial designing. The eldest of 6, is a serious, earnest young man; father died young and so he had to take on many responsibilities. Mature and stable, matter of fact in demeanor and straight to the point. Is very keen on aviation and is a civilian pilot. Should do well.

Keen to be W.O.A.G. [wireless operator/ air gunner] since education requirements do not at present allow him to be a pilot.

Better than average air crew material.



Drawing by Ted Arthur

Chuck Lenover and his date at Dreamland

There was free bus transportation from Fry's Service station on Wellington Street to this 3,000 square foot dance hall on the Creek Road near Maple Leaf Cemetery. Patrons were able to dance every week night. To avoid conflict with the Sunday closing laws, special dances were scheduled for Sunday midnight.

LESLIE ARTHUR PEERS

Leslie Peers was born on May 4, 1917 in Chatham. His mother was Katherine Edwards and his father was Charles Arthur Cole. Leslie grew up with his foster parents Mr. Jephtha and Mrs. Earlie Peers at 99 Edgar Street. Later, they moved to 31 Prince Street West. At CVS he earned his senior matriculation, specializing in electricity.

While a student at CVS, Leslie and his fellow teammates made school history. Si Steele still remembers well that time sixty-three years ago:

I attended the two year Special Commercial Course in bookkeeping at CVS from September, 1933 until the end of June 1935 ... I was the goal tender for CVS. Other team members included Leslie Peers and Emerson Coatsworth. We won the WOSSA championship for 1934 and 1935. This was the only time a team from Chatham won this particular championship.

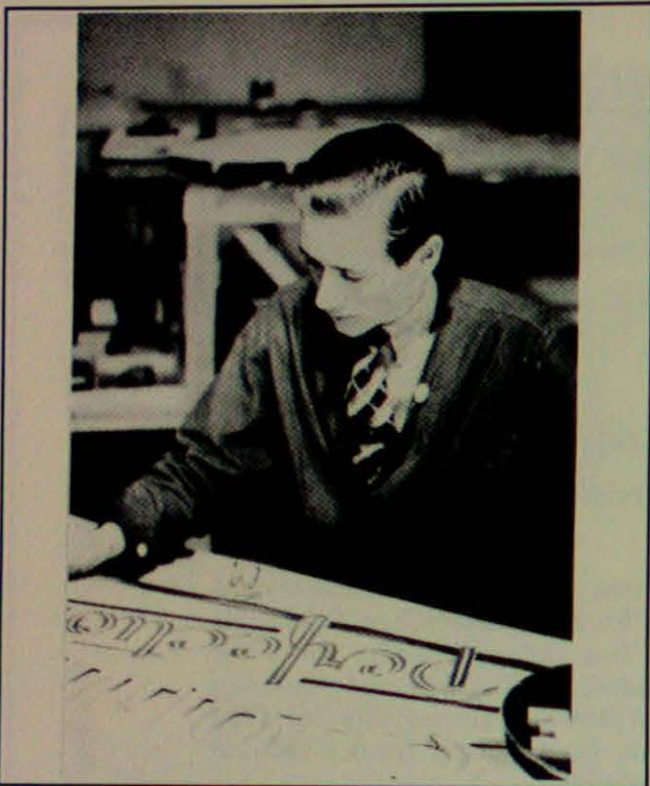
Having no money for the team to travel to Toronto in 1934, we asked principal Harry Collins for permission to try and raise funds for the trip. Along with his agreement, he started us off with \$5.

Emerson and I were successful in raising \$85. This paid for the gasoline for our trip to Toronto and an overnight stay at the Ford Hotel! Meals we had to pay ourselves. We did not win the Ontario championship.

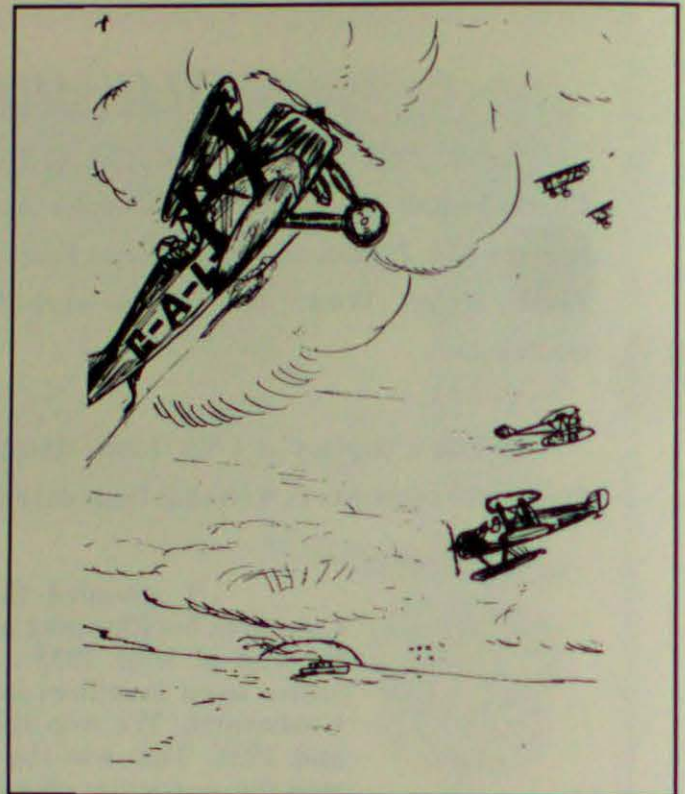
The following year, the team's funds for travel were raised by charging admittance to our games. Once again we were WOSSA champs. The 1935 provincial finals were played at Queen's University in Kingston. We lost the final and deciding game 3 to 2, but we gave a good accounting of ourselves.

Leslie Peers played centre on the second line. Carl "Doc" Lister and I are the only surviving members of that championship hockey team.

After graduation, Leslie was fortunate enough to find work with an optician. On September 23, 1939, Rev. W.J. Preston married 22 year old Leslie Peers and 19 year old Shirly Eileen Andrews, in St. Andrew's United Church where Leslie had been a



1. Photo courtesy of Clara (Ruthven) Hoy



2. Photo courtesy of Clara (Ruthven) Hoy



3. Photo courtesy of Clara (Ruthven) Hoy

1. Albert Ruthven in the art department
at Union Gas on Fifth Street, 1941.

2. Albert's notebook, November 15, 1935.

3. Albert's notebook, November 15, 1935.

Knight of St. Andrew's. The witnesses were Mrs. Glen Sparks of 93 Gladstone Avenue and Glenn Cole of Wallaceburg.

The happy couple set up housekeeping on 10 Chatham Street. In June, 1942, they had a son, whom they named Leslie Cole.

One of Leslie favourite summer activities was playing softball in the City League. He was the pitcher for his team. Despite a tight financial situation, the city managed to provide lights in the park. Thus, the adults could make good use of the playing field until late in the evening.

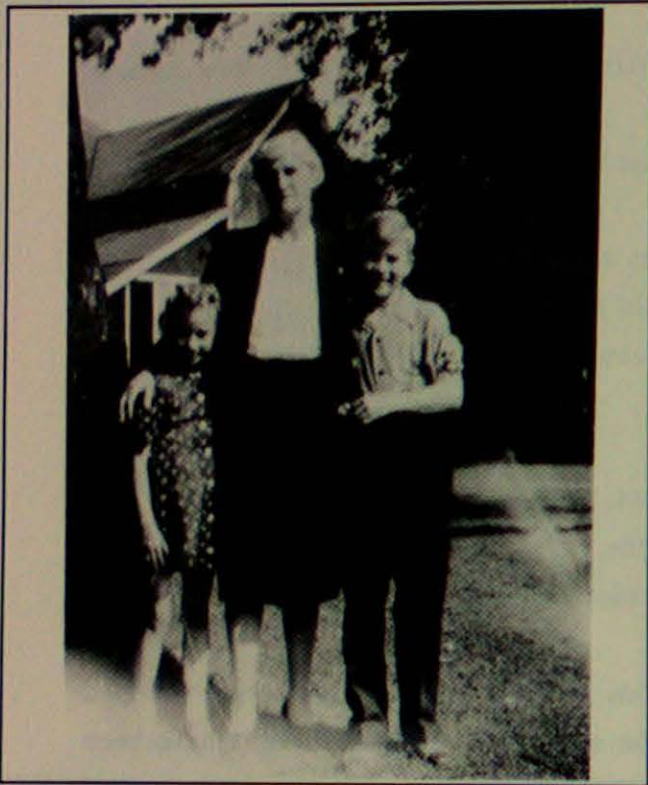
Leslie enlisted in Windsor in May of 1941. His training proceeded quite well. His instructors wrote positive comments in his file, "... Peers has improved and is good enough; ... keen student;... working hard to achieve success."

Upon successful completion of all of his BCATP courses, Leslie was shipped immediately to the UK. His transit across the storm tossed Atlantic must have been difficult. There was also the ever-present danger of German U-Boats. All personnel transferred to Europe that winter heaved a sigh of relief when the Scottish coastline came into view and so did Leslie when he walked on dry land once more on February 9, 1942.

On November 29, 1942, Pilot Officer Peers was involved in a crash. He was badly burned and spent the next eight months in hospital.

At the age of 27, on July 14, 1944, Leslie was entrusted with a special operation along with the rest of his RCAF, 624 (Tiger) Squadron. It would prove to be his last. Crossing the Pyrenees, he hit the mountain near the village of Nistos, France. The bodies of the crew members were recovered by members of the resistance and buried.

Wing Commander Stanbury sent his condolences to Mrs. Peers. Because of the remoteness of the grave, the Commonwealth War Graves Commission decided not to maintain the burial site. Instead, Leslie Peers name is engraved at the Air Memorial at Runnymede on panel 252.



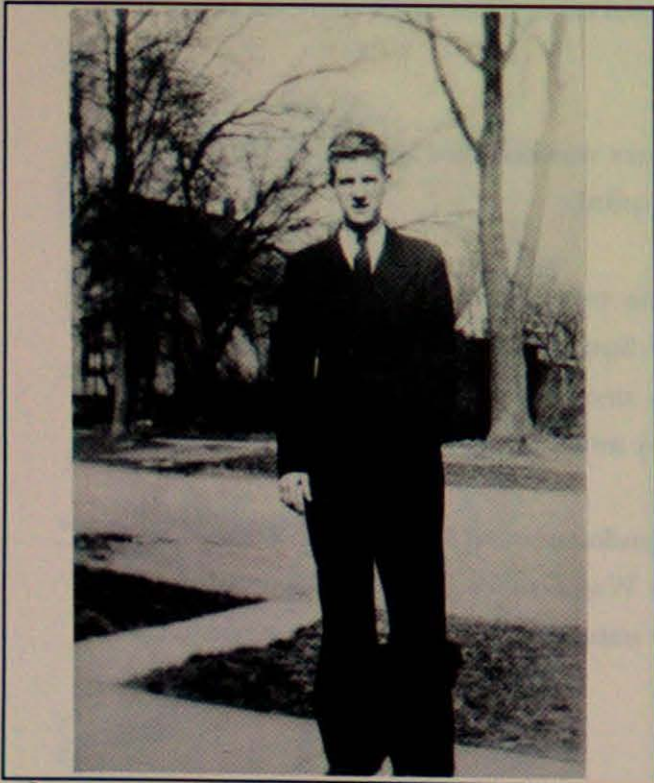
1. Photo courtesy of May (Gordon-Kay) Paul



2. Photo courtesy of May (Gordon-Kay) Paul



4. Photo courtesy of the Bradley family



3. Photo courtesy of May (Gordon-Kay) Paul

- 1. Mrs. H. J. Gordon-Kay with her two grandchildren (L) Kay Paul and (R) Jack Paul.
- 2. Mr. Herbert Joel Gordon-Kay and his son Douglas after coming home from Sunday service at St. Andrew's Anglican Church in Tilbury, 1933.
- 3. Douglas Gordon-Kay in 1939.
- 4. May, 1935: (L to R) Jim, Roy, Earl and Betti Bradley on their farm in Jeannette's Creek.

3

The World In Flames



**“Beloved and unafraid
He gave his all
That we might live.”**

from Flight Sergeant Clarence Reginald Smyth's headstone
Dürnbach War Cemetery, Germany

The R.C.A.F.

wants 2,500 young men of good education

The R.C.A.F. has taken a further step in its march with Science. Today it is looking for intelligent young men to undergo a short and intensive course in radio work. Graduates of this course will be sent overseas almost immediately to take their place in the ground defence against aerial attack of the British Isles.

Men recruited as radio technicians will be posted immediately to a Manning Depot for one month's training and outfitting. Thereafter they will be sent to one of thirteen Canadian Universities where their technical training will be undertaken, lasting 13 weeks.

A progress examination will be held five weeks after the start of the course to weed out those incapable of absorbing the instruction. Men failing in this examination will be enabled to apply for other employment in the R.C.A.F. or granted their discharge.

A small percentage of graduates possessing outstanding ability, and who are recommended, will be granted a commission on termination of the University course.

Qualifications:

Age Limits.—18-45 (preferred age 20-27).

Medical Standards.—Applicants must be physically fit, have reasonably good eyesight and safe colour vision.

Education.—Junior matriculation, High School Leaving or its equivalent.

Pay.—Initial rate of pay to be that of an Aircraftman Second Class (AC2)—\$1.30 a day; subsequent rate of pay to graduates to be that of a Leading Aircraftman (LAC) B group—\$2.00 a day. (Food and lodging provided.)

Where to Apply.—All R.C.A.F. recruiting officers are ready to explain the details of this training plan to all inquirers at the R.C.A.F. recruiting centres.

Previous radio experience not necessary

ROYAL CANADIAN AIR FORCE

RECRUITING CENTRES AT:

Halifax, Moncton, Charlottetown, Quebec, Montreal, Ottawa, Toronto,
Hamilton, London, Windsor, North Bay, Winnipeg, Regina, Saskatoon,
Calgary, Edmonton and Vancouver.

CHAPTER 3: THE WORLD IN FLAMES

The start of World War II; Rocky Anderson's childhood; dark days for the Allies; Japan attacks the United States; Blitzkrieg; Germany plans to invade England; Battle of Britain; Rocky gets married; 1942: low point for the Allies; German submarines endanger Britain's lifeline.

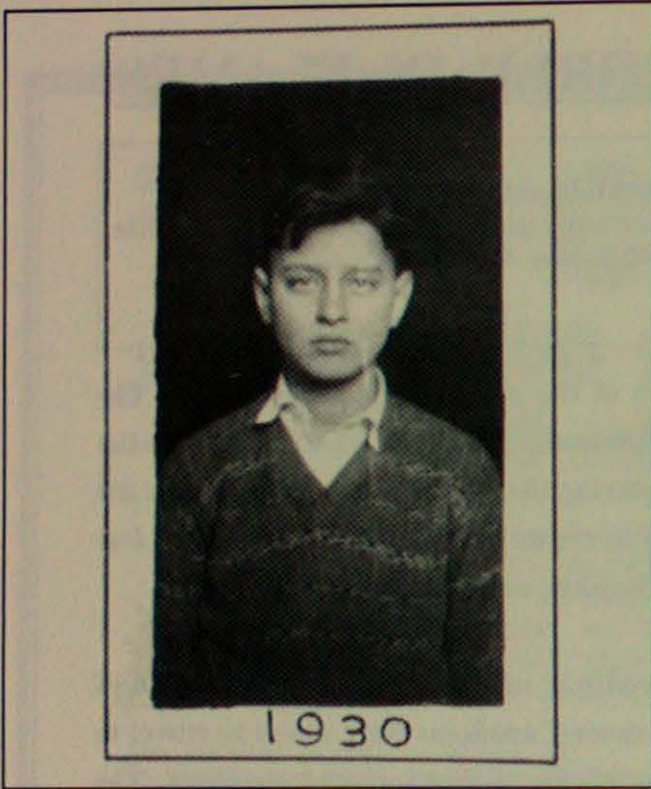
The march of dictators across the face of the globe continued unabated. The Japanese had swallowed Manchuria. The Italians under Mussolini tried to re-create the glories of the ancient Roman Empire by conquering the only independent country left in Africa - Ethiopia. Hitler's Germany sought to create a Third German Empire, *Das Dritte Reich*, by annexing Austria and Czechoslovakia, and subjugating Poland.

On September 10, 1939, Canada declared war against Germany. The dream of living in a "fire-proof house" was over. Once more Canadians were asked to travel to Europe to spill their blood on the ancient battlefields of that tortured continent. The story of Robert Anderson is typical of many of the young men who joined Canada's army in September of that year.

ROBERT 'ROCKY' ANDERSON

Born on January 20, in Keithley, Yorkshire, ten month old Robert Anderson came with his parents (Robert and his war bride, Rebecca) to Canada in 1920. After his father Robert died in 1927, Rebecca Anderson had sole responsibility for her young son and her two daughters, Jean and Margaret. She took in washing and worked in offices and banks as a cleaner. She also took in roomers. Later the family moved to 12 Harvey Street. Out of her monthly income of about \$25 and the \$40, which she received in mother's allowance, Mrs. Anderson had to pay the \$12 rent and support her family.

Robert soon learned to fend for himself and to contribute to the family coffers. His hunger drove him. With his bicycle, he made deliveries for local grocery stores. He went to the dump to get glass gallon jugs to sell to people on the east side for wine making. He even joined the militia for the 50¢ pay per night.



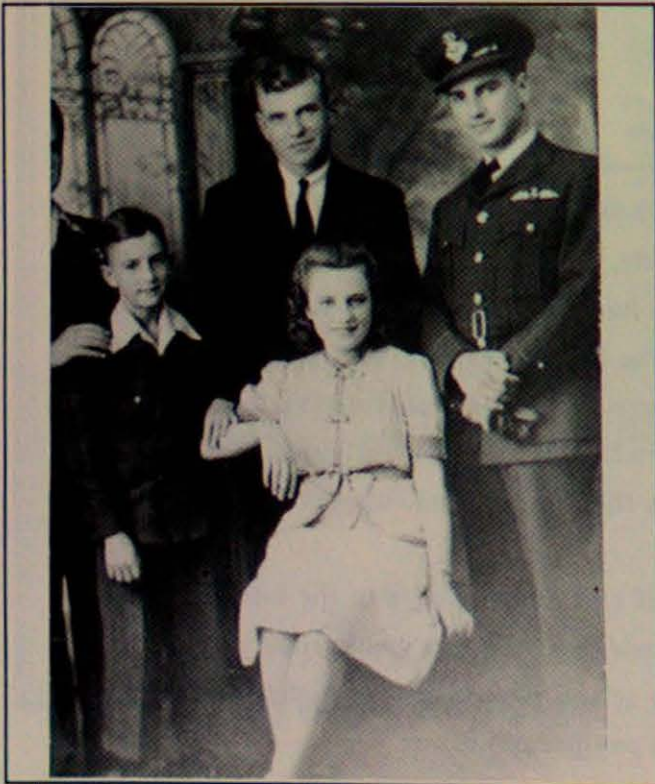
1. Photo courtesy of Mary (Tuchtie) Borowski



2. Photo courtesy of Jean Devos



4. Photo courtesy of Margaret Oakley



3. Photo courtesy of Charles Vasicek

1. Ten-year-old Nick Tuchtie in Chatham.
2. Rocky Anderson in Montreal, 1923.
3. The Vasicek family (L to R) Lloyd, Stephen, John, and (front) Mary.
4. (L to R) Bert Ashton, Rocky Anderson, Eileen Wilkes, Mrs. and Mr. Wilkes, February 16, 1943.

The Kent Regiment, said to be composed of old sweats and tough guys from town, was just perfect for him. His mother loved it because Robert liked it and because it kept him off the streets. Here the men could also keep a "fatherly" eye on him. It was here that he also acquired his nickname "Rocky" because of his love of boxing. He polished his boots, buttons and white belt for hours. Alas, because of budget restrictions, he received only half the promised 50¢ per night. By September of 1933, Rocky was able to wear a W.W. I uniform and handle W.W. I equipment, particularly the Vickers machine gun.

In addition to boxing, Rocky also enjoyed playing that ubiquitous Canadian winter sport, hockey. The Thames River provided the playing surface in winter and served as a swimming pool in summer. Skating was also possible in Tecumseh Park and in the arena (today's Curling Club) on William Street for 5¢. A bottle of cold pop could be had for the same price. He also enjoyed swimming in the Stirling Park pools. His friends included Bert Aston, Bobby Taylor and Tommy Cowan. As a member of the Boy Scouts at St. Andrew's Church on William Street, he was able to attend the church camp near Leamington.

After graduating from Central School, located on the site of today's federal building, Rocky attended CVS for two years. In the following years he worked as a baker, a truck driver with Western Freight in Windsor for two years, and a motor mechanic. Later he was employed by the Goodison Fisheries and, at the time of his enlistment, worked as a labourer in tobacco for \$18 per week.

The Kent Regiment was a militia unit. With the outbreak of war, Ottawa chose not to mobilize the "Kents" at that time. That is why many men from Chatham and Kent County travelled to London to join the Royal Canadian Regiment. Rocky enlisted on September 12, 1939, and his medical report (still part of his file in the Public Archives of Canada) states:

Height: 5' 4.5"	Weight: 131.5 lbs.
Eyes: brown	Hair: dark brown
Complexion: dark	
Notes: ruptured appendix in 1934	
right hernia operation	

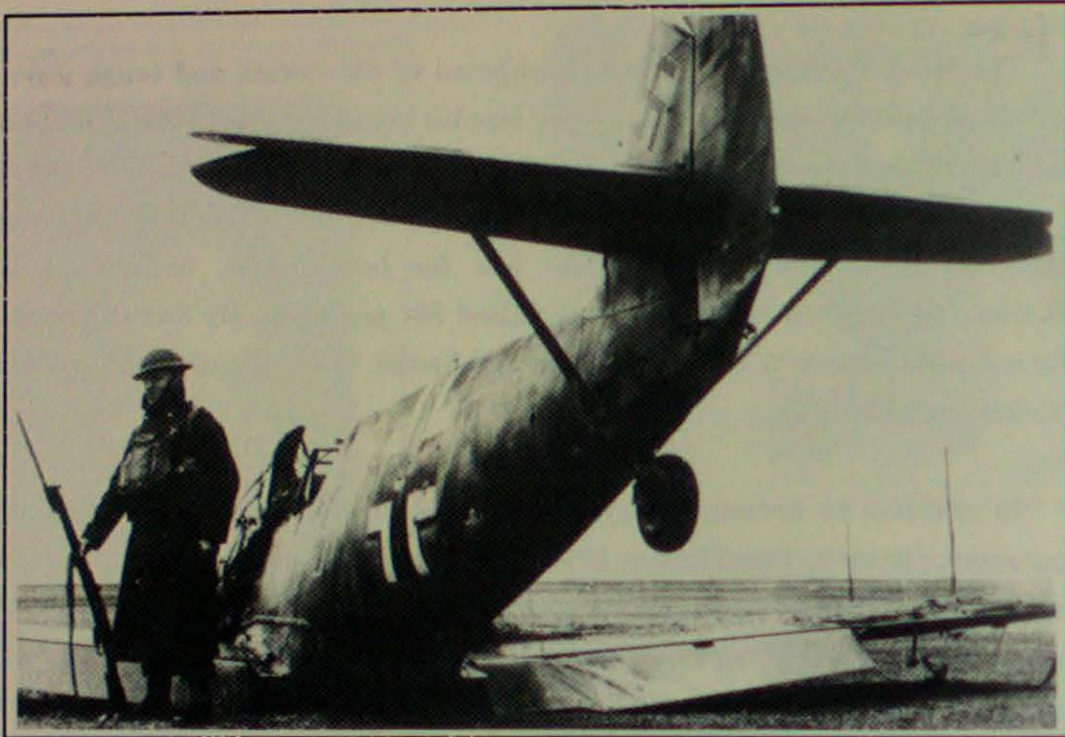


Photo courtesy of the Imperial War Museum

This German fighter crashed in the south of England during the Battle of Britain, 1940.

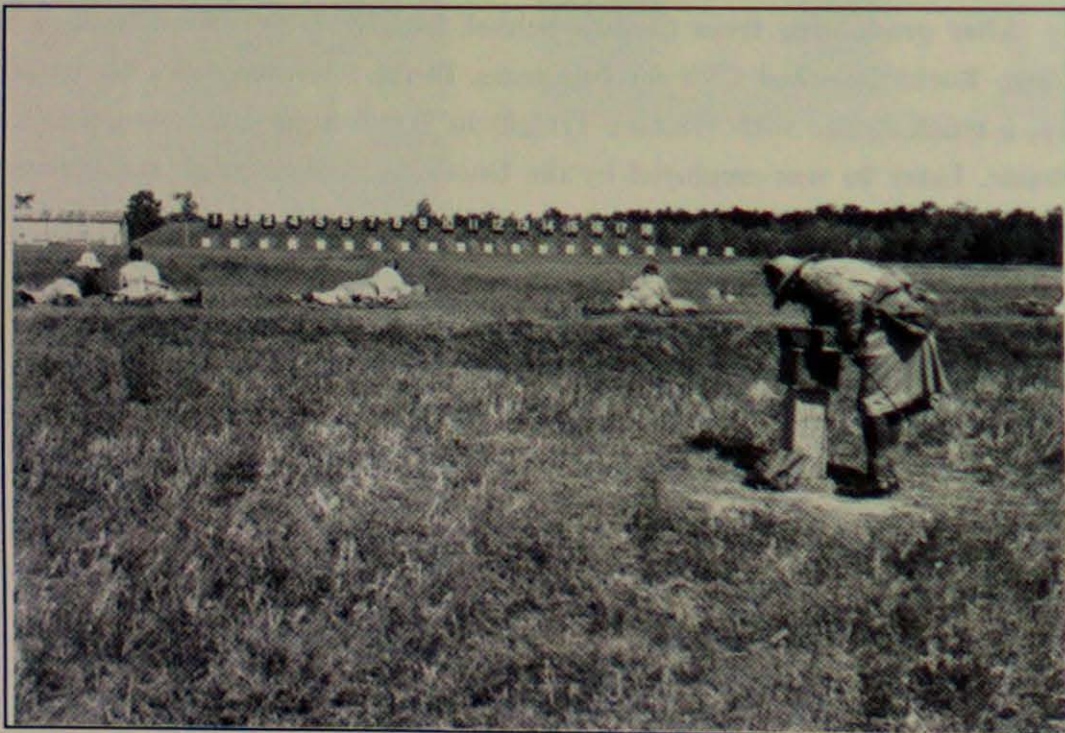


Photo courtesy of PAC 129608

Field telephone and shooting practice in Quebec, September, 1940.

In the fall of 1939, money was not a problem. The soldiers were outfitted with new uniforms, trained in newly constructed facilities, got the best in medical and dental care, received as much food as they wanted to eat and - to top it all off - they were paid \$1.25 per day.

After basic training at Wolseley Barracks in London and Valcartier, Quebec, Rocky left Halifax on December 18, 1939, and arrived in Gourock, in the Firth of Clyde, Scotland, on December 30. These hastily trained Canadian troops were rushed by rail to the south of England. With the Princess Louise Dragoon Guards, Rocky saw action in France in 1940 when the Germans unleashed their *Blitzkrieg* on western Europe. In rapid succession, the Low Countries, France, Denmark and Norway fell to the German mechanized onslaught. Rocky was involved in the retreat to Dunkirk. It broke his heart to scuttle a brand new Ford truck when he was evacuated to England. Eventually 338,000 soldiers (including 110,000 French troops) were safely carried across the Channel in all types of ships and boats.

Despite the rout of the British army, the miracle at Dunkirk had boosted British morale. However, the army was in dire straits when it came to actually defending England against a probable German invasion. The British Expeditionary Force, during its hasty retreat, had left almost all of its armour and artillery in France. Although Canada rushed 75,000 Ross rifles overseas to help re-equip Britain's troops, it was the Canadians who were the only fully trained and equipped division in England at that time. That is why Rocky and his Canadian comrades became the major part of the last line of defence against Operation *Seelöwe* (Sealion), the projected German invasion of the British Isles.

Hitler ordered the *Luftwaffe* to move its planes to northern France, Holland and Norway. The *Kriegsmarine* (Navy) was ordered to gather ships and barges in all the continental Channel ports. A quarter of a million men would be transported by barges across the English Channel commencing September 15, 1940. Their orders were to storm the beaches of Kent and Sussex; however, the Germans lost their nerve and tried to use their overwhelming air superiority to subdue the British.

The battle of Britain was fought in the summer sky over the south of England during August and September. The Germans intended to smash British resistance and attack RAF airfields. The Germans had 2,600 aircraft against the RAF's available 644.

United Kingdom



At this time, Rocky made the acquaintance of a nurse, Betty White, in London. They fell in love and became engaged to be married at a more convenient time.

For a time the *Luftwaffe's* strategy of destroying RAF bases worked well. The resources of the British were stretched to the limit; however, the Germans considered their own losses too high. Hermann Göring, chief of the German air force, now switched his planes from attacking British airfields in the daytime to bombing British cities, London in particular, during the night.

The *Blitz* started on September 7, 1940. The RAF concentrated all its fighter planes over a few potential targets instead of trying to defend all of its airfields. Now it was the civilians who bore the brunt of enemy action. Night after night, the people of London and other targeted cities huddled in subway stations and other shelters. One night Rocky was buried by the debris from an exploding bomb. He was pulled out alive, but thousands were killed as German bombs rained from the night sky. By December, 1941, nearly 30,000 civilians were killed and three and a half million homes had been damaged or destroyed.

Eventually the *Blitz* was defeated by "the few" who continued to take to the skies whenever a new wave of German bombers approached. Once again, Hermann Göring called off his planes. Operation Sealion was quietly shelved by the Germans. The following year, Rocky Anderson's fiancé, Betty White, fell victim to a German bomb during one of the sporadic German air raids against London. The year of 1940 had been a trying one. London had been blitzed for fifty-seven continuous nights. Coventry had been devastated. The British people from Portsmouth to Belfast came to dread the sound of the air raid siren, but their morale had not been broken.

Albert McDermott, a member of the St. John Ambulance Brigade from Bangor, remembered the grim task his group had after every bombing attack on Belfast. In the morning, they drove along the streets looking for markers placed on the sidewalks by the fire brigade or air raid wardens. Every marker indicated a body that needed to be extracted from the shattered home. Sometimes their labours seemed never-ending.

Albert's son, Derek, can still recall those horrifying nights:

I remember in 1940 the Harland and Wolfe Shipyards in Belfast, at that time the second largest in the world, were heavily and repeatedly bombed in night time raids by the *Luftwaffe*. The town that I lived in was directly on the flight path ten miles from the

when attempting to escape RAF fighters. Houses then had no basements and bomb shelters were still under construction, so we took shelter under a heavy oak dining room table in our house and spent many nights sleeping there. We got quite expert in recognizing the engine sounds of heavily laden bombers coming in, sometimes even before the siren sounded. I can still remember vividly the eerie sound of exploding bombs and wondering if the next one was going to hit our home.

The Canadians in Britain now settled down to a new routine. Guarding the beaches, drilling, marching cross-country and getting to know the locals better was all part of their schedule. Rocky Anderson tried to forget the pain of the loss of his fiancée by immersing himself in work. He joined the commandos and continued to volunteer for special courses.

The year 1942 was a terrible one for the Allies. German U-boats (submarines) sank nearly 6,000,000 tons of Allied shipping. Long-range fighter Ju-88s equipped with 20 mm cannons roamed the coastal areas virtually at will and shot down British Coastal aircraft, Whitleys, Wellingtons and Sunderlands, which were armed with the inadequate .303 machine-gun.

In other parts of the world, the Allies suffered defeat after defeat. The Hong Kong catastrophe had run its course and nearly 1,700 Canadians had been taken prisoner. The Japanese continued to take possession of huge areas of the Pacific and SE Asia, while the United States was dealt a fearful blow at Pearl Harbour. The Germans were dominant in North Africa and penetrated far into Russia. Even the surprise raid, using mainly Canadian troops, on Dieppe ended in disaster. It seemed as if the Axis powers were invincible.

Eventually, young hearts heal and Rocky reached out for companionship. He became good friends with Lloyd Oakley and met Eileen Mary Wilkes. She was a private in the Auxilliary Territorial Service (ATS) stationed in Hastings. On October 23, 1942, her father Frederick and mother Mary Ann wrote to the officer commanding "C" Squadron:

Trooper Robert Anderson has become engaged to our daughter Pte. E M. Wilkes.... and we have seen and conversed with the said Robert Anderson on the matter of the engagement and ultimate marriage of our daughter, and we are most justified in saying we find Robert Anderson a fit and proper suitor, and our daughter has the full consent of her mother and father in her engagement and subsequent marriage.

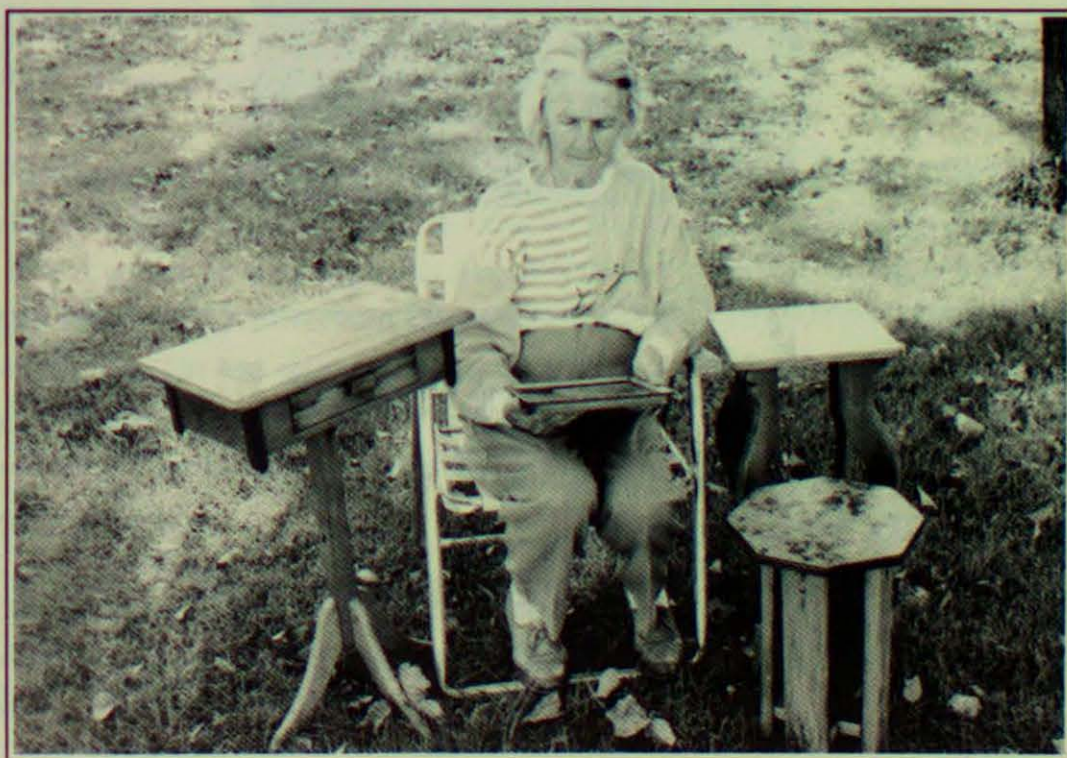
On November 18, Rocky asked his commanding officer for permission to marry

Eileen Wilkes. The wedding occurred on February 16, 1943, in Battersea, London. Greetings came from Canada along with a gift of one thousand cigarettes purchased through Canadian tobacco companies for \$3.

In order to maintain its lifeline across the Atlantic, Britain had to organize a convoy system. The losses to U-boats were beginning to cripple Britain's ability to continue the war. First of all, Britain was losing far more ships than she was constructing. That was bad enough. Even more critical was the cargo that was lost. As an official report stated:

If a submarine sinks two 6,000 ton ships and one 3,000 ton tanker, here is a typical account of what we have lost: 42 tanks, 8 six-inch howitzers, 88 twenty-five pound guns, 40 two-pound guns, 24 armoured cars, 50 Bren carriers, 5,112 tons of ammunition, 600 rifles, 428 tons of tank supplies, 2,000 tons of stores and 1,000 tanks of gasoline.

What the report failed to mention was the human cost of sunken ships. The crew members would be flung into icy seas, burned alive, grievously wounded but still hanging on to rafts, shot to pieces, drowned, or frozen to death.



author's collection

Margaret (née Anderson) Oakley is looking at a picture of her brother, Rocky, while the handcrafted furniture around her are examples of his work in CVS's woodshop.

4

“.... and off we go ...”



**“Fighting for humanity he fell
God’s angels saw him
and they wept
God’s finger touched him
and he slept”**

from Private George Nelson Towart’s headstone
Agira Canadian War Cemetery, Sicily

CHAPTER 4: “... and off we go ...”

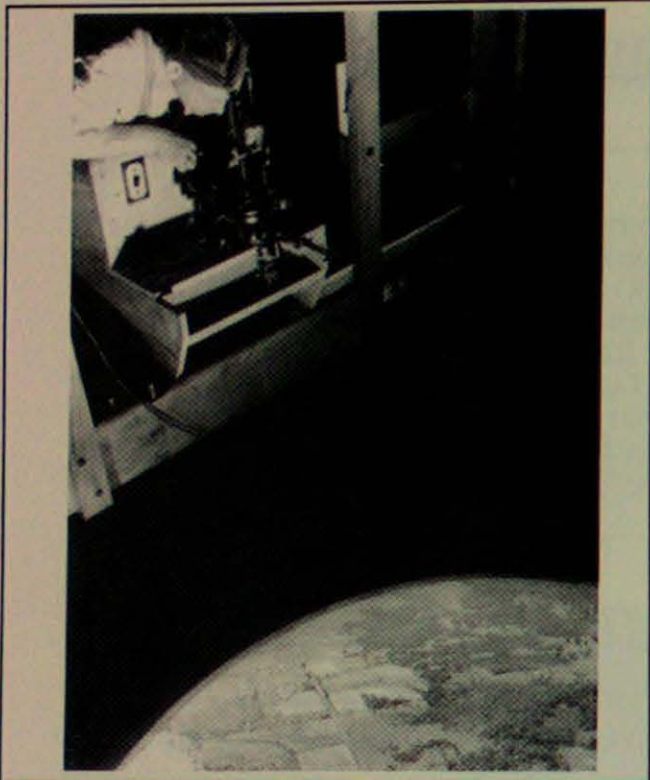
The British Commonwealth Air Training Plan; Prime Minister King's dilemma; James Hackett goes missing; Chuck Lenover crashes in Belgium; best friends Roy Bradley and Douglas Gordon-Kay die within three months in the U.K.; Harry Watson joins the Pathfinders; Roy Hughes joins No. 22 OTU; Clarence Smyth joins the Moose Squadron; Albert and Roy Ruthven are in England in 1943; Nick Tuchtie finds an outlet for his talents; James Lundy sees the Alps; Alfred Down takes off for a “gardening” operation; Bill H. Taylor is appointed to RCAF 432 (Leaside) Squadron and sees Cologne from the air; James Ritchie is transferred to the Pathfinder Squadron.

THE BRITISH COMMONWEALTH AIR TRAINING PLAN

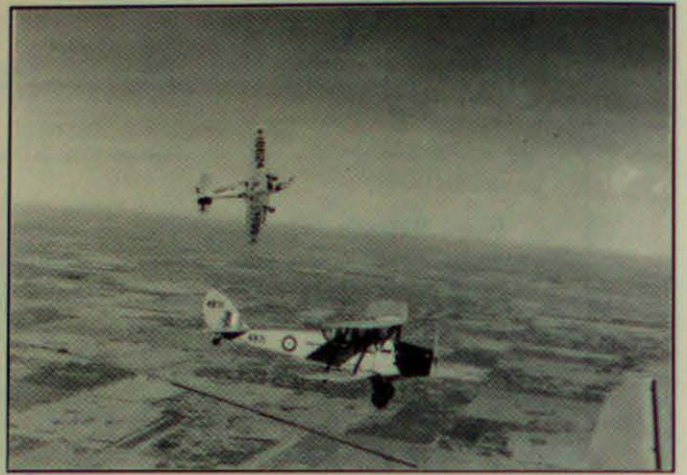
Shortly after Canada declared war on Germany, the Canadian cabinet approved in principle that Canada could make a decisive contribution to the war effort by training Commonwealth airmen. Eventually this two billion dollar plan would consist of pilot and air crew training facilities not only for Canadians, Australians and New Zealanders but also for men of almost all the countries that were part of the alliance against fascism.

Pilot training in Canada was divided into four commands with headquarters in Toronto, Winnipeg, Montreal, and the shared HQ in Regina and Calgary. Potential pilots would gather at manning pools from which they were dispatched to their Initial Training School (ITS). Successful candidates went on to Elementary Flying Training Schools (EFTS). The last step in earning their wings was to graduate from the Service Flying Training Schools (SFTS). Additional training schools offered specialized courses in instrument flying, general reconnaissance, operational training, and flight instructor training

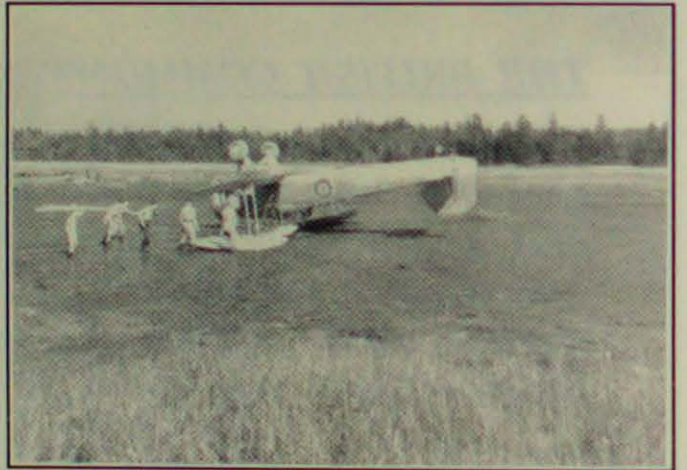
At the Manning Depot the raw recruits were drilled, taught about the air force and trained with small arms. After about a month, later extended to two, they took ground instruction at ITS in mathematics, navigation, map reading and aeronautics.



1. Photo courtesy of PAC 166778



2. Photo courtesy of PAC 169140



4. Photo courtesy of PAC 52320



3. Photo courtesy of PAC C44062

1. Bombing School at Jarvis: June, 1941.
2. Flying training at Virden, Man.: Oct., 1944.
3. The bombing offensive against Germany: March 24, 1945.
4. Training plane: September 29, 1943.

Graduates from the ITS learned how to fly Fleet Finches and deHavilland Tiger Moths. During their 50 hours of flying, they had to practice takeoffs and landings, as well as night and formation flying. Other subjects that were part of the curriculum included air craft recognition, and visual and instrument flight rules.

SFTS used Harvards for potential fighter pilots. Ansons and Cranes were used to train future bomber pilots. The time required to become a pilot increased as the war progressed.

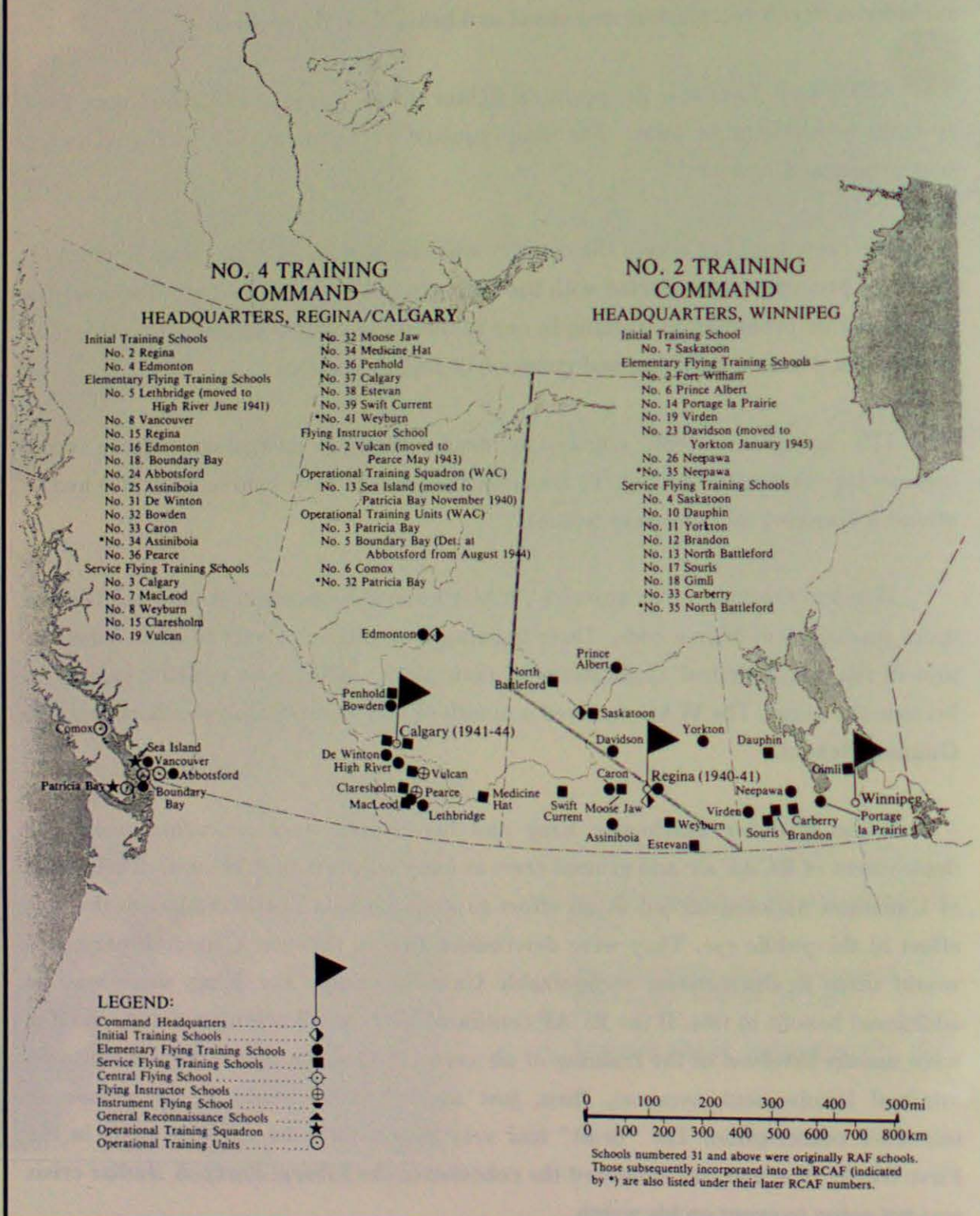
Air crew training across the country was also divided into the same four zones. Here the procedure also started with the ITS. After the candidates had been assessed, they could be promoted to training in one of the many options offered: air observers, navigation, wireless, bombing and gunnery, or flight engineers.

ITS navigators took classes in dead-reckoning navigation, Morse code, meteorology and map reading. To conclude this part of their course, they also had to attend a Bombing and Gunnery School.

Wireless Operators/Air gunners (WAG) learned basic radio theory and became more proficient at Morse code. Their training took place not only in classrooms but also in the air. Practical applications of their skills under more realistic conditions became the norm. The WAG received a month of weapons training at a Bombing and Gunnery School.

Prime Minister Mackenzie King and his cabinet were concerned about the deployment of RCAF air and ground crew as mere adjuncts to RAF units. Their sense of Canadian nationalism led to an effort to keep Canada's contribution to the war effort in the public eye. They were determined that in this war Canadian personnel would serve in distinctively recognizable Canadian units. For King, there was an additional benefit in this. If the RCAF continued to be an all volunteer force, and if it were mainly involved in the training of air crews in Canada, and if there were to be minimal involvement overseas, then, just maybe, there would be no reason to introduce conscription. The "draft" had very nearly torn the country apart in the First World War and had sundered the cohesion of the Liberal Party. A similar crisis was not going to erupt on his watch.

British Commonwealth Air Training Plan Pilot Training Facilities, Western Canada (1940 - 1945)

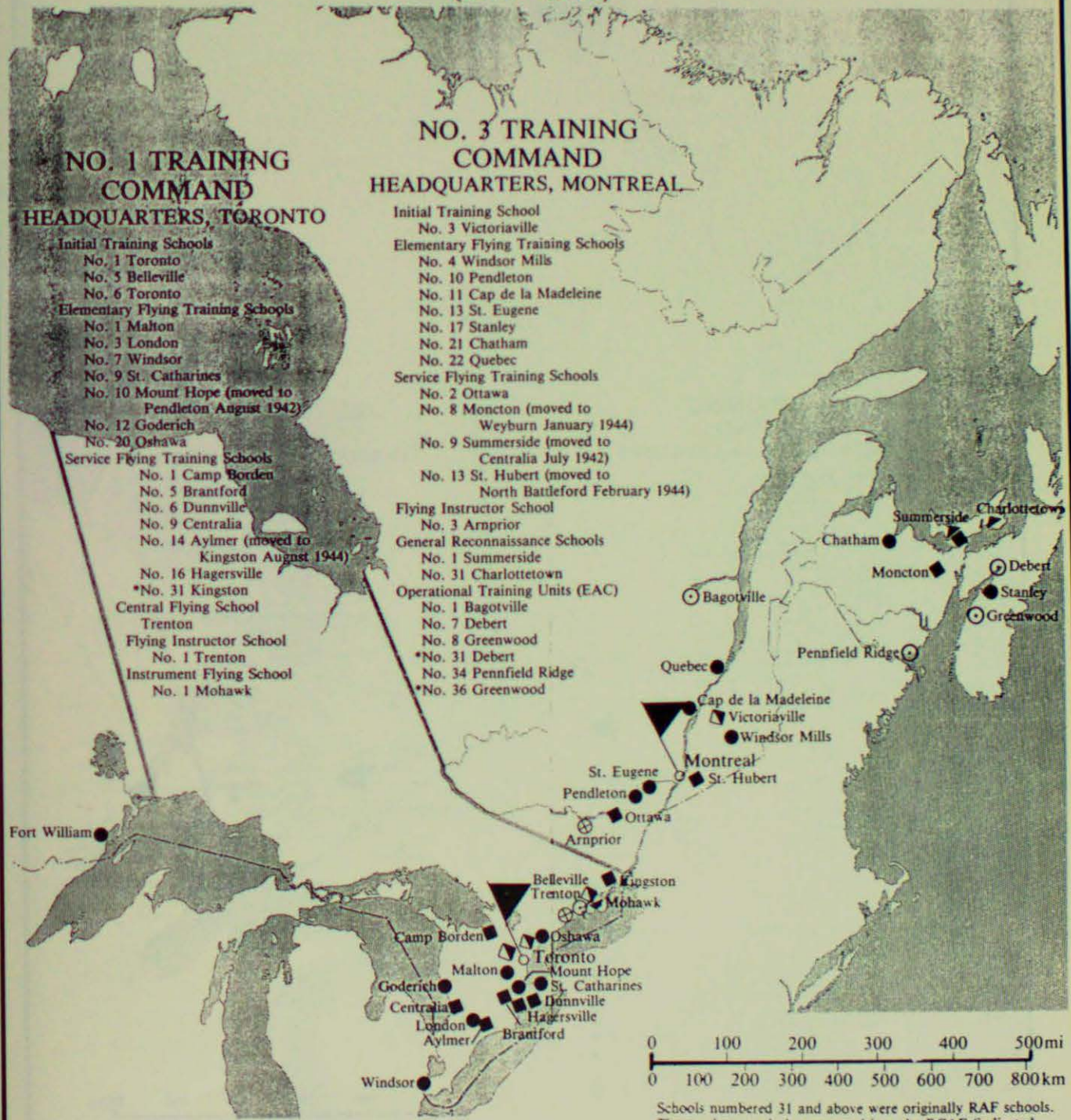


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British Commonwealth Air Training Plan

Pilot Training Facilities, Eastern Canada

(1940 - 1945)

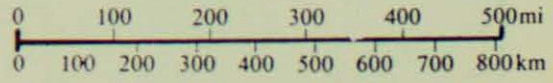


NO. 1 TRAINING COMMAND HEADQUARTERS, TORONTO

- Initial Training Schools
 - No. 1 Toronto
 - No. 5 Belleville
 - No. 6 Toronto
- Elementary Flying Training Schools
 - No. 1 Malton
 - No. 3 London
 - No. 7 Windsor
 - No. 9 St. Catharines
 - No. 10 Mount Hope (moved to Pendleton August 1942)
 - No. 12 Goderich
 - No. 20 Oshawa
- Service Flying Training Schools
 - No. 1 Camp Borden
 - No. 5 Brantford
 - No. 6 Dunnville
 - No. 9 Centralia
 - No. 14 Aylmer (moved to Kingston August 1944)
 - No. 16 Hagersville
 - *No. 31 Kingston
- Central Flying School
 - Trenton
- Flying Instructor School
 - No. 1 Trenton
- Instrument Flying School
 - No. 1 Mohawk

NO. 3 TRAINING COMMAND HEADQUARTERS, MONTREAL

- Initial Training School
 - No. 3 Victoriaville
- Elementary Flying Training Schools
 - No. 4 Windsor Mills
 - No. 10 Pendleton
 - No. 11 Cap de la Madeleine
 - No. 13 St. Eugene
 - No. 17 Stanley
 - No. 21 Chatham
 - No. 22 Quebec
- Service Flying Training Schools
 - No. 2 Ottawa
 - No. 8 Moncton (moved to Weyburn January 1944)
 - No. 9 Summerside (moved to Centralia July 1942)
 - No. 13 St. Hubert (moved to North Battleford February 1944)
- Flying Instructor School
 - No. 3 Arnprior
- General Reconnaissance Schools
 - No. 1 Summerside
 - No. 31 Charlottetown
- Operational Training Units (EAC)
 - No. 1 Bagotville
 - No. 7 Debert
 - No. 8 Greenwood
 - *No. 31 Debert
 - No. 34 Pennfield Ridge
 - *No. 36 Greenwood



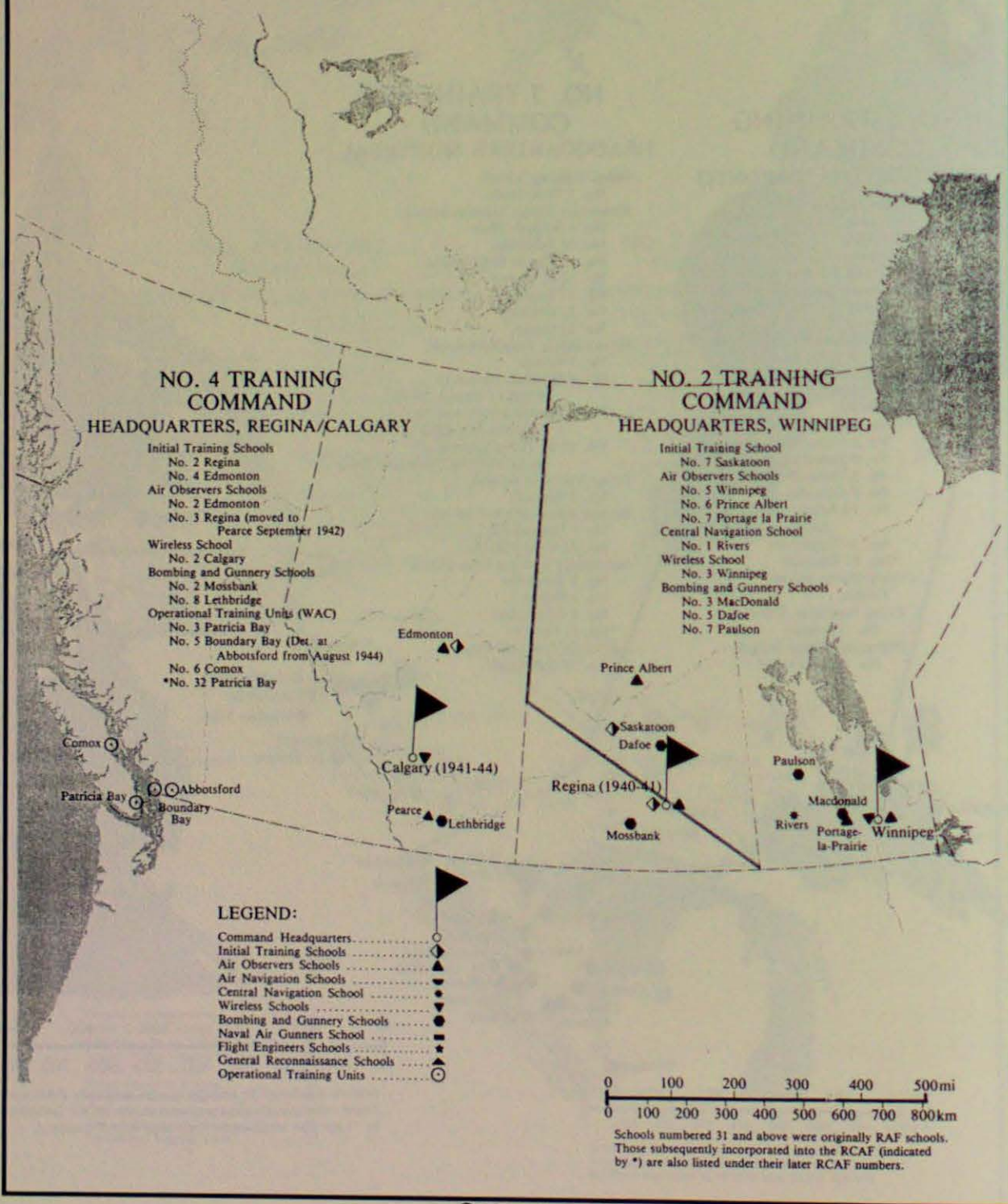
Schools numbered 31 and above were originally RAF schools. Those subsequently incorporated into the RCAF (indicated by *) are also listed under their later RCAF numbers.

British Commonwealth Air Training Plan

Aircrew (other than Pilot) Training Facilities

Western Canada

(1940 - 1945)



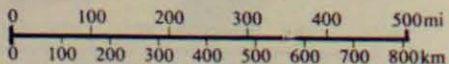
NO. 4 TRAINING COMMAND
HEADQUARTERS, REGINA/CALGARY

- Initial Training Schools
 - No. 2 Regina
 - No. 4 Edmonton
- Air Observers Schools
 - No. 2 Edmonton
 - No. 3 Regina (moved to Pearce September 1942)
- Wireless School
 - No. 2 Calgary
- Bombing and Gunnery Schools
 - No. 2 Mossbank
 - No. 8 Lethbridge
- Operational Training Units (WAC)
 - No. 3 Patricia Bay
 - No. 5 Boundary Bay (Det. at Abbotsford from August 1944)
 - No. 6 Comox
 - *No. 32 Patricia Bay

NO. 2 TRAINING COMMAND
HEADQUARTERS, WINNIPEG

- Initial Training School
 - No. 7 Saskatoon
- Air Observers Schools
 - No. 5 Winnipeg
 - No. 6 Prince Albert
 - No. 7 Portage la Prairie
- Central Navigation School
 - No. 1 Rivers
- Wireless School
 - No. 3 Winnipeg
- Bombing and Gunnery Schools
 - No. 3 MacDonald
 - No. 5 Dafoe
 - No. 7 Paulson

- LEGEND:**
- Command Headquarters ○
 - Initial Training Schools ◇
 - Air Observers Schools ▲
 - Air Navigation Schools ▽
 - Central Navigation School ◆
 - Wireless Schools ▼
 - Bombing and Gunnery Schools ●
 - Naval Air Gunners School ■
 - Flight Engineers Schools ★
 - General Reconnaissance Schools ▲
 - Operational Training Units ○



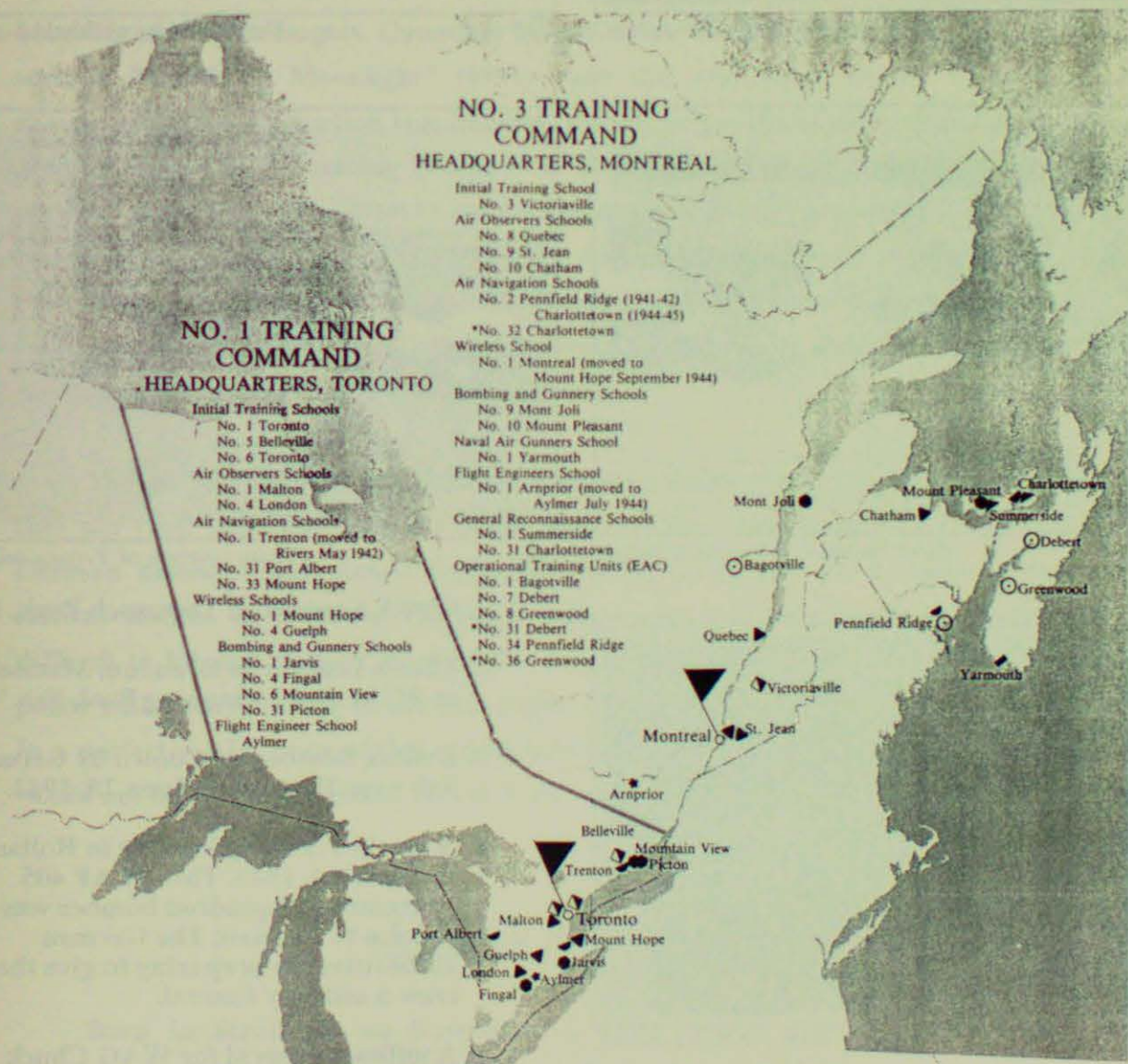
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British Commonwealth Air Training Plan

Aircrew (other than Pilot) Training Facilities

Eastern Canada

(1940 - 1945)

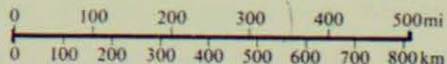


NO. 1 TRAINING COMMAND HEADQUARTERS, TORONTO

- Initial Training Schools
 - No. 1 Toronto
 - No. 5 Belleville
 - No. 6 Toronto
- Air Observers Schools
 - No. 1 Malton
 - No. 4 London
- Air Navigation Schools
 - No. 1 Trenton (moved to Rivers May 1942)
 - No. 31 Port Albert
 - No. 33 Mount Hope
- Wireless Schools
 - No. 1 Mount Hope
 - No. 4 Guelph
- Bombing and Gunnery Schools
 - No. 1 Jarvis
 - No. 4 Fingal
 - No. 6 Mountain View
 - No. 31 Picton
- Flight Engineer School
 - Aylmer

NO. 3 TRAINING COMMAND HEADQUARTERS, MONTREAL

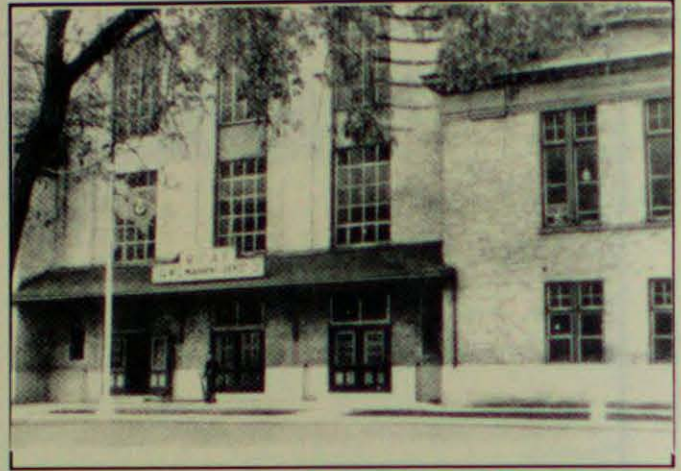
- Initial Training School
 - No. 3 Victoriaville
- Air Observers Schools
 - No. 8 Quebec
 - No. 9 St. Jean
 - No. 10 Chatham
- Air Navigation Schools
 - No. 2 Pennfield Ridge (1941-42)
 - Charlottetown (1944-45)
 - *No. 32 Charlottetown
- Wireless School
 - No. 1 Montreal (moved to Mount Hope September 1944)
- Bombing and Gunnery Schools
 - No. 9 Mont Joli
 - No. 10 Mount Pleasant
- Naval Air Gunnery School
 - No. 1 Yarmouth
- Flight Engineers School
 - No. 1 Arnprior (moved to Aylmer July 1944)
- General Reconnaissance Schools
 - No. 1 Summerside
 - No. 31 Charlottetown
- Operational Training Units (EAC)
 - No. 1 Bagotville
 - No. 7 Debert
 - No. 8 Greenwood
 - *No. 31 Debert
 - No. 34 Pennfield Ridge
 - *No. 36 Greenwood



Schools numbered 31 and above were originally RAF schools. Those subsequently incorporated into the RCAF (indicated by *) are also listed under their later RCAF numbers.



1. Photo courtesy of Gerald Lenover



2. Photo courtesy of Gerald Lenover



3. Photo courtesy of Yvonne deLange



4. Photo courtesy of Yvonne deLange



5. Photo courtesy of Jack Lenover

1. Chuck Lenover in Tecumseh Park, 1939.
2. Chuck Lenover in Brandon, Manitoba at RCAF No. 2 Manning Pool, Feb. '41.
3. Halifax Bomber shot down by German flak over Holland on June 28, 1942.
4. A crashed Stirling bomber in Holland on March 4, 1943. This RCAF 405 (Vancouver) Squadron bomber was on a mission to Bremen. The German authorities are preparing to give the crew a military funeral.
5. A military funeral for WAG Chuck Lenover and Pilot Fred Harker in Tildonk, Belgium on August 14, 1942.

Unfortunately, the nightmarish crisis that King had hoped to avoid happened anyway. Even the relative "safe" option of participating in the air war proved to be a mirage. Losses over Europe for the Allied bomber offensive were far heavier than anyone could ever have anticipated. Everything was done to conceal the true figures from the public. About half of all Canadian war dead were RCAF personnel. Bomber Command alone accounted for two-thirds of these losses.

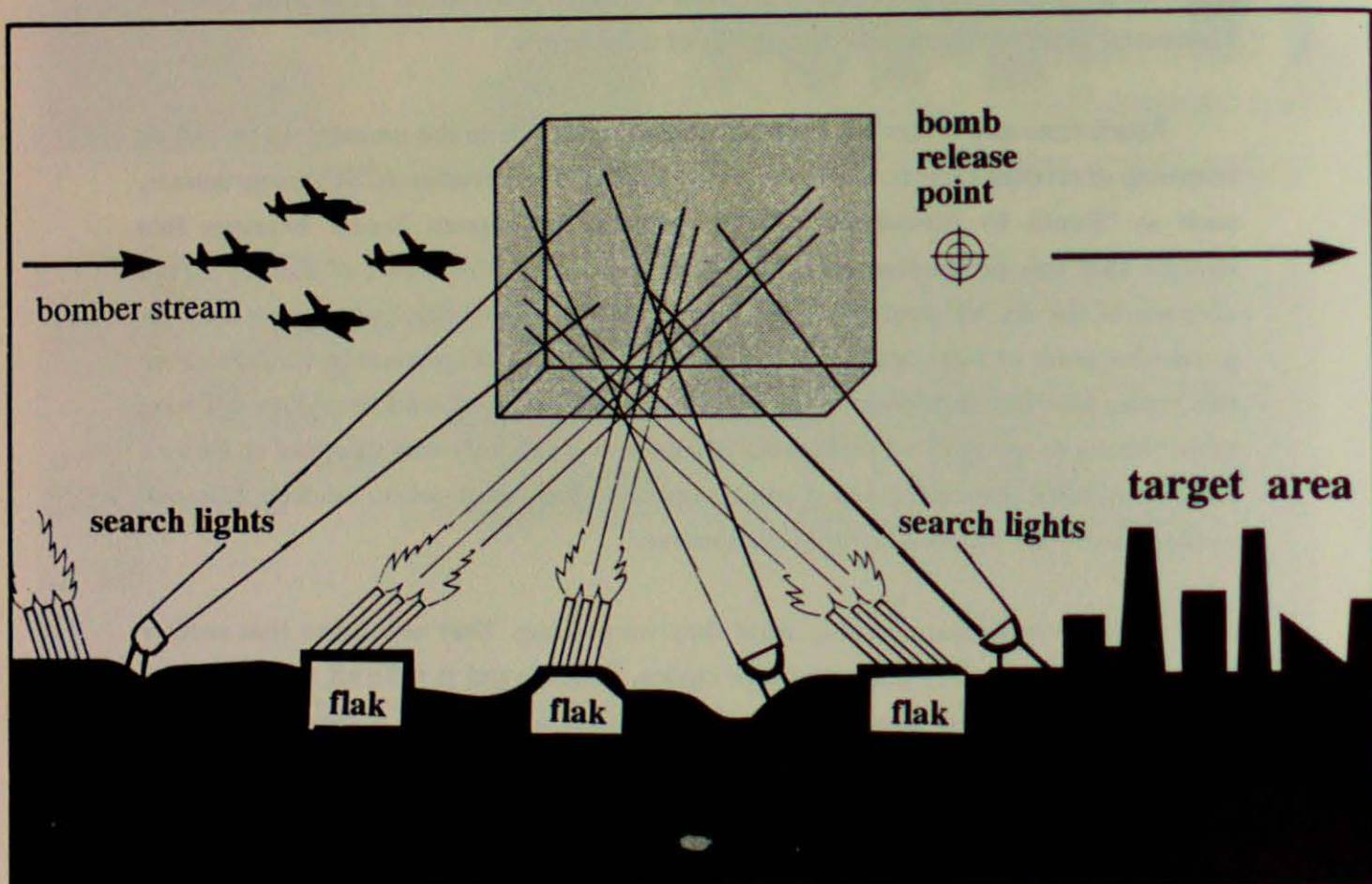
Much time and effort has been devoted in the 1990s to the morality of the Allied bombing of civilian targets. Canadian Broadcasting Corporation (CBC) programmes, such as "Death by Moonlight" (1991) and the subsequent Senate hearings into charges that this production was libelous, as well as the Directorate of History's 1995 account of the RCAF during World War II and the inevitable controversy over its particular point of view, attest to the depths of emotions still present in Canada about this topic. One has to remember that this was total warfare, and the Allies did have their "backs to the wall." The bomber offensive was the only way to strike at Hitler's Nazi dominated Europe. Allied public opinion demanded action such as this and military necessity allowed no other alternative.

The air crews knew exactly what they were doing. They also knew that neither they nor their superiors had any other choice. Pilots found it difficult to fly through German defences and almost impossible to pin-point and hit a single factory or railway station. In 1940, the *Luftwaffe* changed from bombing airfields which were difficult to hit and destroy, to the *Blitz* on the cities. The British followed the same policy with area bombing of German cities, which grew heavier in each year of its use. In a perfect world, none of this would have been necessary; in a perfect world, there would not have been a Second World War.

JAMES HACKETT

Born in Stratford, on November 3, 1920, James came with his family to Chatham in 1926. The family lived at 6 Delaware Avenue. James had the usual childhood illnesses: mumps, chicken pox and measles. He had fractured his left clavicle when he was four years old. During this time his mother, Kate Annie, died after falling ill with a severe case of pneumonia. A graduate of McKeough School, he

German Air Defence (1940 - 1945)



For Allied air crew it was very difficult to penetrate German defensive positions. It was virtually impossible to pin-point and hit a single factory or railway station. With the use of new technology, such as Gee, Oboe, I.F.F. and H2S, target finding became easier. The use of "window", dropping metal foil, enabled Allied air crew to confuse enemy radar operators.

The diagram above illustrates the defensive box established by the Germans around each important targets. The city of Berlin, for example, was encircled by 11, 000 anti-aircraft guns and over 3, 000 search lights. In addition, the bomber stream had to run the gauntlet of AA guns and German night fighters along the English Channel and North Sea coastline.

attended CCI for one year and CVS from 1933-36. After the family moved to Toronto, James attended Harbord Collegiate.

In Toronto he joined the Don Rowing Club. To keep physically active, James also swam and boxed. Playing the violin was also listed as one of his accomplishments. Undoubtedly, Miss Catherine Barron of 183 Close Avenue was very impressed by this active and talented young man from Chatham for she and James became engaged.

At the Massey-Harris Company, his work as office clerk also made a positive impression on his superiors. They described him as a "young man of good moral character," and "an industrious and efficient clerk." Wanting to do his duty, he did a tour of military training with the 48th Highlanders, 2nd Battalion. The Toronto Union Armouries was their drill hall.

But the war was beckoning, and James decided to enlist in the RCAF. On November 20, 1940, he weighed 151 lb. and was 5' 11" tall. His physique was described as "wiry." Distinguishing marks included some prominent scars. His nose displayed a one inch scar, while another one inch scar marked his forehead. His left foot bore a three inch scar on the sole.

After the usual training programme, co-pilot James Hackett and his crew left on a mission from Deberts, N.S. on September 13, 1942. They were never seen or heard from again.

His name is listed on the Commonwealth Air Forces Memorial in Ottawa , panel 1, column 4.

CHUCK LENOVER, part II

In 1937, Chuck Lenover was lucky enough to get a seasonal job at the British Leaf Tobacco Company which paid good wages for that time, \$18 per week. It was his responsibility to look after the payroll.

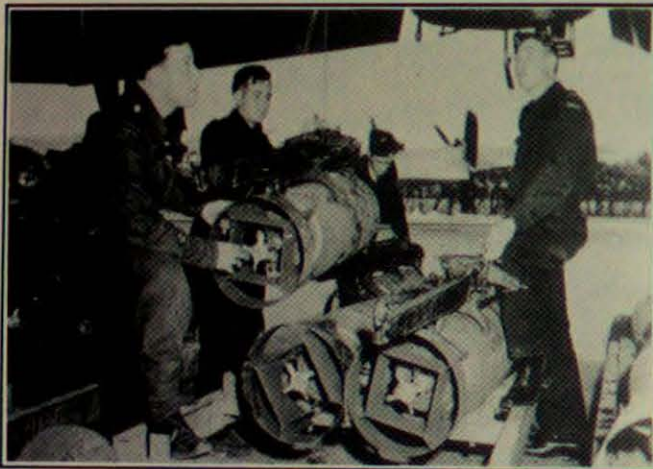
Later that year, Mr. McGuire asked Chuck and Gerald to drive a new



1. Photo courtesy of Al Shackleton



2. Photo courtesy of Al Shackleton



3. Photo courtesy of Al Shackleton



4. Photo courtesy of Al Shackleton



5. Photo courtesy of Al Shackleton

1. Winter, 1944 at Tholthorpe, Yorkshire. Lancaster bombers carried two-thirds of the bombs dropped by Br. and Can. Squadrons on Germany.
2. July 14, 1944: RCAF 425 (Alouette) Squadron with 6 Group, Canada's bomber force in Yorkshire, England.
3. "Bombing up" for another mission to Germany.
4. A typical bomb load for a Lancaster might consist of one 4,000 pounder and two 500 pounders. Later, the Lancaster could even carry the "Grand Slam" deep penetration bomb (22,000 lbs.).
5. The Roman Catholic padre blessing the crew before take-off.



1. Photo courtesy of the Chatham-Kent Museum



2. Photo courtesy of the Chatham-Kent Museum

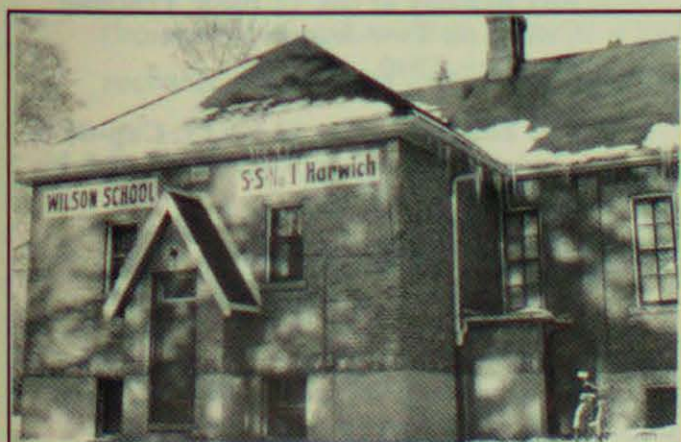


Billets Leeming Yorkshire
1945

3. Photo courtesy of Al Shackleton



4. Photo courtesy of Al Shackleton

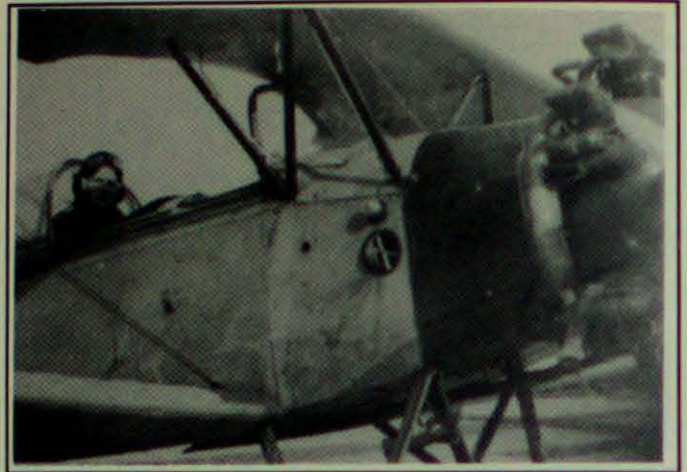


5. author's collection

1. Employees of the American Pad and Textile Plant, Queen and Richmond Streets.
2. Canada Business College on Queen Street.
3. Billets for RCAF personnel in Leeming, Yorkshire, 1945. Note the most popular form of transportation parked out front - bicycles. Each crew member was issued a bicycle when taken on strength.
4. The girls and women in Yorkshire had no difficulties in learning this particular Canadian past time.
5. Jimmy Rhodes attended Wilson Elementary School, S.S. #1, in Harwich Township (built in 1933).



1. Photo courtesy of the Bradley family



2. Photo courtesy of the Bradley family



4. Photo courtesy of the Bradley family

1. Roy Bradley at No. 12 Basic Training Centre on Tweedsmuir Avenue, October, 1940.

2. Roy Bradley at No. 11 EFTS, Cap-de-la-Madeleine, Quebec, June, 1941 with his Fleet Finch biplane.

3. An example of Nick Tuchtie's trick photography, he is kicking himself.

4. Proud pilot, Roy Bradley, standing in front of his Harvard Trainer at No. 6 SFTS in Dunnville, August, 1941.



3 Photo courtesy of Mary (Tuchtie) Borowski

Studebaker from the factory in Windsor to the local dealer in Kirkland Lake. The brothers agreed and after delivering the car, they decided to stay in town and find jobs. Gerald found a position as a dishwasher. His pay was \$1 per night and food. Chuck was not as successful. Undaunted, he returned to Chatham knowing that he could obtain a position at the tobacco factory during the winter.

While in Kirkland Lake, the brothers had tentatively decided to emigrate to Australia. They were going to work their way over to England on a cattle boat out of Montreal. Somehow, they would continue their journey from there. But, by the time their passports arrived early in 1938, the two Lenover brothers had changed their mind.

On July 2, 1937, Chuck was hired by International Harvester [today's Navistar Corporation] as a specification clerk. He continued to work there until his enlistment in 1941.

Once the war had broken out, the Lenover brothers felt that they ought to do their "bit" for the war effort. Gerald joined up with the Canadian Army while Chuck selected the RCAF. Their brothers, Walter and John, enlisted with the Canadian Navy.

Chuck had signed up with the RCAF on February 10, 1941. He enjoyed being in the air force and wanted to be a wireless operator and air gunner, WAG. At the recruiting centre in London, Flying Officer R. Key had a high opinion of Chuck:

... above average ... smart appearing, well spoken, alert, intelligent, observant, good personality, keen and enthusiastic, will respond readily to training. Good material for Air Crew. Has qualifications for Commissioned Rank later.

His training commenced at No. 2 Manning Pool in Brandon, Manitoba, where he took the usual courses to qualify for air crew. That same October he graduated.

Chuck's family attended the United Church and his fiancée was Roman Catholic. He had known June for years and cared very much for her. He even had her name tattooed on his left upper arm. Charles Stephen Lenover married June Bechard

Bomber Command Targets

(1940 - 1945)



on November 1, in the vestry of St. Joseph's Church on Wellington Street while he was on embarkation leave. Their honeymoon was the trip to Halifax.

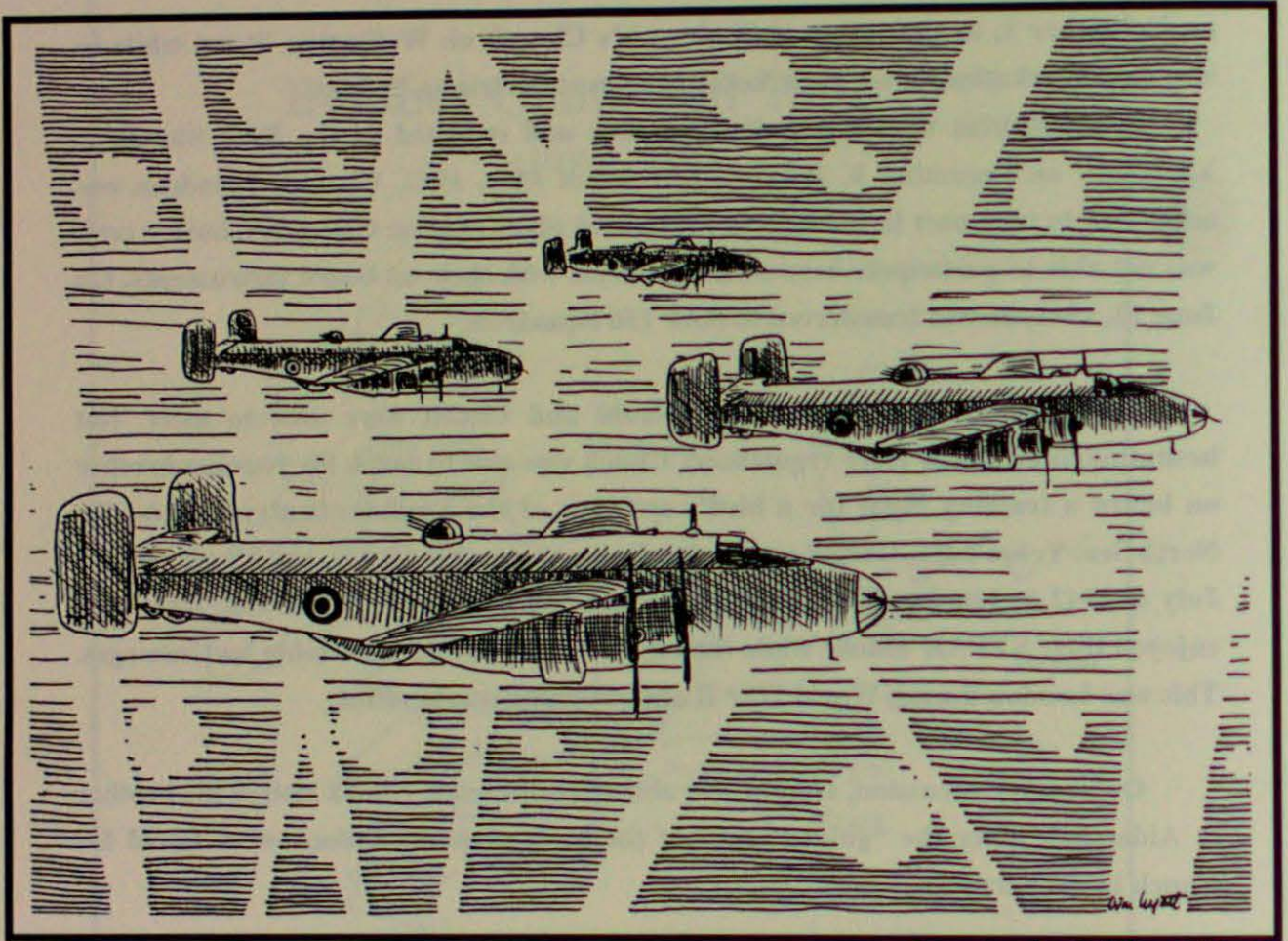
From Halifax Chuck travelled overseas and reported to the RAF Station in Yatesbury on December 9, 1941. At the end of May, 1942, Chuck's squadron was scheduled to take part in the first one thousand plane raid on Cologne. Chuck's crew was not able to participate because of problems with their on board instruments. On June 12, 1942, he was transferred to RAF 156 Squadron.

On a few treasured occasions, Gerald and Chuck were able to meet. Not hesitating to break air force regulations, Chuck was able to sneak his younger brother on board a training flight for a bird's eye view of the English countryside and the North Sea. Years later, Gerald would fondly recall meeting Chuck and his air crew in July of 1942 in London. They visited the Curb Tea Rooms on the Strand. Here they enjoyed their STEAK dinner while the envious diners at the next table had sausages. This was London during World War II and rationing was in effect.

On another occasion, Gerald was able to reciprocate. Chuck visited his brother at Aldershot. After the "guided" tour of the base, accommodations were found for Chuck in the barracks.

On the evening of August 11, 1942 the crew of Wellington, Type III, No. X 3798 sat at their appointed places in their bomber at Alconbury Air Base. At the controls sat RAF pilot Flight Sergeant F.V. (Fred) Harker, who was 20 years old and needed two more missions before his tour of duty (30 trips) was over. The observer-navigator seated behind the pilot was Flight Sergeant K.E. (Ken) Morrison (RCAF). In charge of the tail gun was Flight Sergeant F.J. (Jack) D'Arcy (RAF). Flight Sergeant J.B.T. (Bruce) Weaver (RCAF) was the bomb aimer and front turret gunner. Hunched over his radio was Pilot Officer Chuck Lenover (RCAF). They were lined up at the end of the runway waiting for the light of the flare which would tell them to proceed with their take-off.

They had been together for six months and had carried out successfully sixteen missions. Some had been bombing operations and some were "gardening" (mine laying) ops. Not all of their missions had been easy. As they sat in their fabric-covered Wellington, propellers feathered and engines idling, no doubt their experiences on



Drawing by William Wyatt

Halifax bombers over their target in Germany

“...tell Jack I said the Alps are rather nice in the moonlight..... I'm in the very best of health and having a grand old time especially since I'm doing what I've wanted to for a long time - flying around over Europe quite often.”

Jim Lundy in a letter to his mother; August 23, 1943

previous missions would flash through their minds. They could recall the daring raid on the German submarine base at St. Nazaire, the trip to Essen, home of the Krupp armament works (in the Ruhr), and, with a shudder, the three missions to Hamburg.

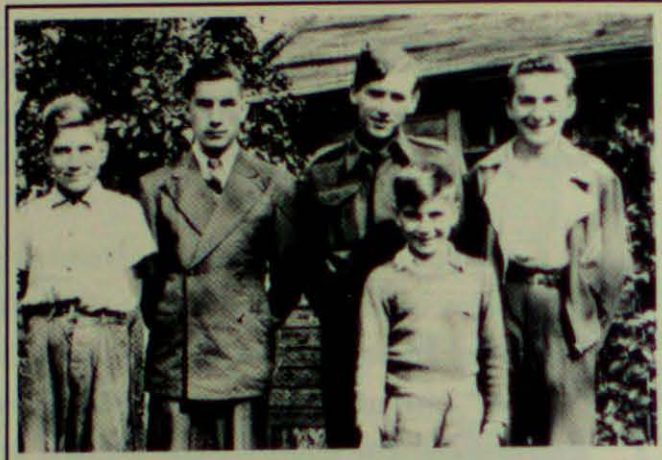
On one of those missions to Hamburg the master searchlight beam (bluish-white with radar control) locked onto their bomber. Then the others, slave beams manually controlled from the ground, clustered around their bomber as well. They had been "coned." Instantly, the plane's interior was as bright as day. Fred could not see the instruments. The gunners were blinded in their perspex (plastic) bubbles. They were also the focus of flak (anti air craft guns) and German fighter planes. The fighter pilots knew the crew was blinded by the light. Tracer fire and shrapnel filled the sky. Fred Harker, their pilot, twisted and turned the plane in unpredictable patterns; he even went into a steep dive that took them very close to the ground. Everything, anything to fly free of the cone! Fred Harker was able to nurse their badly shot up Wellington safely home to base. The squadron leader decided that the plane was too badly damaged to continue flying. They were issued with a new air craft - X 3798.

At about 10:30 p.m., the signal told them to proceed with their mission to Mainz. This city along the Rhine had not been bombed before and they expected this to be an easy mission. After the usual anxiety to see if the bomb-laden Wellington could clear the fence and trees at the end of the runway, they joined the bomber stream; 154 planes were on their way to Germany. The uneventful trip to Mainz culminated in the successful drop of their deadly payload. Not a single enemy plane approached them on their way to Mainz, over the city, or on the way home over Germany.

They had good visibility that night. There was no moon or cloud at their altitude of 8,000 feet. It was 3 a.m. when Ken Morrison left his desk to stand beside the pilot to get a fix on the coast line. At that moment tracer fire came up in front of them. Over the Belgian town of Leuven (just north of Brussels), a German ME -110 night fighter had attacked from the rear and underneath and was riddling the Wellington with both his cannons and all four machine guns. The Wellington's control column was useless (the wires were probably severed), the intercom had been damaged and the fabric covered fuselage was on fire. When he realized that the air craft was burning from nose to tail, Fred Harker motioned for everybody to bail out. Bruce Weaver managed to open the damaged escape hatch and jumped out the front turret. Ken



1. Photo courtesy of Clara (Ruthven) Hoy



2. Photo courtesy of Clara (Ruthven) Hoy



4. Photo courtesy of Clara (Ruthven) Hoy



3. Photo courtesy of Clara (Ruthven) Hoy

1. Mrs. Ruthven took this photograph of her son, Roy, as he left Chatham for the last time in June of 1943. On the 29th of December, he was reported missing over Berlin.
2. The Ruthven boys at home on Charteris Street, August, 1941. (L to R, back) Ed, Roy, Albert, Lorne; (front) Billie.
3. Albert Ruthven's picture on display at 20 Charteris Street, October, 1943. The flowers were donated by neighbours.
4. Albert Ruthven's grave in Harrogate Cemetery in England.

Morrison followed after he handed Fred a parachute. For some reason Chuck was still sitting by the radio. As Ken left the air craft he saw Fred with his hand up in the air, his fingers making the "V" sign.

Jack D'Arcy, the tail gunner, had a bullet in his leg, but managed to jump out of his turret. Ken Morrison, losing both flying boots while descending, landed just east of Louvain. Nineteen year old Bruce Weaver landed in a tree. He hoped to find a bicycle and leave the area; however, the next morning he was arrested by four Belgian policemen guarding a bridge. He was immediately turned over to the German authorities. After several interrogation sessions, Bruce was transported to a POW camp in Frankfurt and later, to one in Poland.

Of the 154 planes that left England in the evening of August 11, six did not return. Squadron 156 lost two planes that night: Z 1595 with Squadron Leader James Beavis on board and X 3798 with Chuck Lenover on board. Morrison followed after he handed Fred his parachute. For some reason Chuck was still sitting by the radio. As Ken left the air craft he saw Fred with his hand up in the air, his fingers making the "V" sign.

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In the meantime, the Germans had found Chuck and Fred's bodies not far from the plane. Their bodies were transported to Tildonk. Presided over by the local Roman Catholic priest, Flight Sergeant Fred Harker and Pilot Officer Charles Lenover were buried by the Germans with full military honours in the local church yard.

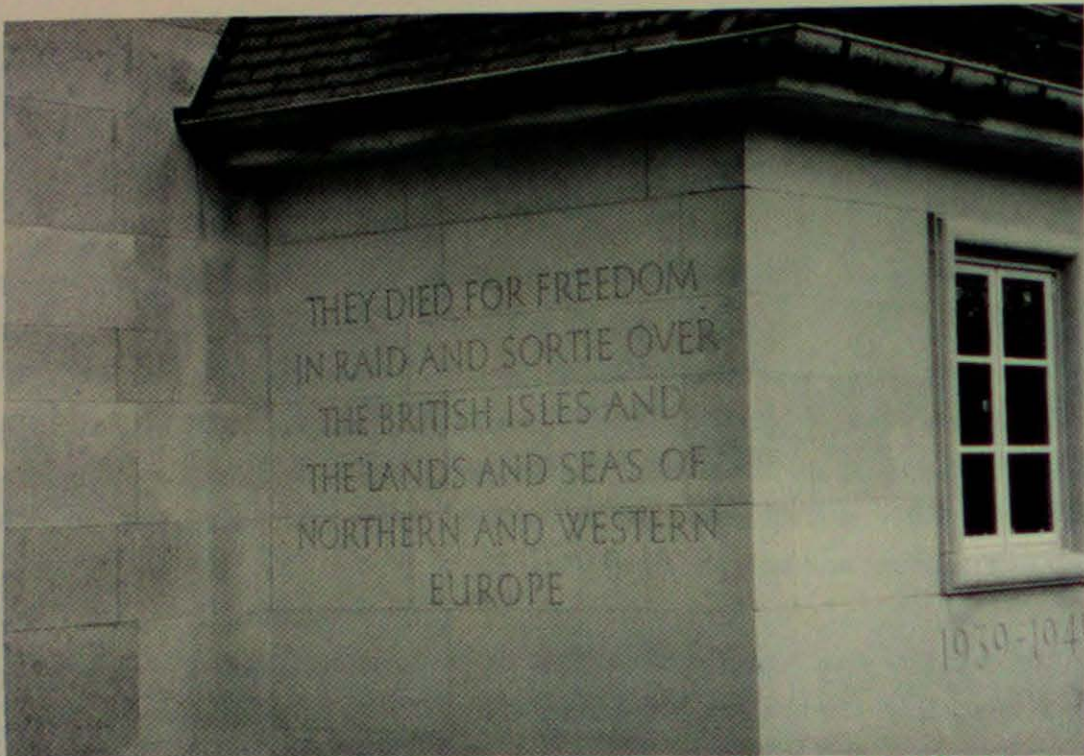


Photo courtesy of Doris Lewis

At the Runnymede Memorial, at Englefield Green 32 km. west of London, one third of all the men and women who served during the Second World War have no known grave. There are 20,450 names inscribed on the stonewalls. They include 3,050 Canadian airmen - among them is Leslie Peers.

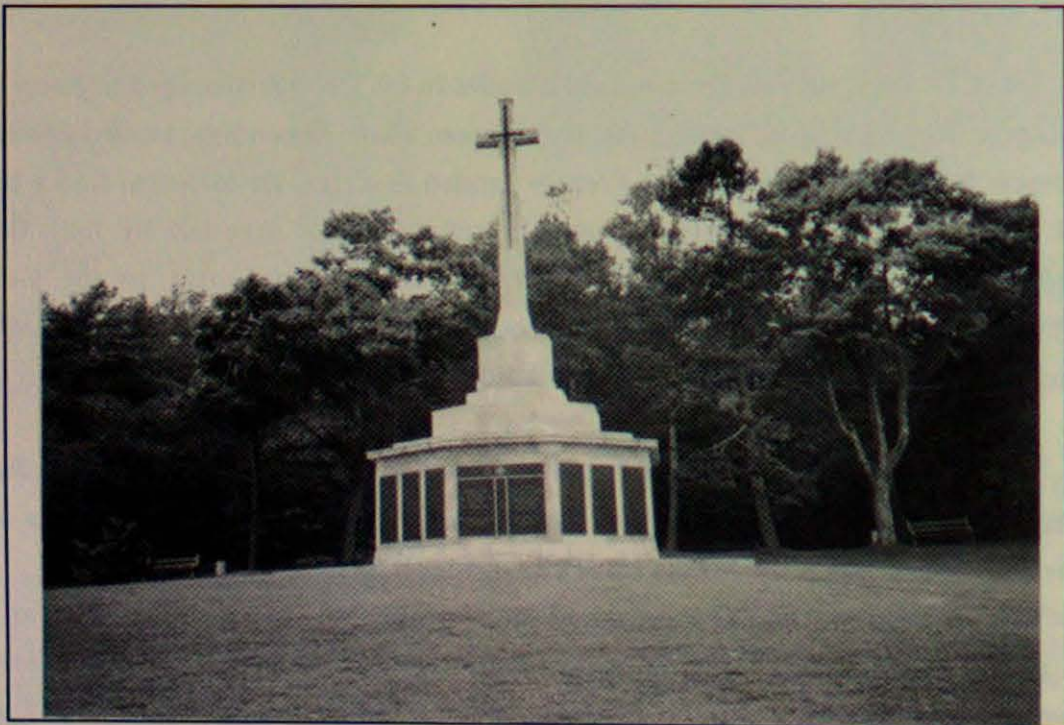


Photo courtesy of Gord Swatkov

Unveiled in 1967, the new Halifax Memorial in Halifax's Point Pleasant Park commemorates the 2,851 Canadian sailors and soldiers who fell in campaigns at sea during W.W. II and who have no known grave. A special section is devoted to merchant seamen who were lost at sea.

ROY HARRIS BRADLEY, part II

After ten days of leave, Roy had to leave for Halifax. Travelling on the stately *Empress of Asia*, along with thousands of other service men and women, he looked forward to seeing a different part of the world. From his point of disembarkation-Bournemouth- he managed to travel the length of the British Isles as he completed his training courses in Castle Kennedy (Scotland), Penrhos (Wales), Clark (England) and Llandwrog (Wales).

Roy's girlfriend in Wales lived at Llandudno Junction, Caernarvonshire. According to the letters being mailed home, the family got the idea that Roy "kind of planned" to marry her.

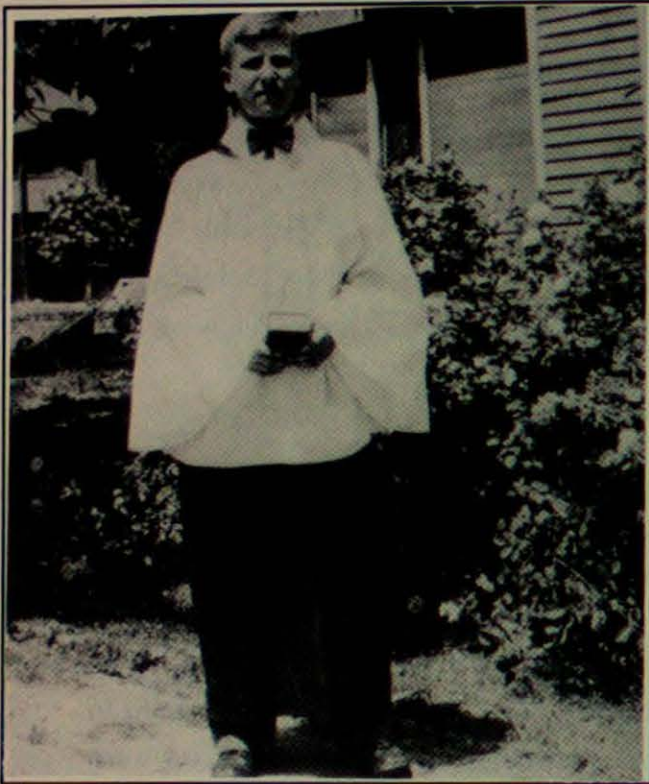
As relative novices in the air, Canadian air crew arriving in the U.K. underwent an intensive familiarization programme to get them used to actual flying conditions in a theatre of war. Attached to the RCAF Flying Training Command, Canadians were given copious opportunities in theory as well as in practice. The mountainous terrain, dense fog, overlapping holding patterns and unexpected enemy action caused many casualties. Exactly one year after receiving his wings in Dunnville, Ontario, Flight Sergeant Roy Bradley's plane was lost on a navigation flight over the Atlantic during the night of 21/22 August, 1942.

His body was recovered from the sea by fishermen near Wigtown, Scotland. His sister, Betty, remembers being met by George King and driven home. There the rest of the family had already received the message that Roy was missing.

Today his last resting place is on a verdant, sloping hilltop cemetery at Kirkinner, Scotland.

DOUGLAS GORDON-KAY

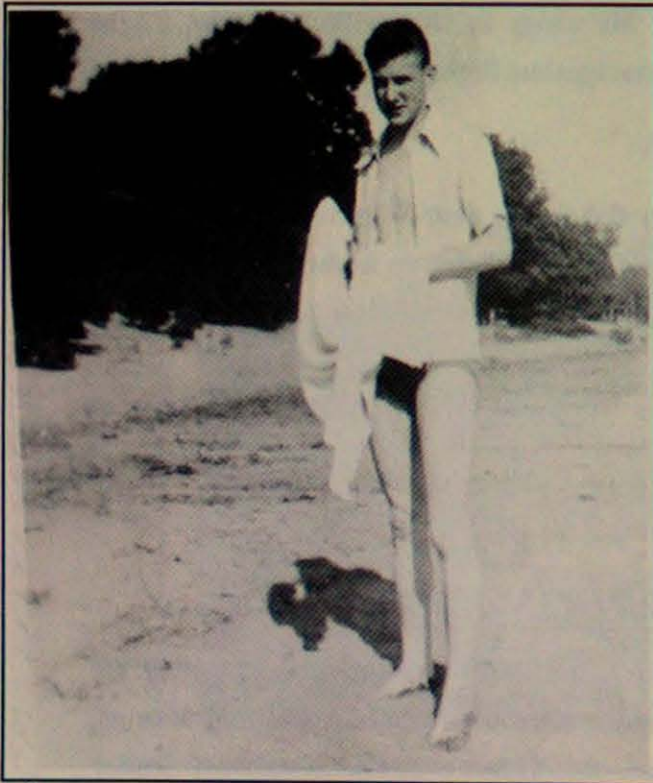
Roy Bradley's best friend, Doug, was born in Tilbury on September 23, 1919. He had one brother and three sisters. In his spare time he enjoyed collecting stamps, swimming and the occasional tennis game. At Tilbury he achieved his junior matriculation and was considered a good student.



1. Photo courtesy of May (Gordon-Kay) Paul



2. Photo courtesy of May (Gordon-Kay) Paul



3. Photo courtesy of May (Gordon-Kay) Paul



4. Photo courtesy of May (Gordon-Kay) Paul

1. Fifteen-year-old Douglas Gordon-Kay, a member of St. Andrew's Anglican Church in Tilbury.
2. D. Gordon-Kay learning navigation at No. 7 EFTS. He had a mark of 95%.
3. Douglas Gordon-Kay at Rondeau Park, summer 1940.
4. Brookwood Military Cemetery, England

In Chatham, he enrolled at CVS for one year of technical and commercial classes. After obtaining a job at the Imperial Bank of Canada as a ledger keeper, Doug met Roy Bradley. Roy was also from the Tilbury area. The two young men found that they had many interests in common and formed a firm friendship. Doug worked at the bank for three years.

Doug lived with his sister, May, on Inshes Avenue. That is where he met another person who became close to him. Her name was Edna Gilbert. Edna and Doug enjoyed being with each other. They took every opportunity to go dancing at the White Palace.

Feeling the push of patriotic propaganda, the pull of foreign adventure and following the example of his best friend, Doug volunteered for a medical inspection with the RCAF. The report, dated April 17, 1941, listed his height at 5' 9", eyes blue, hair light brown, and a scar on his right knee. Most unsettling was his weight. At 137 lbs, he was thirteen lbs underweight. He also confessed to smoking at least ten cigarettes a day.

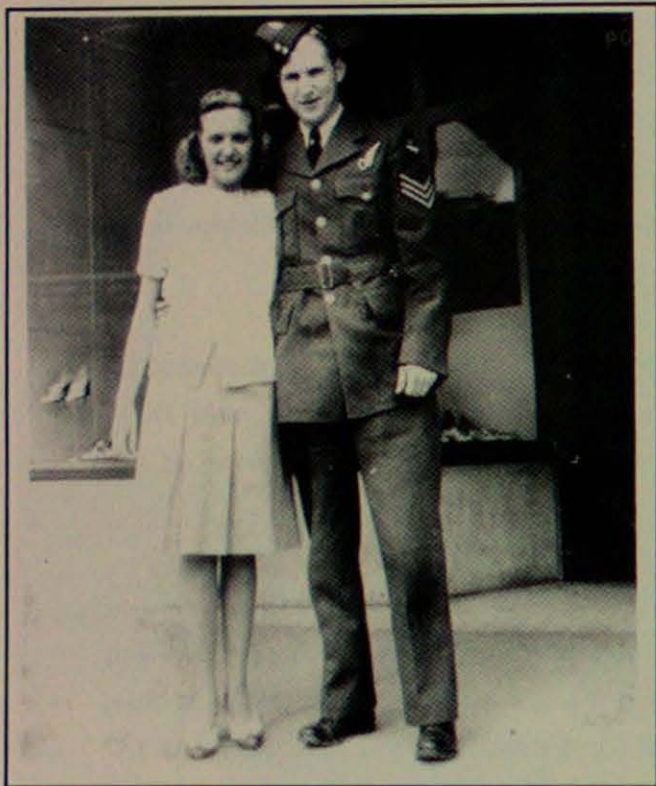
Spurned by the air force, he completed a two month training session at No. 12 BTC. After his release on June 16, he travelled to Windsor the next day to try his luck with the RCAF again. This time he succeeded.

At No. 7 Elementary Flying Training School in Windsor, Doug was able to solo in ten hours and 25 minutes. Four hours of flying solo, made him realize that he did not have a great interest in flying.

In November, he requested a transfer to Trenton to re-muster as an Air Observer. He did well in these courses and was promoted to the Armament and Navigation School in Rivers, Manitoba.

Doug arrived in England on July 29, 1942, and was immediately attached to the RAF's No. 10 OTU. He trained on an Armstrong Whitworth Whitley bomber.

On November 7, 1942, returning from a bombing mission, the plane was involved in a severe accident, the result of flak damage or lack of fuel. Doug was the only casualty. His injuries were fatal; death was instantaneous.



1. Photo courtesy of May (Gordon-Kay) Paul



2. Photo courtesy of May (Gordon-Kay) Paul



4. Photo courtesy of May (Gordon-Kay) Paul



3. Photo courtesy of May (Gordon-Kay) Paul

1. Douglas Gordon-Kay and his girlfriend, Edna Gilbert.

2. Douglas Gordon-Kay's funeral with full military honours at Brookwood Military Cemetery, England on Nov. 11, 1942.

3. At Douglas Gordon-Kay's home at 33 Cathcart Street, Tilbury. His best friend is Roy Bradley (L).

4. The Last Post is sounded at Douglas Gordon-Kay's funeral.

The military funeral at Brookwood Cemetery was held on November 11, and was photographed by the RCAF. Canon Dobson came to see Frances, Doug's mother, to notify her and the remaining children of the sad news that Doug would never be coming home again.

A letter of condolence and pictures of the funeral were in due time forwarded to the waiting Gordon-Kay family. Later Doug's ID bracelet, rings and other small items were returned as well.

The memorial service for Doug in Tilbury's St. Andrew's Anglican Church on November 23, 1942 was well attended and poignant because he was Tilbury's first World War II casualty. Joining the regular congregation for the service were members of the Air Force, Army and Navy, veterans and members of the Tilbury Patrol of the Second Kents, as well as members of the IODE, fraternal organizations, public and high school groups, and representatives of various church organizations. Vases and baskets of chrysanthemums adorned the communion table and chancel. The choir director, Donald H. McGregor, sang, "O, Valiant Hearts."

Trying to shield her children as much as possible, Frances hid the photographs of her son's military funeral. Not until her own death, did the siblings discover them.

HARRY WATSON

Called "Buddy" or "Bud" by his friends, Harry was born in Chatham on September 10, 1921. The Watson family lived at 66 West Street. They even had a telephone (1471 - J). Harry was a member of the Boy Scouts. He also enjoyed playing hockey and basketball. His basketball team was a member of the Chatham League. Harry played forward. As a member of Park Street United Church's softball team, he played first baseman on the 1940 championship team.

After graduating from Central School in 1936, Harry attended CCI for three years. In 1939 Harry transferred to CVS to take some commercial courses. His best friends were Bill Budd, Jack Illman and Jack McKellar. Of the four, only Jack McKellar would survive W.W. II.

The boys had bikes and used to ride out to a barn near the Bloomfield Road. His friends liked having "Buddy" around because he was a "happy-go-lucky" fellow, but Harry did have a serious side. He collected stamps and was a member of the CVS Cadet Corps for five years.

While at CCI, Harry was able to get a job at the King Street A & P on Saturdays. His boss, Mr. C. Christianson, was impressed with Harry's positive attitude. After leaving CCI, Mr. R.G. Stoehr at Weaver Industries was Harry's next boss. Mr. Stoehr saw to it that Harry had work for the next four months. During that time, the war in Europe was becoming an ever greater factor in the thinking of young people. Being a machine hand (lathe operator) did not seem nearly as exciting as putting on a uniform and fighting for one's king and country.

Thus, on February 5, 1941, Harry presented himself to the medical board in Windsor for possible entry into the RCAF. It was recorded that he weighed 140 lbs., was 5' 7" tall, with blue eyes and fair complexion. Accepted into the air force on April 22, the examining officer noted that Harry had "...good attitude of responsibility."

Wanting to join as air crew -pilot or observer- Harry trained at Jarvis and Victoriaville. His instructors recommended courses as air gunner. After intensive training at Trenton and #6 BG School at Mountainview, he received the usual embarkation leave. He enjoyed a brief stay with his mother, father and sister Naomi in Chatham before reporting to Halifax. He left Canada by ship on October 23, and certainly had lots of time for the next eleven days to reflect on his past and anticipate his future.

Additional training with the RAF made him more proficient. On July 7, 1942 he was transferred to 83 Squadron. Here he joined an elite group of flyers. As a member of Group 5 of the Pathfinders, Harry would be in the very centre of action. Meticulously planned bombing raids specified that the bombing master and his group arrive over the target before the rest of the bombing stream. Circling over the selected enemy target, the Pathfinder planes proceeded to drop their coloured flares.

One of the most frequented destinations was the Ruhr. This, the Industrial Heartland, was of course heavily defended by the Germans. Using their own coloured

flares, the Germans sought to confuse the bombardiers. More effective as a defence was the extensive German use of flak. The Germans would use their superb dual purpose 88-mm guns (useful against tanks and planes) and puffs of black smoke would blossom all around the bombers. If the shells exploded at the same altitude as the plane, then hot pieces of shrapnel would be whizzing through the fuselage. As rear gunner in the tail of the Lancaster bomber, Harry had a frighteningly good view. Unfortunately, enemy fighter planes tended to concentrate their initial machine gun bursts at the gunners. Hence, the gunners' life spans were often short.

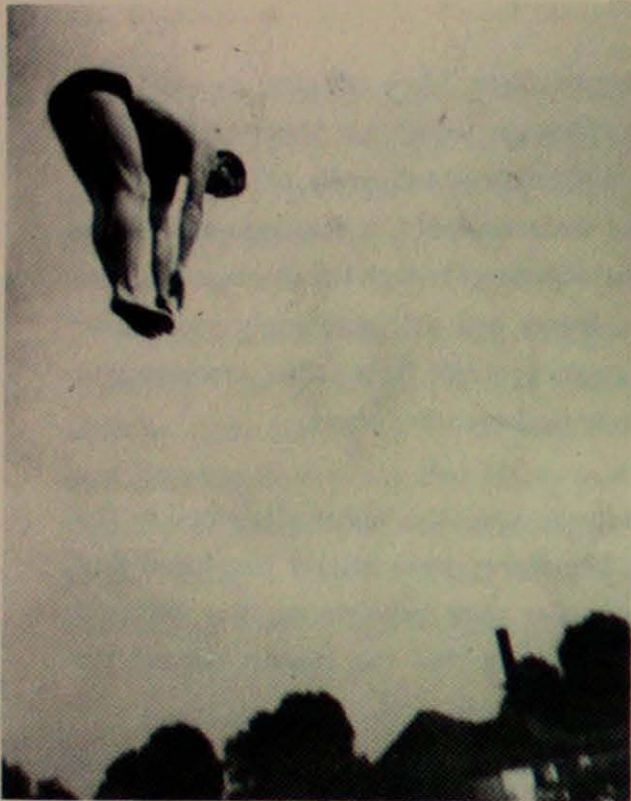
Harry proudly wrote home that his unit was one that had participated in the 1,000 bomber raid on Cologne. Young men like Harry were utterly convinced that Hitler and his followers must be stopped. Since they were quite young, they were not usually given to reflection. It is therefore surprising that the censor allowed the following message to reach Canada:

“.... Sometimes I wonder why I'm here. I go out every night and drop bombs on old men, women and children in a country I'll never see.”

Flying ahead of the bomber stream was the Pathfinder Squadron. Harry Watson, celebrating his 21st birthday, assumed his usual tail gunner's position in their Lancaster bomber. It was their responsibility to release the coloured flares which would indicate to the following planes where the drop zone was. Of all their missions, the “milk runs” to the “Happy Valley” were the least liked by the Allied air crews. On their way to the target, their plane was shot down at 12:43 a.m. near Neuss.

His mom, Bessie Watson, took the news very hard particularly when the parcel with her son's belongings arrived at home. She found that his shirts still had rolled-up sleeves just the way he had left them hanging. Initially buried at the North Cemetery, Düsseldorf on September 13, the last remains of Harry Raeburn Watson were re-interred at Reichswald Forest Cemetery in the company of 7,300 other air crew.

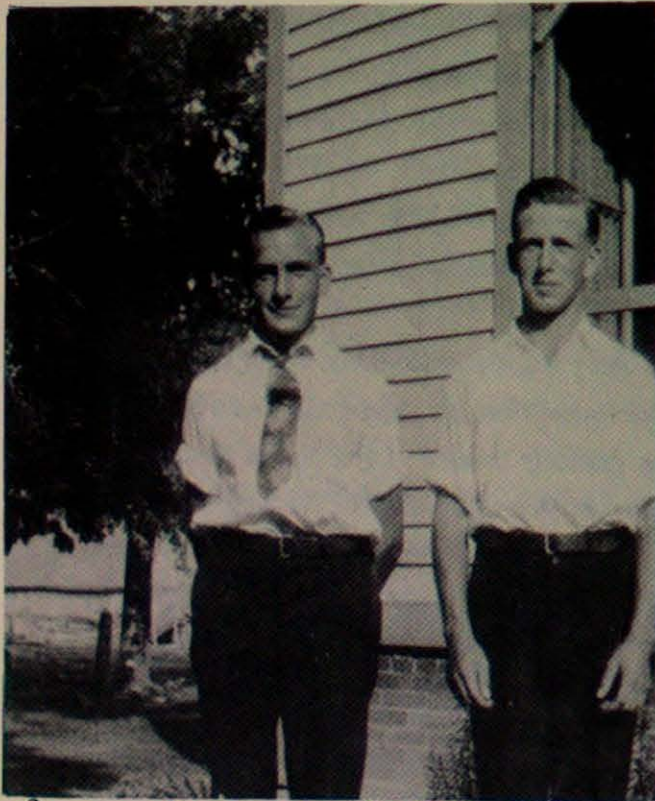
This forest-enclosed fourteen acre cemetery is the largest Commonwealth war cemetery. Thorn trees, with crimson berries in the autumn, are scattered about the site. Many flowering cherry trees add their profusion of colour in the spring. Two tall pillars guard the wrought-iron gates. An isolated and peaceful site in the middle of the Reichswald forest, it is a soothing resting place for those whose last moments alive must have been filled with sheer terror as their planes plunged to earth.



1. Photo courtesy Charlotte (Ritchie) Hawthorne



2. Photo courtesy of Kay (Kate Hughes) Clendenning



3. Photo courtesy of Kay (Hughes) Clendenning



4. Photo courtesy of Kay (Hughes) Clendenning

1. **Jim Ritchie: CNE diving prize winner, 1941.**
2. **The Hughes family (L to R): Raymond, John, Roland, Helen, Bea, Marg; piggy-back riders (L to R): Kate, Maxine, and Harold Newberry.**
3. **Raymond Hughes (R) and his father, Thomas.**
4. **England, 1942: Raymond Hughes (R) and his crew shortly before take-off on their bombing mission to Düsseldorf, in the Ruhr district of Germany.**

RAYMOND WOOD HUGHES

A farm in Kent Bridge, Chatham Township, has a most unusual war record. This farm was home to the family of Thomas James and Eva Lydia Hughes and their eight children. Half the family joined the armed forces during the war. Three sons joined the RCAF and two daughters served in the Canadian Women's Army Corps.

Raymond Hughes, born on December 9, 1918, was inculcated with a strong sense of morality and a high degree of patriotism while attending Knox Presbyterian Church in Kent Bridge and U.S.S. #8 of Chatham and Camden Townships. In the little free time available to him, Raymond did admit to playing some baseball and hockey. After all, for country lads there were always chores waiting to be done.

Once, Raymond had an unfortunate experience that could have had fatal consequences. He found an abandoned boat. Seeing an opportunity to fix it up for his own use, Raymond gathered tools and materials. He located a quantity of tar to waterproof the boat. While he was heating up the tar to get it soft enough to work into all the cracks between the boards, the tar caught fire. Raymond was fortunate to escape with relatively minor injuries: his hair was singed, and he was left with permanent scars in his eyebrows.

It was obviously very difficult for the family to make ends meet, and Raymond was very resourceful in finding work while trying to get schooling at the same time. His résumé reads as follows:

- academic subjects at CCI, 1931-32
- farm work, 1932-1936
- electricity and mathematics at CVS, 1936-37
- farm work, 1937
- pulp worker at the Abitibi Power and Paper Company in Sault SteMarie, 1937-1938
- working with dad in Kent Bridge, 1938-1940
- station attendant with the Canadian Oil Company in Kent Bridge, 1940
- station attendant in St. Thomas, 1940-1941

He trained with the Kent Regiment for a month in October of 1940. At the No. 12 BTC he acquired a little taste of what the army life could be like. That was the reason he reported to the RCAF recruiting office in London on June 25 the following year. At the age of twenty-two, he represented his generation well:

- height: 5' 8"
 - hair: brown
 - complexion: fair
 - ... pleasant personality
 - ... anxious to serve
 - ... clean cut, courteous, intelligent young lad, rather shy
- weight: 134 lbs.
 - eyes: blue
 - scars: in right eye brow

Raymond did quite well in his courses. He was enrolled at the basic gunner school at Fingal. There he received a mark of 82% and was presented with his Air Gunner's badge on February 16, 1942. He was shipped overseas and arrived in the U.K. on March 23, 1942.

The final report from the 22nd OTU stated that the Wellington bomber left the base at 8:05 p.m. on September 10, 1942, for a bombing raid on Düsseldorf. Sergeant Hughes was the tail gunner. The procedure for the raids was well established by now. The first planes from the Pathfinder Force would drop their target indicators. Then other Pathfinder planes, usually Lancasters, came through the searchlights and the flak to drop different coloured back-up markers. The initial part of the flight went well. A moderate flak barrage met them over the target, but they were able to drop their bombs as planned. On their return to base, the odds caught up to them. Witnesses at Biervlist, Holland, reported that the plane was hit by flak, blew up in the air and that the wreckage was scattered over a wide area.

Four bodies, including Sgt. Hughes, were taken by the Germans for burial to Flushing. Here they were buried on the 14th of September. Flight Sergeant Hughes was twenty-four years old. The body of the fifth crew member was found a week later.

Flushing (Vlissingen) is in the province of Zeeland on the south coast of Walcheren Island in the Schelde estuary. Memorials to Raymond are in the Presbyterian Church in Kent Bridge, the Women's Institute Hall in Kent Bridge, CCI and in the family plot of Arnold's Cemetery in Louisville.

CLARENCE SMYTH, part II

With the outbreak of war in September of 1939, a National Registration of all eligible males brought home to all Canadians the severity of the crisis. Because it was impossible to gain entry into the Royal Canadian Air Force right away, Clarence chose to join the Canadian army and promptly received orders to proceed to Number 12 Basic Training Centre on Fairview Avenue (now Tweedsmuir).

Opened in November, 1940, bordered by Queen and Lacroix Streets, Tweedsmuir Avenue and Chippewa Drive, just north of the city's golf course, No.12 BTC operated initially as a Non-Permanent Active Militia Training Centre. Chatham's Training Centre provided basic training for the two local regiments, the Kents and the Essex & Scottish. There were usually 1,000 recruits at a time. Later, the official name and functions changed several times. Apparently, it consisted of 33 buildings, including quarters for recruits, NCOs and officers, mess halls, stores, lecture huts and a guard house. When there were too many men, some would live in tents in Tecumseh Park. Some local men actually returned to their homes each night.

Between March 20 and July 14, 1941, private C.R. Smyth was given a taste of life in the military. At No. 12 BTC and at A 10 Infantry (Advanced) Training Centre at Camp Borden, he received the standard training given to more than one million men during World War II.

Finally, he was allowed to enlist with the RCAF on August 20, 1941, in London. Weighing all of 140 lb. and standing 5'8" tall, he was accepted into the wireless operator/air gunner programme. He was trained at Valcartier, Moncton, Guelph and, lastly, MacDonald in Manitoba.

Clarence learned all about the theory and practice of using the radio and turret guns. After the ITS, the WAG proceeded to a Wireless School for electronics and Morse code instruction. The students were taught the fundamentals of electricity, radio wave propagation, antennae characteristics, some circuit theory and reception and transmission techniques. Radio training included stints in planes such as the Tiger Moth. Clarence also received four weeks of weapons training at a Bombing and Gunnery School.



1. Photo courtesy of the Smyth family



2. Photo courtesy of the Smyth family



3. Photo courtesy of the Smyth family



4. Photo courtesy of the Bradley family

1. Clarence Smyth and his mother, Annie Myrtle.
2. England in August, 1943 : (L to R) Mike Ludlow, Doug See, Bill Scott, Bill de Molitor, Clarence Smyth, Stewart MacLaren, Austin Wright.
3. Clarence Smyth in London, UK, 1943.
4. Roy Bradley in Quebec, 1941.

Finally, on September 28, 1942, he received his Wireless Operator's Badge at MacDonald. After the usual leave granted to men about to be posted overseas, he reported to Halifax on October 28. From there he was transported to New York where he left for England on November 22. After crossing the Atlantic in eight days, Clarence now came face-to-face with the reality of war.

Attached to 419 (Moose) Squadron, of No. 6 (RCAF) Group of Bomber Command, Clarence had a chance to explore Yorkshire. The locals and the Canadians had to get used to one another. The language was English, but the accents and vocabulary were certainly strange.

As Flight Sergeant, Clarence participated in many sorties (missions). Bombing raids on cities such as Essen and Cologne were sarcastically referred to as the "milk run", while the heavily defended Ruhr was nicknamed the "Happy Valley." This name was a euphemism for the Battle of the Ruhr, the air battle to destroy the seat of German heavy industries, steel works, blast furnaces, Krupp Armaments Works and Mercedes-Benz engine plants. Flak and searchlight defences around the Ruhr were the most powerful in Germany. The German night-fighter units based here were the most experienced and best equipped. Despite heavy losses for both sides, the morale of the Allied air crew remained high, but the Germans continued working in the industrial plants with remarkable fortitude.

In his last letter to Chatham in the summer of 1943, Clarence made the following observations about life as a Canadian in the U.K.:

June 4th and June 11th letters from Canada came pretty fast.....shortage of air letter forms in England..... mail was piling up and try to answer it as it arrives....

You can make Mary [a friend in England] very happy if you can get those things, silk stockings..... Mary is a swell girl and so are the rest of the family.....I'm still too fickle and I'm only doing that as a favour...It is crowded at Mary's house at Worcester.....six children in Mary's family.....

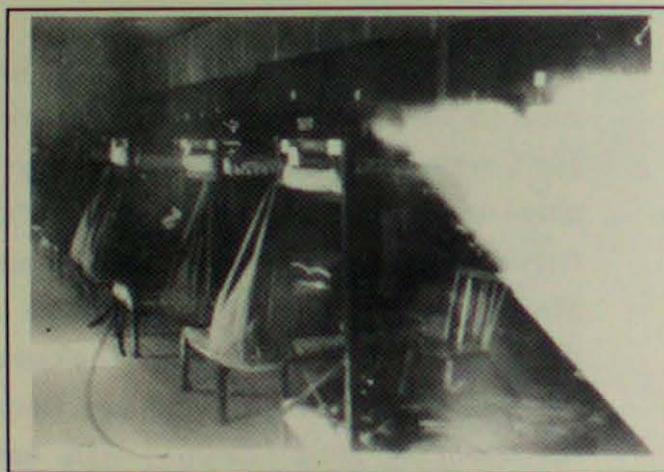
I'm on a squadron of Halifax bombers, ours is the Moose Squadron.....I need a quiet place where I can rest because you sure need rest in this "game".....We have done four trips over [to Germany] - two to Happy Valley and two to Cologne and



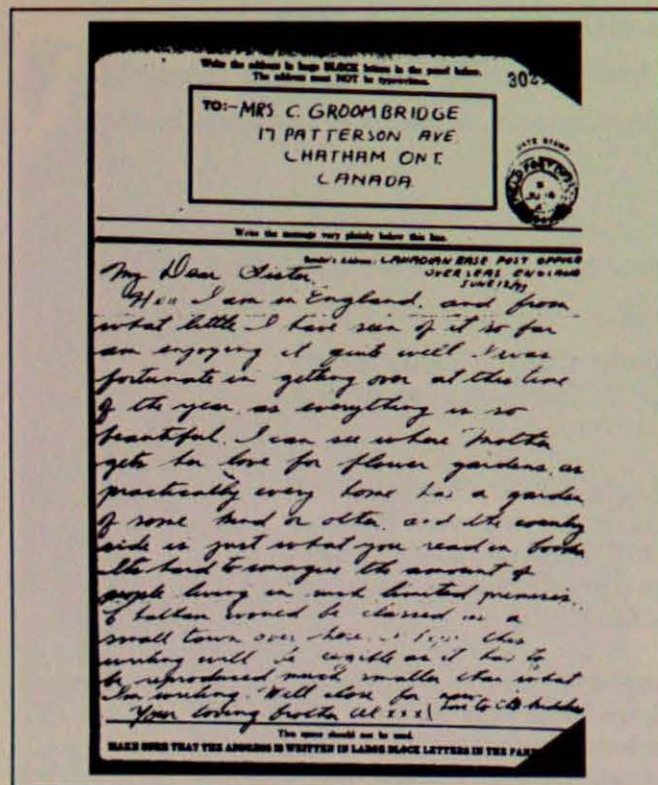
1. Photo courtesy of Chatham-Kent Museum



2. Photo courtesy of Chatham-Kent Museum



4. Photo courtesy of Chatham-Kent Museum



3. Photo courtesy of Clara (Ruthven) Hoy

1. Nick Tuchtie (R) at No. 2 Manning Pool, in Brandon, Manitoba, August, 1941.
2. Albert Ruthven and Birdie May Glassford on their wedding day, February 6, 1943, the day after Albert received his wings.
3. A "microfilmed" letter from Albert Ruthven to his sister Clara (Hoy).
4. Albert Ruthven's bunk on April 28, 1942 at No. 6 ITS in Toronto.

did we ever paste them! We don't go over to bomb the people but we have to stop this military production.....I hope I get in on the big show when they invade and achieve an unconditional surrender.

Cherise is certainly a lovely little girl! I wish I could see her and all the rest of the kids too! I've been a Flight Sergeant since April 26th, but for red-tape reasons I can't wear it [crown insignia] until August 1st.

At the age of 24, while on the tenth trip with the same crew, Clarence assumed his accustomed position as air gunner. The navigator, F.O. Charles Austin Wright, also from Chatham, was the eldest son of Mr. and Mrs. Charles Wright of 75 Cross Street. Austin, a former member of Park Street United Church, was a graduate of CCI and the University of Western Ontario. There he had become a member of the Alpha Kappa Psi Fraternity. After graduation, he had worked in the legal department of the T. Eaton Company in Toronto. He had enlisted with the RCAF in 1941 and had been in the U.K. for the past year.

It was August 10, 1943, and their primary target was Mannheim on the Rhine River. During this raid, their Halifax crashed near Mutterstadt, five miles SW of Ludwigshafen. The only eyewitness to the crash speculated that it may have been a mid-air collision. The sky had been full of planes. German police immediately closed off the area and no civilians were allowed anywhere near the site. Shortly after, soldiers removed the dead air crew for burial at a cemetery at Mannheim.

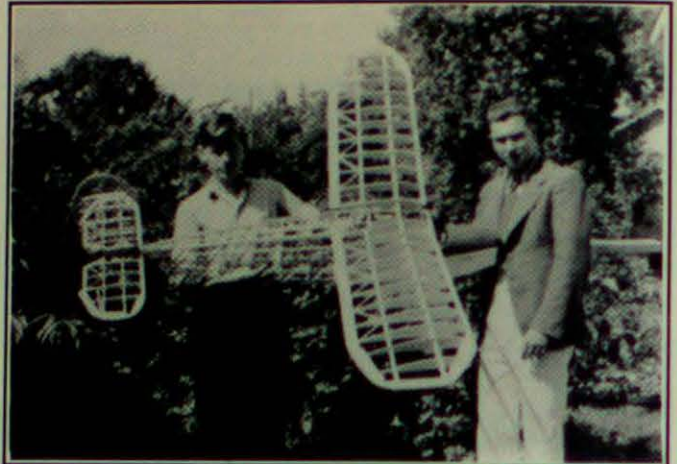
Later, Clarence's last remains and those of 2,958 other identified Allied servicemen were re-interred at Dürnbach War Cemetery in Bavaria. This cemetery, two miles NE of the village, overlooks the beautiful Tegernsee and the foothills of the Alps. Surrounded by evergreen forests and meadows, it is a magnificent location to honour the memory of those who gave so much. Most of those who are buried here were air crew; the remainder were POWs who were killed while escaping or those who died when they had to endure forced marches near the end of the war.

ALBERT RUTHVEN, part II

Albert's training for the next fifteen months, from November, 1941 to February, 1943, followed a rigorous and prescribed routine. He had to travel by train to



1. Photo courtesy of Clara (Ruthven) Hoy



2. Photo courtesy of Clara (Ruthven) Hoy



3. Photo courtesy of Clara (Ruthven) Hoy



4. Photo courtesy of Gerald Lenover

1. Albert Ruthven and Birdie, 1943.

2. Albert Ruthven (L) and Russell Sheffield with Albert's gasoline powered model plane, 1937.

3. Albert Ruthven in Brandon, Manitoba, 1941.

4. Chuck Lenover (centre) in Calgary, 1941.

Brandon, Manitoba and report to the Area Building at No. 2 Manning Depot. Here he stayed at the arena with hundreds of other men awaiting assignment. He had had courses in Toronto, Hagersville, Toronto, Goderich, Hagersville again, and Summerside, P.E.I.

Several longer leaves were granted for the servicemen to visit their loved ones. Thus, the *Chatham Daily News* was able to report (1943-01-06):

LAC Albert M. Ruthven of Hagersville and AC2 Roy J. Ruthven of Moncton, N.B. were in the city spending a New Year's furlough with their mother, Mrs. Kathleen Ruthven, Charteris Street.

His dream and ambition was fulfilled when he received his pilot's flying badge on February 5, 1943. On May 27, Albert embarked from the Port of Halifax to the European theatre of war. His disembarkation in the U.K. on June 4 was followed by a quick transfer to No. 3 PRC. On August 31, he was stationed with No. 2 OTU.

Accommodation was generally uncomfortable, since the typical Canadian was expected to live in a Nissen hut. The main advantage to the government was that these structures were cheap and quickly built. All that was required was the pouring of a concrete pad and the bolting together of corrugated iron panels. As there was no insulation, they were cold in winter and usually dripped with condensation.

Albert took the opportunity to visit Hertfordshire where his mother had been born. He also took the time to produce two oil paintings of her former home. These paintings he then mailed to Chatham. Here they became treasured souvenirs not only of her former home but also of her son's talents and thoughtfulness.

At age 23, Albert was able to fly high above Yorkshire. Below him were thatched cottages, ancient churches, willow-lined rivers and flower-filled meadows of sleepy English villages. All the while he was preparing for war to patrol stormy seas or to fly into a sky filled with enemy fighters, flak and searchlights,

Flying solo one night near Leven, East Yorkshire, about two miles from his billet, Albert's plane tumbled out of the sky and buried itself in the ground. A Court of Inquiry decided that the plane must have suddenly gone out of control. It was the

doctors' opinion that Albert's death was instantaneous.

Flying Officer Albert McKenzie Ruthven was buried with full military honours on October 5, 1943 at 11 a.m., in Harrogate Cemetery. The chaplain who performed the grave site service mailed a full account of the ceremony to Albert's family in Chatham and enclosed three photographs of the ceremony with his letter.

ROY RUTHVEN

Roy was born in Alliston on July 16, 1922. The Ruthven brothers loved flying. Like Albert, Roy eventually joined the RCAF. Their brother, Lorne, enjoyed a long career as a civilian pilot after the war.

In Chatham, the Ruthvens lived at 20 Charteris Street. Here Roy was able to indulge in his passion for model airplanes. He also collected coins and played some football. He was also able to pay for some flying lessons. He had logged two hours as a passenger and 45 minutes as a pilot in a plane equipped with dual controls.

After graduating from Queen Mary in 1937, he attended both CCI and CVS for one year each. At CVS Roy took the commercial course. After his formal education, he worked for one year at the Dominion Store and from 1940 as a display worker at Union Gas until he quit to join the RCAF.

It was interesting to see the names Roy had listed as references on his air force application. There were Mr. M.L. Crane, sales manager at Union Gas, Mr. W. Alway, a local sign painter, Mr. J. Brickman, a grocer, and Mr. L. McDermit, a butcher.

When he reported for his medical in July, 1942, the examining officer noted that at age 20, Roy was 5' 8" tall and weighed a mere 126 lbs. Further notations tell us that he had blue eyes and brown hair. There was also a four inch scar over his left temple and eyebrow, the result of an injury sustained in 1939. As a child he had suffered from scarlet fever.

Though he desperately wanted to be a pilot, Roy had to satisfy himself with the opportunity of becoming an air gunner. His training took him to Trenton, Lachine, Moncton and MacDonald, Manitoba.

In April, 1943, AC2 Roy J. Ruthven received his air gunner's badge. He was transferred in June to the U.K., where he received further instruction. His role in this war was to be a mid upper gunner in a Halifax bomber. Upon completion of his course, he was transferred to RCAF 431 (Iroquois) Squadron.

Sir Arthur "Bomber" Harris had promised British authorities that the firebombing that had been inflicted upon Hamburg could be duplicated in Berlin if he had 40,000 tons of bombs. Because of the need for darkness and the distance between the U.K. and Berlin, fall and winter were the only times of year when it was feasible to launch such a vast undertaking. Vast it was because the German capital was protected by 11,000 superb 88-mm anti-aircraft guns and over 3,000 search lights. The Battle of Berlin was going to be Bomber Command's most difficult operation.

On the evening of December 29, 712 bombers, including 129 from Canada's bombing force, left for Germany. Target: Berlin. The city was completely cloud covered, but a bright red glow was visible from below. Obviously, their bombs were having an effect. Five Canadian bombers did not return that night. Among the missing planes was Roy Ruthven's.

His Halifax had crashed just west of Berlin. The whole crew had been buried by the Germans in Elsggrund Cemetery in Doberitz, fourteen miles west of Berlin. In 1950, the War Graves Commission was able to individually identify two members of the crew; however, Sergeants Ruthven, Walker and Nosworthy could not be. Thus, they were laid to rest in graves 18, 19 and 20.

Today, just off the busy main thoroughfare known as the Heerstrasse, in the district of Charlottenburg, and less than one km from the Olympic Stadium, lies a tranquil memorial to those long-ago-days. Surrounded on three sides by lakes and the Grunewald Forest is the immaculately cared for Berlin War Cemetery. Supervised by the Commonwealth War Graves Commission, this final resting place for 3,576 Allied air crew and 101 other Allied military personnel is the location where Flight Sergeant Roy Ruthven found his peace in a collective grave.

NICK TUCHTIE

Nicholas John Tuchtie was born in Hamilton on January 7, 1920. The family was of Ukrainian origin and pride in their heritage compelled them to teach their son how to speak and write Ukrainian. Like all other immigrants to Canada, the Tuchties wanted their children not only to honour their parents' heritage but also to embrace the fullness of Canadian life.

The family moved to the Pioneer Line in Chatham Township where John Tuchtie, former locksmith and carpenter, bought a farm. Nick was eight and his sister Mary was ten years old, when their dad, in ill health, sold the farm and purchased a home in Chatham at 85 Cornhill Street. In addition, he purchased an empty lot across the street and later a run-down house on Park Avenue. Whenever he could, he worked to put up "Mary's house" on the empty lot. It was to be rented until Mary could take possession of it herself.

John was a good role model for his children. Outside the home, he was the rugged individualist who provided food and shelter for his family. Inside, he was also making careful preparations for his family in case he wasn't there to look after them. At home with his family, he revealed his tender and artistic side. He purchased a piano and played it well. He also encouraged Mary and his wife, Catherine, to play. Mary learned to play the piano well while Catherine eventually mastered a one-fingered version of a Ukrainian Greek Catholic hymn on the keyboard. Nick was very adept at playing the violin.

Initially the children attended Blessed Sacrament School, then St. Angela's and later, for four years, McKeough School from 1929 to 1933. When the children were small they had to walk the four miles to Blessed Sacrament School. It was not only physically difficult for the children, but also potentially life-threatening. Even sixty-five years later, Mary recalls with a shudder the terror of being ordered to get into a car by four strangers. While the other children proceeded unconcerned on their way, Mary felt compelled to obey. Only her stark fear and unrelenting tears prompted the driver to release her from the vehicle.

By 1930, John Tuchtie was suffering from cancer and was bed-ridden at home. Just one day before Nick's 11th birthday his dad passed away. It was a shattering

blow to their small family unit. Widowhood was particularly difficult for Mrs. Tuchtie because she spoke English with difficulty and, given the times, life was hard indeed. Still, Catherine Tuchtie kept a close eye on her children, determined that they become "good Canadians."

Fortunately, John Tuchtie had provided for his family. "Mary's house" produced a steady income. At the family home, the garden out back and the cherry trees would reduce the amount of food to be bought, and the two upstairs bedrooms were opened to boarders whose rent also contributed to the cash flow.

Mrs. Tuchtie worked on a vegetable farm, and in the summer both children had to pitch in. Their mother had decided that she wanted both children with her. One reason was that Nick, in his mother's absence, had climbed the roof of their home and promptly fallen off. Even though he claimed not to have hurt himself, Catherine knew that she needed to keep an eye on him. Mrs. Tuchtie had a contract to supply a farmer's produce stand on Highway # 40 with produce. The Tuchties picked whatever was in season -strawberries, celery, beets and other vegetables. Their pay was 75¢ a day. It was a hard way to make a living, but adversity brought the family closer together. Even today, Mary recalls that even though Nick was two years younger, he always looked after her. He was a very good-natured person, but even Nick couldn't stop his mom when she disciplined Mary. Discipline was swift and sometimes even public, but both children knew that their mom always had their best interests in mind.

After graduating from McKeough School in 1933, Nick selected CVS for courses in mechanics. Nick did well at CVS. He was able to attend a week-long course in Toronto at General Motors and received a \$25 prize for being Chatham's top student auto mechanic when he was in grade 11. He also learned welding and had a good grasp of electricity. A tool chest made out of solid oak with six drawers and solid brass handles is still, sixty years later, a treasured memento in Mary's St. Catharines home. Even now the drawers slide effortlessly. Despite the passage of six decades and several changes in residence, Mary has not had the heart to throw out Nick's bric-a-brac or spark plugs or give away the folding measuring rulers that are still inside the tool chest. He enjoyed his chemistry and math classes best and his history classes least.

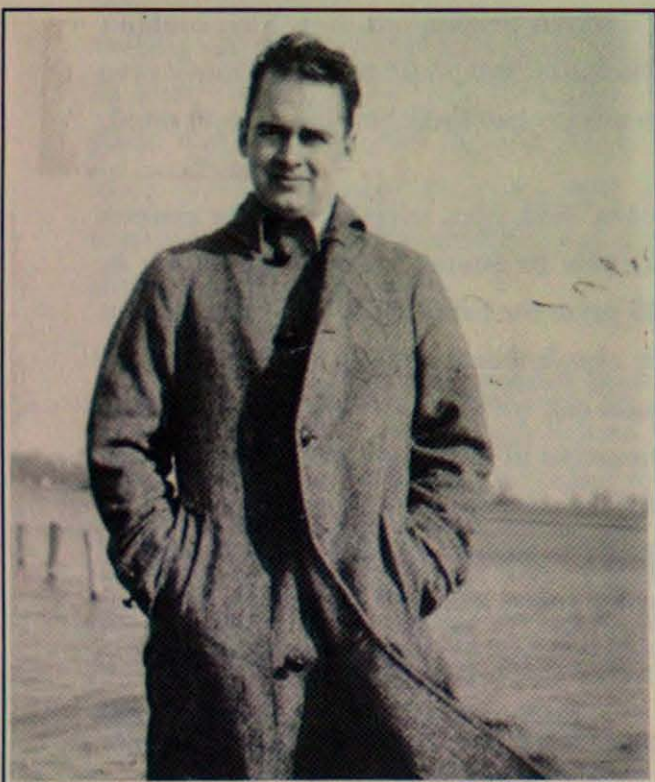
Harry Collins, principal of CVS, noted that, "Nick was one of the finest students the school has ever had ...brilliant... on graduation had 83%". He graduated first in a class of 32.



1. Photo courtesy of the Smyth family



2. Photo courtesy of Clara (Ruthven) Hoy



3. Photo courtesy of Gerald Lenover



4. Photo courtesy of Gerald Lenover

1. Clarence Smyth in Guelph, 1942
2. Albert Ruthven in the Art Department at Union Gas, 1940
3. Chuck Lenover
4. Mrs. Mable Lenover

Nick loved photography and enjoyed experiments that produced trick photos - double exposures for example. His reading included magazines such as *Reader's Digest* and *Popular Photography*. He found real satisfaction in using his hands whether it was making cabinets or playing the violin. For transportation he relied on his bicycle, while for intellectual stimulation he experimented with his crystal radio set, opening his mind to the world beyond the narrow confines of the small town.

Canada in the 1930s could be a cruel place for those who had foreign sounding names, spoke with an accent, or in any other way did not fit the "anglo" idea of what a Canadian ought to be. Children at school, on the playground, and in the streets merely aped their parents' preconceived notions and prejudices. The cosmopolitan urban scene so typical of Canada today was beyond the realm of imagination of most Canadians of that time. Until the Stanskis and the Ondrovciks took their place in line with the native born, until the Tuchties and Vasiceks shed their blood for King and Canada, there would be only very slow and very reluctant accommodation made for "them."

Despite the sideways glances from the adults and the occasional muttered affronts by their peers, the Tuchtie children held their own. Nick participated in softball games and played hockey in the winter. Playing centre on the school's basketball WOSSA team, he was able to enjoy the sweet success of winning the finals.

After he graduated from CVS, he was never unemployed. His lengthy résumé can be explained by the fact that he always sought a new position when there was a chance for advancement. He had a number of jobs in Chatham. He worked as a mechanic at Fleming's Motor Sales, and at Stevenson Auto Electric, 311 King Street West, during the summer of 1935. Later, he was a mechanic at Bert Stacey's Garage, 44 Fourth Street, and at the Mr. McGuire's Central Garage at 54 Fourth Street. For a while, he was in charge of the boiler room at Piggott Timber Mill at the corner of King and Second Streets.

He searched out opportunities to apply his talents. He found the house on Park Avenue, purchased previously by his dad, to be just what he needed. He did the renovations that were needed in his spare time, did all his own work and then was able to rent it out.



1. Photo courtesy of Mary (Tuchtie) Borowsky



2. Photo courtesy of Mary (Tuchtie) Borowsky



4. Photo courtesy of Mary (Tuchtie) Borowsky



3. Photo courtesy of Mary (Tuchtie) Borowsky

1. Catherine Tuchtie, Nick's mother, 1940.

2. Student pilot Nick Tuchtie at the dual controls.

3. Nunnie Sass and Nick Tuchtie at Rondeau Park in 1938.

4. Nick Tuchtie, in England, writing a letter to his mother.

Nick realized that the best chance for advancement lay in working at one of the large industrial plants, but International Harvester, Ford and the other plants in Chatham and Windsor had placed a ban on hiring men of military age. Frustrated with the local employment situation, Nick decided to leave Chatham and try his luck in the city of his birth, Hamilton. He became a machine operator at the Remington Rand Typewriter Company in 1940, and was able to mail \$60 every month to his mother.

Meanwhile, Mary worked in the American Pad and Textile Plant at Richmond and Queen Streets in Chatham. She endured the tedium and agony of piece work. For sewing gloves, she earned the grand sum of 30¢ per hundred. This was not the future she had envisioned. She accepted Michael Borowsky's proposal, and they were married on February 8, 1941. After selling "her" house, she moved to the St. Catharines area where she and Michael continued to enjoy wedded bliss. They were blessed with one child, Lesia.

Back in Chatham, Catherine Tuchtie gracefully accepted the lot of a widowed woman whose children had left home. Longingly she anticipated each letter from her children. With pleasure she looked forward to visits from her children. And in between? There were only her memories to keep her company.

That same year, Nick corresponded with Trenton about possible enlistment as air crew. He felt that, "I was fit for air crew and believed it my duty to join." The brass in the RCAF felt only the best qualified candidates ought to become part of the service. Hence, it was virtually a prerequisite to be a university graduate in order to gain entry into this elite service.

As part of the training for the Canadian Home Defence, Nick received two months training at No. 12 BTC in Chatham. In June of 1941, he tried once more to enlist with the RCAF as a pilot. A crucial document was missing. Nick had to make a solemn declaration, "that my Registration Certificate was lost while unclothing for a swim in the Snye River, in Wallaceburg, Ontario." On the 26th of August, the RCAF allowed him to enlist. The recruiting officer in Windsor noted that Nick was, "Courteous. Appears straight-forward and intelligent. Good scholar and mechanic. Good appearance. Pleasant. Good physical build. Very keen. Good materialBest fitted for pilot." His subsequent training included rifle and bayonet drill, anti-gas tactics and familiarization with Lewis and anti-tank guns.

Nick had to report to No.2 Manning Depot in Winnipeg by October 23. In rapid succession he received his training in Paulson, Man., Saskatoon (No.7 Initial Training School), Fort William (Elementary Training), Brandon (No.12 Service Flying Training School), and at Charlottetown (Navigation Reconnaissance Course). His training involved flying Tiger Moths for 86 hours and Cessna Cranes for 170 hours. One year and 258 flying hours after starting his training, he received his pilot's wings on October 23, 1942. Achieving a mark of 77.5%, Nick graduated 5th in his class. His instructor's comments were very positive:

Keen, alert type of Airman. Excellent material with fine Service spirit. Will be successful.
An exceptionally keen student. Thinks well for himself.
Recommend general reconnaissance and commission.

His medical record of that time noted the usual childhood diseases: measles, mumps, small pox and a three inch scar on his right knee. He was 6'1" tall and weighed 174 lbs. and must have made a dashing impression with his black hair, dark complexion and green eyes.

Whenever possible, Nick tried to visit his mother. Mary clearly recalled his leave in the summer of 1942. Nick had come to Chatham to accompany his mother to the Niagara Peninsula. How proud she must have been. With a strapping young man in uniform as her escort, her daughter and son-in-law as company, what better companionship could life offer now? The photographs taken at this time reveal a happy, carefree group of tourists, rubber-necking at the Falls, getting drenched on the Maid of the Mist. Wasn't life great? But, smiling mischievously, Mary recalled that Nick did come in late -at 1:00 a.m. She should know after all. She had waited up for him and given him a piece of her mind! Nick, realizing that discretion was sometimes the better part of valour, didn't say a thing. Still concerned about his mother's financial welfare, he assigned \$25 of his monthly pay to her.

The bomber offensives in Europe were reaching ever greater intensities, and the true casualty figures were withheld from the public. The BCATP was in full production mode, and the graduates were streaming across the Atlantic to do their duty. After getting the usual embarkation leave, Nick was able to pay a final visit to his family early in 1943. He arrived in the U.K. in February and was transferred to 407 Squadron at Chivenor in Devon. His duties as co-pilot involved U-Boat hunting with Coastal Command. His pilot was Beverley Pritchard also of Chatham. Their

plane was a Wellington Mark XII bomber. One of their most publicized exploits was the sinking of a German submarine. Mrs. Pritchard, a widow who lived at 124 Selkirk Street, listened proudly to the overseas radio broadcast during which her son described the action leading up to the sinking.

On April 27, their Wellington Bomber left Chivenor Air Base at midnight on anti-submarine patrol. One hour and forty minutes into the flight, a severe oil leak in their port engine forced them to attempt a top-up of three gallons of oil from the emergency tank. However, two further leaks developed. Despite fully feathering the propeller, damage was done to the engine. In addition, their starboard engine coughed and belched flames. After jettisoning fuel, they turned around and were able to reach the air field at Portreath, Cornwall, after two hours. The flaps and undercarriage would not come down. They had to use the hand pump. Wing Commander J.C. Archer wrote, and Group Captain B.V. Reynolds, commanding R.A.F. Chivenor, concurred that, "Captain and crew put up an excellent show, and should be commended on their actions."

In a letter, written in Ukrainian to his mother, on August 4, Nick inquired:

How are you mother? Are you well? I am very well and every day there is work but I always have a little time to play. Now I don't walk so much because I have a friend -a new bicycle I bought here. Not as good as the one I had at home but it is a bicycle.

In his last letter, also written in Ukrainian, to his mother, on August 9 , Nick proudly stated:

Mother, after hard finals, I bought a radio. It is new and small but plays very well. The price £11-9s. 8p, that is \$51, little bit dear but what to do? Everything is dear.

On August 13, with Beverley at the controls and Nick as co-pilot, their Wellington bomber took off from Beaulieu Airfield to return to their base at Chivenor. On board were depth charges and special equipment. The cloud ceiling was at 1 000 feet with wisps down to 600 feet. At 5:15 p.m. their aircraft emerged out of the clouds two miles SE of New Milton, Kent, when suddenly in front of them loomed a dark shadow. It was a Halifax with its undercarriage already down and circling

Holmsley Airfield, waiting for permission to land. With a deafening crash the two planes collided 1,000 feet above the ground. The wreckage of the Wellington Mark XII crashed to the ground and burst into flames. Despite the best efforts of the fire department, no one survived. Nick Tuchtie, Beverley Pritchard and the rest of the crew died instantly of multiple injuries, fractured skulls and burns.

At a Sunday picnic a city of St. Catharines policeman approached Mary Borowsky. We can picture the scene now. It was a pleasant summer afternoon, the air was filled with the playful shouts of children and the buzz of the adults' conversation. But a shroud of silence descended around the sister as the implication of the officer's words sank in. Nick, her wonderful brother, was gone. She would never again be able to see him, talk to him or hug him. The telegram, that much dreaded message of death, was so factual, so dry and so full of potential grief, and yet so routine in Canada that summer of 1943:

... deeply regret to advise that your brother Pilot Officer
Nicholas Tuchtie.. was killed on active service overseas ...
please accept my profound sympathy ... RCAF Casualties
Officer

For Catherine Tuchtie, the loss of her husband was very difficult, but the loss of her beloved Nick was even harder. Was he not flesh of her flesh? Did she not feel every pain that he felt? What of the promising future that was to be undoubtedly his? Gone, gone forever! He was buried in foreign soil, in a grave that she would probably never be able to see, with a headstone that she would never be able to touch or shed tears on.

Her grief was not unique in Chatham. The previous week, Flying Officer Charles Austin Wright and Flight Sergeant Clarence Smyth crashed with their bomber in Germany. This grief and suffering was multiplied 42,000 times by mothers across the nation. The token of a sympathetic and grateful country found its expression in the issuing of a silver cross to each mother of a serviceman who made the supreme sacrifice and in the selection of a silver cross mother to present a wreath on behalf of all grieving mothers at the annual Remembrance Day ceremonies in Ottawa.

Six coffins, each draped with a Union Jack, rested on planks over six rectangular graves dug in the Heanton Punchardon Churchyard. In a solemn funeral P.O. Tuchtie, F. Lt. Pritchard, F.O. Traver, F.O. Tatton, F. Sgt. Johnston and F.Sgt. Main were buried with full military honours on Thursday, August 19. By war's end there would be a total of 30 RCAF graves in this cemetery.

The administrative paper flow washed over Catherine Tuchtie:

You have been awarded a pension at the rate of \$40 a month

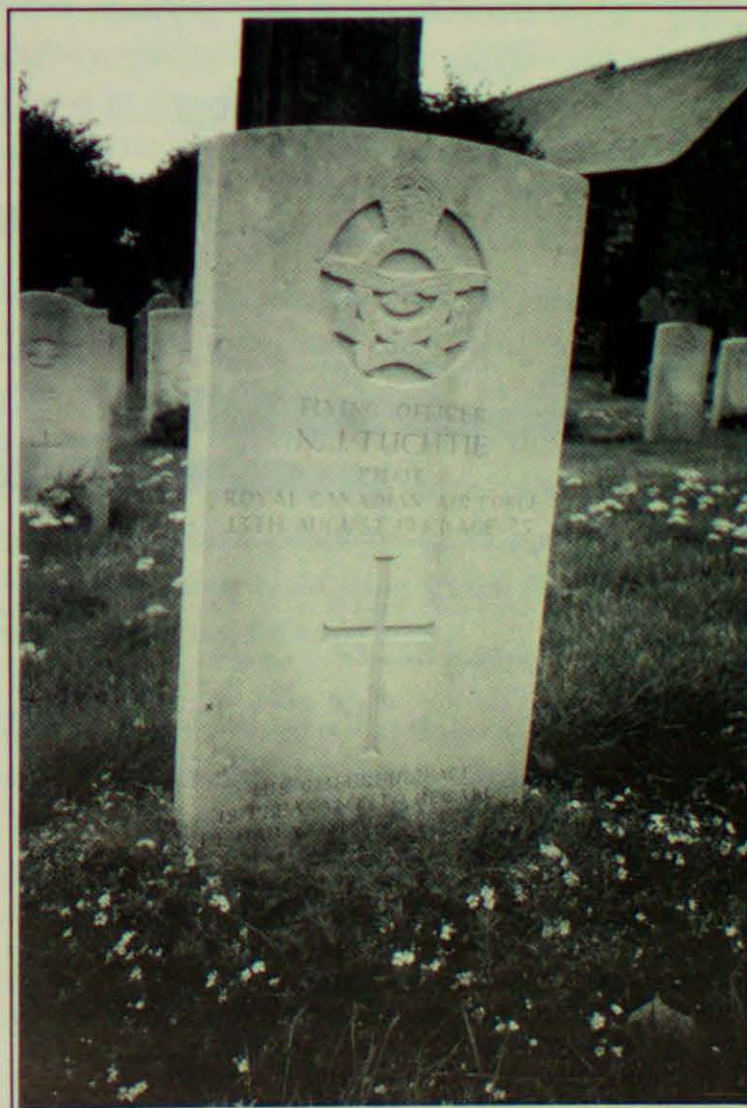
... your son ... has been promoted to the rank of Flying Officer with effect from April 23rd, 1943

... enclosed are one Canadian Dollar bill, one Canadian twenty-five cent piece, two dollars and eighty-five cents Canadian silver

..1 silver identification bracelet engraved "Olga" only

... the amount of \$934.37 including War Service Gratuity of \$284.10

... forward the deceased's medals..CVSM, War Medal, Atlantic Star, 1939-45 Star.



Courtesy of CWGC

Dear folks.

Well my dears here I am at last, late as usual but nevertheless it's me. I knew I should write every week but it is pretty tough. The last two weeks I have been terribly busy and will be moved to a permanent sqdr. this week, the last move I hope. In my last letter I said to much and I had it returned on me so it was so much wasted effort.

This last month I have been at an O.T.U. the first [redacted] was just short training trips and where the crew sort of picked each other out. The [redacted] we were move to a satellite aerodrome about [redacted] away and put in what you call a [redacted]. Cross country trips and [redacted] have been lucky here nothing serious to talk about but we are all glad to get out to a permanent sqdr. Of course we all hope it will be a Canadian

Letter courtesy of Kate (Hughes) Clendenning

Letters mailed to Canada (surface, airmail or airgraph) had to clear the censor. Unacceptable information was made illegible or else was physically excised. On this letter even the place of origin and date had been cut out with a razor blade. Unfortunately, the cut out sections also left holes on the reverse, making it sometimes very difficult to make sense of the message.

If, as this letter points out, too much crucial information is divulged, then the whole letter was returned to the sender. For most recipients, the message itself was not important; what was important that here was a symbol that their loved one overseas was alive and well.

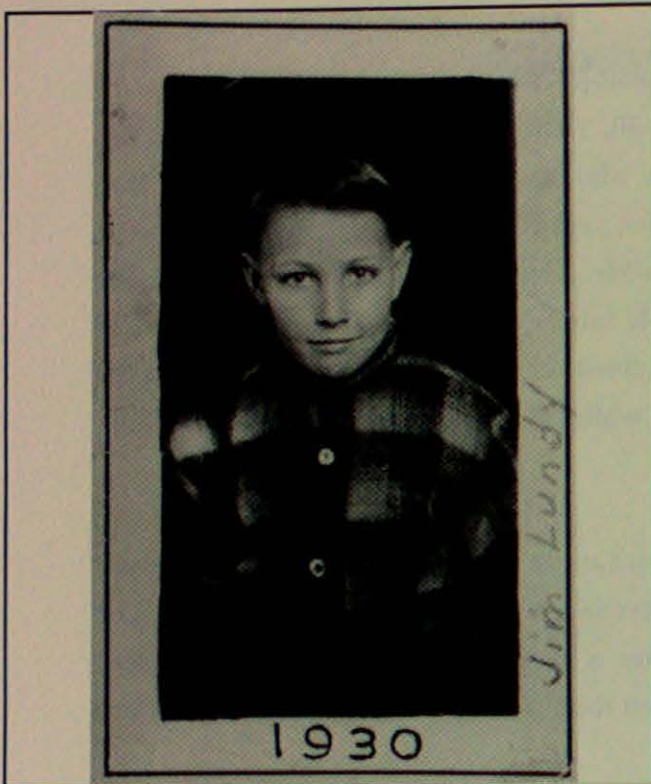
JAMES LUNDY

James Lundy was born on December 30, 1920, in MacGregor, Manitoba. His mother, Helen, one of three Scottish sisters who had immigrated to Canada, had married Allan, his father, when she was nineteen years old. The Lundy family moved to Ontario about 1925. Here they found work on Mr. Ingram Strain's farm on the Cedar Hedge Line, just east of Highway 40. The whole family moved into the second storey of the farm house, while Mr. Strain, a bachelor, lived on the ground floor. Allan and his six children helped "Ing" with the chores while Helen looked after the cooking, washing, cleaning and gardening.

On September 14, 1935, Allan Ferguson Lundy died of cancer. Since it was not considered proper for a widow to continue to live in the same house as a single man and since Mrs. Lundy was in dire straits, Ing, after a proper interval, proposed to Helen and offered to raise the children as his own even though he was twenty years older than Helen.

Mrs. Helen Strain and her new husband did their best to raise Jim, his three brothers -Jack, Wilfred and Bob- and two sisters -Mary and Janet. Their farm provided the family with most of their needs. The mixed farming operation raised cattle, cows, pigs, sheep and chickens. The fields provided their horses and other animals with feed. The garden gave them all the vegetables that this large family required. In the fall, some pigs would be killed and the cooked pork would be preserved in lard. Sides of beef would hang frozen in the barn all winter, ready to supply the cook whenever she needed some meat.

On Sundays, the family worshipped at Dover Centre United Church. During the week the children attended S.S. #11 at Oungah, just a short distance away on present-day Highway 40. In a way, that was a disappointment to the children because they were expected to come home for lunch, while the other kids could stay in the school yard and play. Life was hard and relatively primitive by today's standards. There was no central heating. There was only a range in the kitchen which had to be kept stoked with firewood all the time. There was no electricity. In the evening they ate by the light of the kerosene lamp. The children could not take a lamp up to their bedrooms - fire hazard you know - but that was fine with them. They went to bed early because they certainly had to get up early. Shoes were not required for school, and the children all



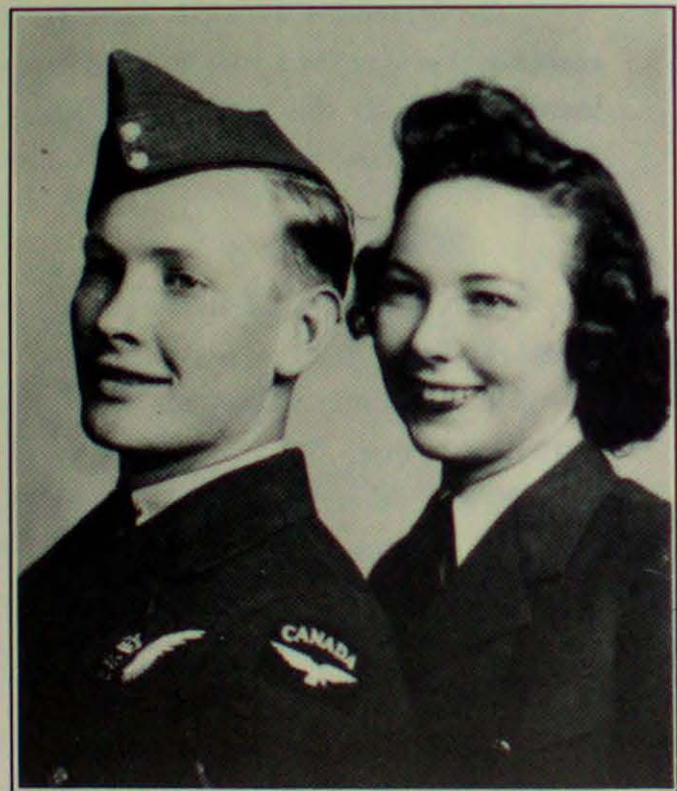
1. Photo courtesy of Robert Lundy



2. Photo courtesy of Robert Lundy



3. Photo courtesy of Robert Lundy



4. Photo courtesy of Robert Lundy

1. Ten-year-old Jim Lundy at U.S.S. No. 11, Oungah Public School, Chatham and Dover Townships.
2. Jim Lundy (right) and his friend, Joe Cadeau from Hamilton, are relaxing in England - while sitting on a bomb!
3. Jim Lundy in London, 1943.
4. Jim Lundy and his sister, Mary, also a member of the RCAF.

wore bib coveralls anyway. Mom made sure that their school outfit -socks, underwear, shirt- was washed every night so that it would be clean for the next day. And of course, there was no washer or clothes dryer to ease Mother's burden.

For their leisure activities, the children would go to Big Creek No. 5 for swimming and rafting in the summer and skating and hockey games in the winter. Getting the equipment was not a problem. A suitable branch would suffice as a hockey stick and a frozen horse apple made a perfectly acceptable puck. Unlike today's "Banana Belt" climate, the ice then on the creek would last all winter. Softball games, another one of Jim's favourite activities, were played in the pasture until a regular ball diamond was constructed at Oungah. One day Jim came home with a small maple sapling. He carefully planted it in the ground and watered it. Today, it is a stately maple tree providing the farm house with lots of welcome shade in the summer.

Jim was a happy-go-lucky fellow. He was good with animals. He knew how to handle the farm horses and when riding them, did so without a saddle. He was an eternal optimist, a pleasant guy to have around. Jim had lots of friends and was well liked by all.

He received his High School Entrance Certificate on July 6, 1935. It was signed by Mr. William Laing, chairman of the Wallaceburg School Board. This Ontario Department of Education certification allowed Jim to attend any collegiate institute, continuation, or vocational school in the province. Jim chose to attend some evening carpentry classes at CVS. What he really wanted was a job.

Jim found it difficult to get a full time job. Like others he had to hustle to get a paying one. There was lots of competition. Many young men would tramp the road between Chatham and Wallaceburg looking for any kind of work that they could do in return for a sandwich or a bowl of soup. Despite the harsh economic times, his family never had any problems with these young men or had anything stolen. The family never lacked for anything essential because, like most farm families, their everyday needs were met with the products that they produced themselves. They even made their own vinegar.

Generally, Jim had to be satisfied with family farm work and odd jobs on neighbouring farms, such as Mr. John Coulter's of Dover. William Strain, a general

contractor, offered him some work. At this time, Jim attended classes at CVS in carpentry. One of his projects, a plant stand with a drawer, still has a place of honour in his brother Bob's house - the original family home. During the harvest season he laboured in sugar beets. John Coulter was able to give him some work when the beans were ready to be harvested. When Jim worked on Mr. Coulter's Dover Twp. farm, he also ate and slept there.

Finally, James made a momentous decision. One day after work, he went to Windsor to enlist in the RCAF. His medical on September 19, 1942, showed that he was a fit young man and, "Welcome, you're in the air force now." The next morning, when John Coulter tried to wake him up to have breakfast and do the harvesting chores, Jim smugly replied, "I'll never fork another fork-full of beans!" rolled over and continued to sleep in. Jim was right; he never had to harvest again. He didn't know how prophetic his statement would be.

He arrived at No. 1 Manning Depot in Toronto on September 28. After the initial orientation, he was transferred to No. 16 Service Flying Training School in Hagersville at the end of November. After successfully completing his courses, he found himself in Mont Joli at No. 9 Bombing and Gunnery School. His little black book shows that it was not difficult for a young man in the Air Force to meet young ladies. While Quebec thawed out from a long, cold winter, Jim perfected his target-shooting skills and eagerly anticipated his next assignment. On a regular basis, parcels arrived from home, filled with goodies that moms liked to pamper their sons with - cigarettes, chewing gum, cake, socks and scarves. Every Christmas, all the fellows received their gift parcel from the Red Cross or their local church.

Jim did not have to wait too long for the next posting. On May 28, 1943, he was awarded his air gunner's badge and told to proceed to No. 1 "Y" Depot in Halifax. He sent a note to his mother telling her that he had left his pen at home while there on his pre-embarkation leave and that she should forward it to him along with anything else that he might have left behind. Time was running out for Jim Lundy. He was transferred overseas in June.

By June 24, James Lundy was admiring the U.K. in the summer. After the customary processing at No. 3 PRC, he passed on to No. 1664 Conversion Unit by the 6th of July. The air force was in desperate need of men and the newcomers, Jim among

them, were parceled out to the front line units which lately always seemed to be in critical need.

By the summer of 1943, Allied bombers were dropping their deadly loads on Germany literally day and night. The Americans specialized in precision bombing during the day, while Air Marshal Harris preferred the crews under his command to demoralize the civilian population and cripple German industry at night. It was a macabre cat-and-mouse game. The Germans under the efficient leadership of Reich Armaments Minister Speer tried to keep their incredibly complex military-industrial colossus functioning at peak capacity, while the Allies, just as fiercely, were determined to obliterate it.

Cities with a large population and with factories that produced vital war matériel became prime targets. Hanover, in the north of Germany, had the additional distinction of being a major transportation centre. Even today, Milica Stanojevich can easily relive the terror of living in Hanover and running to the air-raid shelter at the end of the street. There, she as well as her family and neighbours cowered inside as all around them the area [carpet] bombing took its toll on factories, railway lines, apartment buildings and houses. Particularly dreaded were the phosphorus bombs which would ignite anything flammable once the high explosive bombs had shattered roofs, doors and windows. The resulting fire storm produced a great number of casualties because of the depletion of oxygen in the air and the resulting high velocity winds.

Thrown into this titanic struggle were the green replacements from overseas. Confident, proud, convinced of their own immortality, these young men, barely out of their teenage years, wanted to get at the action before it was all over. Jim wrote his mother on August 23, 1943:

. . . I guess old Hitler must be getting a bit shaky on his perch by now. They sure do whack that place. He'll be hollering quits before long. You said Wilfrid didn't know what to do. Well, tell him he had better stay out of the army. But if he wants to join something, tell him to join up for a mechanic or some ground trade in the air force. He'll never get over here in this war because it won't last long enough. I even think I'll have a good chance of being home for Christmas or very shortly after.

..tell Jack I said the Alps are rather nice in the moonlight.....I'm in the very best of health and having a grand old time especially since I'm doing what I've wanted to for a long time -flying around over Europe quite often. I have to go to briefing now...

In his log Jim described the perilous danger he faced during a raid on Berlin:

... attacked by fighters; [Messerschmitt ME] 109 shot down in flames; hit by flak; arm was paralyzed; holes in wing and gas tanks; return on three engines.

The caption accompanying an RCAF photo taken shortly afterwards stated that:

The thousand-pound bombs on which they are seated provided the last word in comfort for the two Ontario gunners pictured above. Returning from a raid over Berlin, Sgt. Joe Cadeau of Hamilton and Sgt. James Lundy, Chatham, found their Halifax attacked twelve times by two German night-fighters. One of them, an ME-109 they shot down 'like a ball of fire', while the other, a JU-88 was beaten off. It was the second trip for both.

Bomber Command tallies showed that 727 aircraft (335 Lancasters, 251 Halifaxes, 124 Stirlings, 17 Mosquitoes) participated on that particular raid. The German defences, employing flak and night fighters were extremely effective. Fifty-six aircraft were destroyed. This was the greatest loss of Allied aircraft in one night so far in the war.

Despite the Pathfinders' problems in directing the bombers to the planned target areas, the Germans considered this the most serious raid of the war so far. Over two thousand six hundred individual buildings were destroyed or severely damaged. Casualties were also heavy. Eight hundred and fifty-four people had been killed including one hundred and two foreign workers and two prisoners of war.

In September other targets included Mannheim and Munich.

At 5:20 p.m., on Sunday, October 3, Pilot F. Edwards had all four engines

running at full throttle at the end of the run-way. When he saw the shine from the flare, he released the brakes and the heavily laden Halifax lumbered toward the take-off point. Their bomber gathered momentum. At the last possible moment, he and second dickey (co-pilot) P.O. Goldstein pulled back on their controls to ease their deadly cargo safely into the sky. Sergeant James Lundy was no longer a tail gunner, he had gained weight and was now an upper gunner. Jim assumed his usual position once they joined the bomber stream. Their target that night was Kassel, home of the Henschel and Fieseler aircraft factories.

The bomber stream consisted of 547 aircraft (223 Halifaxes, 204 Lancasters, 113 Stirlings, 7 Mosquitoes). It was an uneventful flight until they neared the target zone and took evasive action to get away from German fighter aircraft. However, the raid did not proceed according to plan. The Pathfinders could not get an accurate fix because their view of the ground was restricted by a thick haze.

At 9:32 p.m. pilot Edwards was 5 km from the target at 19,000 feet. Sergeant Hodgkins threw "window" out the hatch, trying to confuse the German radar sightings while F.O. Gration operated the I.F.F. (navigation beam). Then their bomber was hit by two rounds of heavy flak. The plane went into a very steep dive, the pilot jettisoned the bombs and ordered his crew over the intercom to bail out. Excessive G forces from the dive made it impossible for anybody to jump out of the plane. Edwards, the pilot, pulled the bomber out of the dive, but the starboard wing and the back of the plane were on fire. At an altitude of 4,000 feet, Pilot Officer F. Gration and Sergeant E.R. Burbage were able to bail out of the front hatch in the nose of the plane.

Captured by German air-raid wardens the next morning, they were questioned by other German authorities and sped on their way to Stalag II E near the Elbe river. Jim Lundy, Joe Cadeau, the wireless operator, Sergeant J. Hodgkins and both pilots, W.O. F. Edwards and P.O. Goldstein, crashed with their plane one mile south of Burg Uffeln, which is six miles NNW of Kassel.

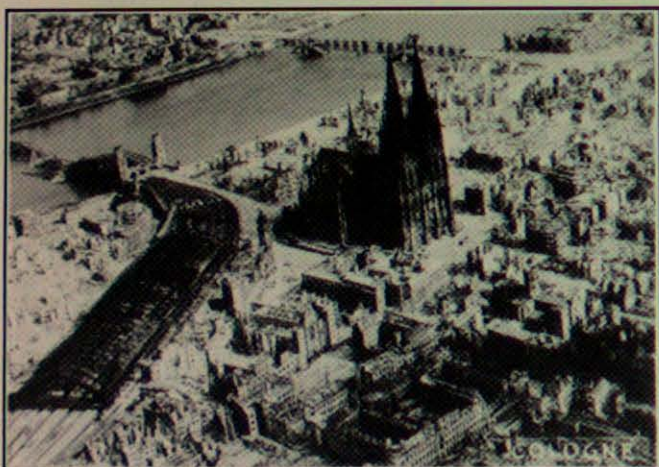
Near their home, on the afternoon of October 6, the Canadian Pacific Telegraph courier stopped young Bob Lundy. "Yes," Bob replied, "I know where Mrs. Helen Strain lives. She is my mom." After that answer, the courier handed Bob a sealed telegram and told him to deliver it to his mother right away. At home, Helen Strain opened the envelope in the presence of her family and read:



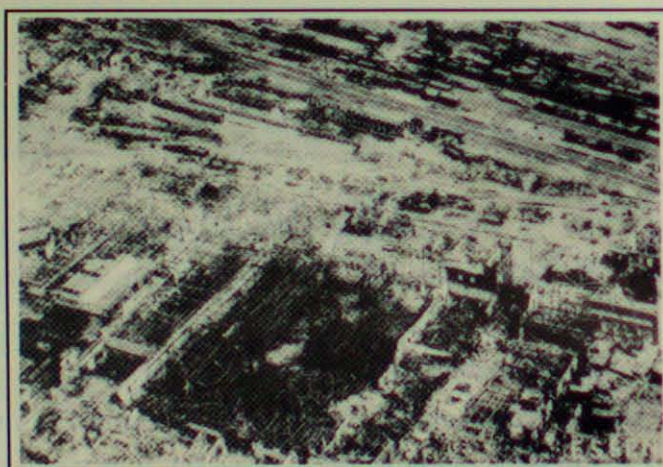
1. Photo courtesy of Al Shackleton



2. Photo courtesy of Al Shackleton



3. Photo courtesy of Al Shackleton



4. Photo courtesy of Al Shackleton



5. Photo courtesy of Al Shackleton

1. Bombing mission to the "Happy Valley", the Ruhr industrial area in Germany.
2. Ground crews saw "their" planes off and also anxiously awaited their return.
3. Cologne's Cathedral surrounded by the bombed out "Old Town" and destroyed railway facilities and Rhine bridges.
4. A destroyed factory and railway lines in Essen, one of the large cities in the industrial heartland of Germany.
5. Hanover, an industrial and transportation centre in northern Germany, suffered extensive damage in all areas of the city.

.....regret to advise that your son ... Sergeant James Lundy is reported missing after operations overseas October fourth ... letter following

RCAF Casualties Officer

This was a heavy blow. First her husband had died. Now her son was missing! Helen was helped to bed where she remained for the next two weeks. Each new letter from the authorities and each parcel - there were to be several - of her son's personal effects, acted like hammer blows. Meant to be considerate and helpful, they had the opposite effect. Each item reinforced the mother's pain and sense of loss.

Further communications from the Germans, through the International Red Cross in Geneva, confirmed that Sergeants Gration and Burbage were taken POW and that the remainder of the crew had lost their lives. Due to the severe nature of the crash, the Germans could not effect individual identification and the crew was laid to rest in a common grave in Burg Uffeln Cemetery.

Canadian government administrative procedure in cases such as this were well established. A booklet entitled "Notes for the general information and guidance of the next-of-kin or other relatives of airmen reported missing, deceased, prisoner of war or interned" was mailed out. In it the reader was cautioned not to release any information which "might give valuable information to the enemy." Policies concerning personal effects, pay and allowances, pensions, and war graves were explained. The names and addresses of the other crew members' relatives were passed on, just in case the families wanted to keep in touch with each other.

On May 1, 1950, the allied authorities notified Jim's mother that Jim and the members of his crew had been exhumed. Positive identification of each individual was made. Their bodies have since been re-interred in the Hanover British military Cemetery in Limmer.

After ten years of active work, the Dover Centre Memorial Park was dedicated with an impressive ceremony in 1956. The focal point of the park is a commemorative marker inscribed with the names of Dover Township heroes. James Lundy's name is among them.

Members of RCAF 428 Squadron erected a cairn at Middleton St. George in England to the memory of their former comrades.

ALFRED JAMES DOWN

Born in Chatham to Charlotte and Walter Down on November 28, 1922, Alf lived with his parents at 182 Richmond Street. Christ Anglican Church on Wellington Street played an important role in the lives of the Down family. His dad, Walter, was the caretaker at the church, and Alf sang in the choir with his good friend, Don Hoskins. He also had two sisters, Ethel and Rose, and one brother, George.

Like many of his generation, Alf attended Central School from September, 1929, until his graduation in June of 1936. In grades nine and ten he went to CCI where he took the traditional academic subjects. Switching to CVS in September, 1938, he specialized in the theory and practice of electricity for the next one and one-half years. From December, 1940, until the following September, he was an evening student at the O'Neil Business College on Queen Street (once an OPP headquarters, it now sits empty opposite the Chatham Hydro office and yard). Alf worked hard to attain mastery in typing and bookkeeping, hoping that these qualities would stand him in good stead in an economy that was emerging from the Depression. Now perhaps, he would get a job that had eluded him for so long.

The usual teenage sports appealed to Alf. He played basketball, softball and football whenever that particular sport was in season. Alf and George teamed up for their newspaper delivery business. Each morning, except Sundays, at 5 a.m. they would run from their home to the CPR station at the corner of William and King Streets. From the CPR counter, they would pick up their bundle of the *London Free Press*. Then, they had to be quick about their delivery to the customers because their supervisor insisted that the papers be delivered by 7 o'clock. Besides, they had to have breakfast and be at school by 8:45.

A hamburg place, known as the White Palace, across from the Capitol Theatre on King Street, had a dance floor. Local teenagers really liked to "hang out" there. Listening to singers such as Frank Sinatra and Vaughn Monroe crooning favourite tunes such as "Fools Rush In" and "There I Go," Alf, George, and their friends would order a hamburg and a coke or even splurge on a milkshake or banana split. When George was fifteen, he earned his driver's licence and, occasionally, permission to take out the family's 1940 Nash.

Early in 1940, Alf was a delivery boy for Mindorf's Grocery Store and later in the year he became a messenger for Canadian Pacific Telegraph. He left that job to become a laboratory assistant at Libby, McNeil and Libby. He then returned to work for C.P. Telegraph.

In 1942, Josephine McAlorum, also a former CVS student, became Alf's fiancée. Two weeks before the engagement, Alf had reported for a medical and interview with the RCAF in Windsor. The comments were very promising:

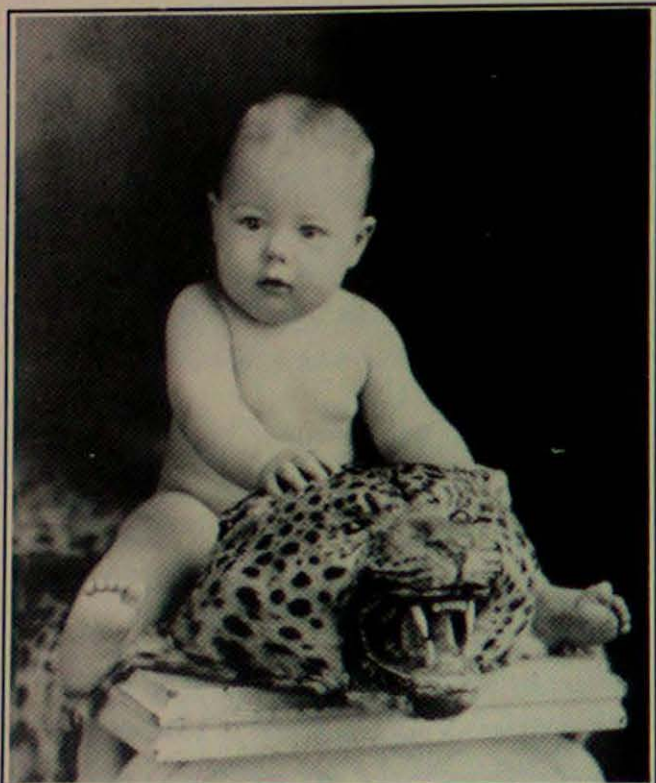
... a bright type of lad, courteous, straightforward
... good family upbringing ... very fit physically ... active
and energetic
... very keen to fly ... will likely develop into a good gunner

His training followed the usual path - Aylmer, Belleville, Montreal - until he got to St. Thomas where his course was interrupted by a six week stay in hospital. Initially, he was diagnosed and treated as having rheumatic fever; later the diagnosis was changed to influenza. After his recovery, he took classes at Trenton and Fingal. There he was issued his Air Gunner's badge in July, 1942.

At about the same time, wedding plans were made and invitations mailed out to relatives as far away as London and Windsor.

On a Saturday, July 25, 1942, the chancel of Christ Church on Wellington Street was decorated with bouquets of gladioli and ferns. At 3:00 o'clock Rev. Jeffery Billingsley married Josephine McAlorum and Alfred James Down. The bride's sister, Mrs. Alva Murray, was the matron of honour. Josephine was escorted to the altar by her brother, Private R. McAlorum of Camp Borden. The best man was John Volkes, and the ushers were Private Norman Huxley, Camp Borden, and Private Albert Andrews of Kitchener. Mrs. Nellie Luff played the wedding music. The reception was held at the Colonial Hall on William Street.

After the couple's honeymoon at Niagara Falls and Toronto, they returned to Chatham and made their home at 65 1/2 Centre Street. Sergeant Air-Gunner Down knew that this cozy domestic situation could not last long. The air war in Europe was fierce, and the crew rosters had to be constantly replenished with untried new men.



1. Photo courtesy of Robert Taylor



2. Photo courtesy of Robert Taylor



4. Photo courtesy of Robert Taylor



3. Photo courtesy of the Bradley family

1. William Howard Taylor, Chatham, 1919.

2. Bill H. Taylor, after receiving his "Wings" in Brantford, September 25, 1942, with his girlfriend and mother.

3. Roy Bradley in Quebec, 1941.

4. The Taylor family came out in force to see Bill receive his "wings" in Brantford.

He was transferred to the U.K. in August and received further training with No. 16 Operational Training Unit. Alf was then attached to RAF 115 Squadron on February 25, 1943. At 7:21 p.m. on March 1, a mine laden Lancaster took off for a "gardening" (mine laying) operation. Just prior to take off, Alf had asked a member from the Women's Division, RCAF, who was working in the canteen, to hold two letters for him. Written that very afternoon, they were to be mailed to his wife and mother if he failed to return from his ops. Operational headquarters received no communications from the Lancaster after it took off. Alf's final two letters home were mailed as instructed.

October 9th, the International Red Cross in Geneva, quoting German sources, reported that Alfred Down's body had been washed ashore at the small Dutch island of Ameland the previous June. His remains were promptly interred at the Nes Cemetery.

A stained glass window at Christ Church honours not only Alfred Down but also Donald Dymond. This impressive leaded window was erected in 1948 by their friends in the AYPAs. That same year Flight Sergeant Donald Hoskins' parents donated a leaded, stained window in their son's memory to Christ Church.

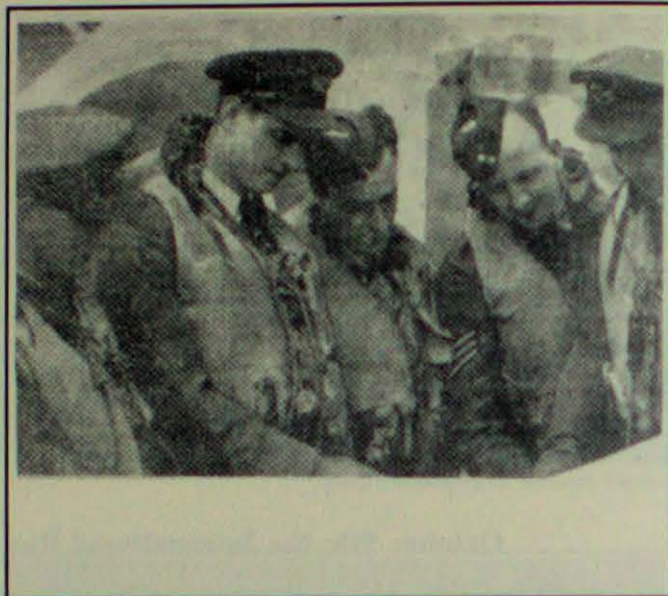
WILLIAM HOWARD TAYLOR

Bill was born on January 21, 1919 in Chatham. His mother worked at the Bell Telephone Company, and his father was a salesman for the Christie Bread Company. His brother Bob still resides in Canada - at least during the warm months. The Taylors lived at one time at 88 Elizabeth Street and could be reached at telephone number 692W.

He seemed to have been a very talented athlete, participating in a number of sports. In winter, he could be found playing hockey at the arena on William Street North -today's Curling Club. He was a key player for St. Andrew's United Church and enjoyed meeting other county teams on the ice. During the summer, Bill could be found playing softball for several different teams. Chatham had a fondness for baseball even then.



1. Photo courtesy of Mary (Tuchtie) Borowsky



2. Photo courtesy of Allan Brundritt



4. Photo courtesy of Robert Taylor



3. Photo courtesy of the Smyth family

1. Nick Tuchtie in England, 1943.
2. Nick Tuchtie (2nd from left) and Flt. Lt. Beverley Pritchard ((R) were both from Chatham. P.O. Nick Tuchtie and his crew are planning their next patrol flight along the North Sea Coast of England. All five crew members died when their Canadian Coastal Command Wellington bomber crashed on August 13, 1943 in SW England.
3. Clarence Smyth in London, 1943.
4. William H. Taylor on a visit to Chatham, 1942.

In the evenings, he enjoyed visiting the different dance halls in the area. There were dance pavilions at Erie Beach and, of course, at Rondeau. It seemed that there were some dance halls in Chatham as well. One was along the north side of the Thames River between Keil Drive and Lacroix Street. The other one was on William and Queen Streets, the site of Superior Tool and Die today. One of the most elaborate, Dreamland Park Dance Hall was located on the Creek Road near Maple Leaf Cemetery.

Bill and his buddy Edsel Dent were quite fortunate. Both had access to the family car. What a happy circumstance for these two teenagers. One can just imagine these two buddies "cruising" up and down King Street and then "checking out" the action at the White Palace while enjoying their coke and a hamburger!

Like many of his friends, Bill attended Queen Mary Public School until 1931. Initially a student at CCI for two years, he later transferred to CVS and took three years of business courses.

Between 1936 and 1939, he worked as a stock-keeper, first at Simpson Motors and then with Noble Duff, the local Ford dealer. Duff Motors was located at the corner of King and William Streets.

Bill joined the 2nd Kent Battalion for his year's service under the NRMA. Army life was all right, but Bill preferred something more glamorous. He volunteered for the air force. Yes, sir! He wanted to be a pilot.

The records of his physical in London, show that at age 22 he was 5' 8" tall and weighed 154 lbs. Six months later, he had gained 11 lbs. RCAF cooking must have agreed with him. It was also noted that he had green eyes and black hair. Hockey had certainly left an impression on him. The examiner noted that Bill had several scars on his forehead and chin. He also admitted to the examining doctor that he smoked about ten cigarettes a day.

His training followed a well prescribed path:

Valcartier, Quebec	October, 1941
No. 13 SFTS, St. Hubert	November, 1941
No. 5 ITS, Belleville	January, 1942
No.21 EFTS, Chatham, N.B.	March, 1942

No. 5 SFTS, Brantford
ITS; course #45
EFTS; course #52
SFTS; course # 57
No. 1 'Y' Depot Halifax

June, 1942
(Jan. 19, 1942 to Mar. 13, '42)
(Mar.30, '42 to June 5, '42)
(June 6, '42 to Sept. 25, '42)
October, 1942

During his training he flew the following planes: Fleet Finch II, Anson and Oxford.

Leaving Canada on October 27, Bill arrived in the U.K. on November 5. Intensive training at PRC, AFU and OTU. was followed by an appointment to RCAF 432 (Leaside) Squadron on May 29, 1943.

By July, Bill had five "difficult" operations behind him. His last mission was in a Wellington Bomber, LN. 285 on a bombing run to Cologne. Bill and four others made up the crew. At 10:43 p.m. they lifted off from their base on July 3, 1943. They were expected back at 4:40 a.m. They did not return, but a message for Bill did come from headquarters; he had been granted a commission.

The German authorities notified the International Red Cross Committee in Geneva that P.O. Taylor and his crew had not survived the crash and were buried in Maubeuge Centre Cemetery in France.

JAMES LEIGH RITCHIE

Born on August 23, 1912, Jim Ritchie had one brother and six sisters. They were all born in Chatham. Their dad, Ralph Ritchie, had worked for the CNR as a night baggage man. Just as today's companies are "down sizing" to become more efficient, businesses during the Great Depression laid off large numbers of employees. This process continued until more than one quarter of all working men in the country were idle. When Ralph Ritchie was laid off, the family was forced to move out into the country, R.R. # 6, to eke out a living.

In 1932, the dad and his two sons sharecropped beets and tomatoes. They also share-cropped tobacco for Mr. Flook on lot 14 of the Eighth Line in Raleigh Township.

Later, the family moved back into the city at 156 Lacroix Street. After attending Central and Queen Mary Schools, Jim attended CCI for four years. Here he was honoured with a medal for his excellent penmanship. He was also a very active member of the basketball and track teams. He was a member of a group of boys at Park Street United Church who called themselves The Trailrangers.

Needing some practical skills for the employment market, Jim enrolled at CVS in 1934 in the two year business course. Accounting and book keeping would be courses, he calculated, that would open doors for him in the future. An immediate benefit from his studies was a part time accounting job after school hours. He helped keep the books for Northway's Department Store.

Sometimes described as quiet and having a great sense of humour, Jim was interested in stamp collecting and playing bridge. He positively perked up at school dances where he proved to be popular with the girls. With his buddies, he would go to Hoskins' Pool Hall and shoot a few games. It was a "guy's" kind of place, filled with smoke and good gossip. At this time he also became fond of bridge, a card game that provided him with a source of pleasure and a quick means of meeting and associating with other enlisted men at various bases where he would be stationed.

Jim really excelled as an athlete. He played third base at Stirling Park while Frank Balmer did the pitching. Curious about pole vaulting, he made his own pit, boxes and pole and proceeded to see how far he could launch himself into the air. He also took turns on the golfing greens at the Ridgetown and Chatham Golf Course on Queen Street where Bob Grey was the pro, and enjoyed hitting birdies on the badminton courts. Swimming and diving were second nature to him. He could swim easily from Erieau to Shrewsbury and made it a habit to dive off the Third Street Bridge while his brother Max was collecting tips from admiring American yachtsmen. Only long after the fact, did the unsuspecting parents find out about their daring son and his entrepreneurial brother. All this practice, however, paid off when Jim competed in championship diving in Toronto. There he won a trophy at one Canadian National Exhibition (CNE) event.

Bob Holmes had a 1932 de Soto convertible. Jim, as part of the "gang", would take trips in it to the Lake Erie beaches and used it to go camping at Rondeau Park. Special treats for the boys were the movies at the Princess or the Griffon Theatre where

a piano player added the musical score to the silent flicks featuring Tom Mix, Hoot Gibson and Ken Maynard. These were the action movies that riveted them to their seats. Later, they would watch Clark Gable and Charles Laughton in *Mutiny on the Bounty* and Bette Davis in *Dangerous*. Gary Cooper, Spencer Tracy, and Carole Lombard were other stars from Hollywood that appeared regularly on the silver screen. That European star, Greta Garbo, fascinated them in talkies such as *Camille* and *Ninotchka*.

At the Griffon Theatre one could see the vaudeville actors. The performances were usually well attended because people wanted to forget the misery of the harsh Depression and television was still in the experimental stages in the scientific laboratories of Germany, England and the United States. Technology had advanced to the point where the Germans were able to telecast the 1936 Olympic Games, but there were only a handful of receivers available to capture and display the image.

After his formal education, Jim tried to find gainful employment. What was available to him were part time positions, first in farming and later at Libby's Canning Plant in Chatham. At the plant, employees were able to buy large cans of pork and beans and ketchup at a discount. These purchases certainly made provisioning for the large family easier.

During this time he was a member of a Chatham basketball team called The Live Wires. Players on this team included Bill Shepley, Doug Gow and Vern Proctor. Jim was also frequently asked to referee senior basketball games at CCI and CVS.

A dream came true for the two brothers when they were able to pool their money and purchase a used 1928 Chrysler Roadster. Now they were able to get back and forth to work more easily and had a more convenient way to go camping. Of course, being able to cruise King Street and take their dates out in style were only minor considerations for them.

Overt and subtle pressure was put on young males to report for military duty. Usually teachers and neighbours who had a military background exerted pressure on young lads "to do their bit for the country." The military situation for the Allies looked bleak. Fascism had engulfed large portions of the globe. The victorious Japanese had incorporated virtually the whole Pacific area into their "Greater Japanese Co-

Prosperity Sphere." Mussolini had made Ethiopia and Greece part of the Italian Empire. Rommel, the Desert Fox, was gobbling up North Africa and pounding on the gates of Egypt. In the east, the *Wehrmacht* had control of all of central Europe and was advancing on Leningrad, Moscow, and Stalingrad. It seemed that it would be only a matter of time before the oil-rich Caucasus fell into German hands as well.

Joining up in Hamilton in 1942, Jim received favourable comments from his interviewers and superiors:

... alert lad, active, talkative; is older than average; joined to be navigator as he felt his ability in math would be useful
... responsible type and can be depended upon to carry out his duties with good results. Very neat and careful in his plotting; responsible and conscientious
... well liked by other class members

He trained at Hamilton, Toronto and Malton, earning his wings as Pilot Officer in February of 1943. As an air navigator, Jim was considered above average. His position in the class was seventh out of twenty-one with a mark of 80.5%. Two of his sisters had also joined up. Harriet was a lieutenant in the U.S. army while Charlotte was overseas for two years with the Essex-Scottish. She then returned to Canada to become an instructor at the military camp at Niagara-on-the-Lake.

Transferred to England in March of 1943, Jim was able to arrange his leaves so that he could visit his sister Harriet while she was on leave as well. She was proud of the work that she was doing with the American Army Corps of Nurses. Jim was then posted as a navigator with the RAF on a Lancaster bomber. Exactly a year later he was transferred to the Pathfinder Squadron. This was a very responsible position for a navigator. The Pathfinders had to fly into the target area ahead of time, pinpoint the target with different coloured flares and remain on the scene to ensure that new flares would be fired off as needed. Meanwhile, the German searchlights would try to "cone" the planes so that they could be seen and shot down.

As a member of 582 Squadron, Jim became part of the regular bomber stream hitting targets in France and Germany. On May 4, 1944, at the age of 31, his bomber crashed near Montdidier, France.

A memorial service was held in Wesley United Church, Raleigh Township, at 2:00 p.m. on Wednesday, January 10, the following year. The service was conducted by Reverend Button. Before returning to the U. S., Harriet sought out and located Jim's grave.



Photo courtesy of DVA

The Commonwealth Air Forces Ottawa Memorial on Sussex Drive is dedicated to the memory of 822 airmen from all parts of the Commonwealth who died in Canada during World War II and have no known grave. James Alfred Hackett's name is on panel 1, column 4.

5

The Army gets Ready



**“ Greater love hath no man than this,
That a man lay down
His life for his friends. ”**

from Sergeant William Gordon Taylor's headstone
Calais Canadian War Cemetery, France



1. Photo courtesy of John Kostuk



2. Photo courtesy of John Kostuk



3. Photo courtesy of John Kostuk



4. Photo courtesy of John Kostuk



5. Photo courtesy of Navistar International Corp.

1. This was No. 12 Basic Training Centre's contribution to Chatham's Victory Bond publicity campaign.
2. The main entrance to No. 12 BTC on Fairview (now Tweedsmuir) Avenue.
3. All across Canada on October 7, 1940, 29,750 21-year-olds started their 30 day NRMA training in almost 40 camps such as No. 12.
4. The 1,000 recruits for the first training session came primarily from Kent, Essex and Lambton Counties.
5. 1942 observation cars for the RCAF on the assembly line at the International Harvester plant on Grand Avenue East.

CHAPTER 5: THE ARMY GETS READY

The establishment of No. 12 Basic Training Centre; a typical day for a soldier in training; the situation in 1942; Jim Clark and Alice Archer are married; a daughter, Donna Jean is born to Alfred Sedgman; William G. Taylor joins the Essex-Scottish Regiment; the preparation for the raid on Dieppe; the "reconnaissance in force."

The typical day for the soldiers in Number 12 Basic Training Centre started at 6 a.m. with the sounding of reveille. A quick wash was followed by the careful putting on of the uniform which had to be clean and pressed. Boots had to shine and be spotless.

Inspection was at 6:30. All the recruits were paraded and counted. Physical training and some competitive games concluded the morning exercises, and all men ran when the signal was given for morning breakfast at 7 o'clock.

In order to instill a sense of discipline, orderliness and responsibility for their actions, morning inspections had to be prepared for. The beds had to be straightened up, and the kits had to be laid out for inspection. This work had to be exact even to the extent of having the blankets folded in a certain manner and each article in the kit laid out in a certain position.

At 8:30, "fall in" was blown, and the day of a soldier really began. There was ever present drill as well as classes in small arms training and field craft. Gas training and PT could conclude a typical morning. From noon until 1:15 was the day's long rest or lunch hour. In the afternoon, the soldiers were once again on the parade ground.

At the end of training, about 400 hours of instruction spread over 8 weeks, all recruits were able to deal competently with the requirements of being a soldier in His Majesty's Canadian Army: rifle drill, squared formations, fire orders, musketry, map reading and simple first aid.

CHINS UP

VOL. 1.

NO. 12. C. A. (B) T. C. CHATHAM, ONT.

NO. 1.



Recreation was important to a soldier's morale and for maintaining a connection to his former life style and his family. On the base he was able to play cards, table tennis, or the pin ball machines. Watching the movies, singing songs or playing indoor or outdoor competitive sports were also popular activities. Although the canteen may not sound much like a recreational activity, soldiers did devote money and very careful thought to the buying of cigarettes , cleaning equipment, and various sundries. But best of all in a soldier's life were "passes". Twice a week it was possible to be away from the base until midnight instead of being present at the 10 o'clock roll call. Every two weeks it was possible to get a week-end leave. It meant being free from dismissal on Friday night until parade time on Monday morning.

LLOYD "JIM" CLARK

Jim was born in Chatham in 1922 to Gladys and Roy Clark. The family lived at 171 Grand Avenue East. He was the oldest in the family and had three sisters to contend with. His dad worked as a welder. A student of Queen Mary School on Queen Street, he later transferred to Central School, located on School Street the site of today's Federal (Post Office) Building.

After attending CVS for a short period of time, Jim worked at Liggett's Drug store as a delivery man and a fountain clerk for two years, as a labourer at International Harvester on Grand Avenue for one year, and for six months in the warehouse at Libby, McNeil and Libby as a shipping clerk looking after canned fruit and vegetables.

He enjoyed playing softball and cricket, fishing, hunting, and dancing or bowling with his friends. Whenever he could, he liked going to the dances at the pavilion at Erie Beach. During the summer, he really looked forward to camping at Squaw Camp at Shrewsbury, on the bay side of Erieau. In order to get to this camp, one had to walk through a farmer's field. The cottages, known as "shanties", were built on stilts. The "mayor" of Squaw Camp was Mr. Howell. On his boat, necessary camp supplies were brought in from Erieau. Because of the low lying location of the camp, it was advisable to wear rubber boots everywhere. The Sugar Company also had a lodge named "Ragus" here. Sugar spelled backwards.



Drawing by William Wyatt

Rest break in the U.K.

“Standing guard along the beaches of southern England, Bill (Taylor) and all the others realized that their resources were too slim to hold back the German juggernaut if it made it across the Channel. Desperate plans were hatched to prepare for their final stand against the Germans and even that eternal optimist, Winston Churchill, only promised, “blood, sweat and tears.””

Jim was part of a very close-knit family. Once a week he bicycled out to his grandparents' farm. He enjoyed being with and talking to his Grandma Haskell. Jim also liked visiting his Aunts Dot (Taylor) and Hazel (Horne). Of course, they spoiled him too. They plied him with his favourite foods -fried chicken, pies, potato salad and, in the summer, plenty of lemonade. But nothing was as tempting as his mom's Christmas fruit cake or her white cake with brown sugar fudge icing.

As a typical Chatham teenager, some of his favourite hang-outs included: Dirty Joe's (Queen Street Restaurant, next to Osmon's Hardware today) and Hymie Young's Restaurant (Harvey and Wellington) for hamburgers (10 ¢) and a coke (5 ¢), Pete Carey's Ice Cream and Candy Shop on King Street, and the Royal Cafe, a Chinese restaurant where each booth had swinging doors for privacy.

One of the girls in his group of friends was a pleasant, young lady by the name of Alice Gwendolyne Archer who worked at the Wonder Bread Bakery on Patteson Avenue. Jim would pick her up after work, and they would head over to Dirty Joe's for a snack or a cold pop.

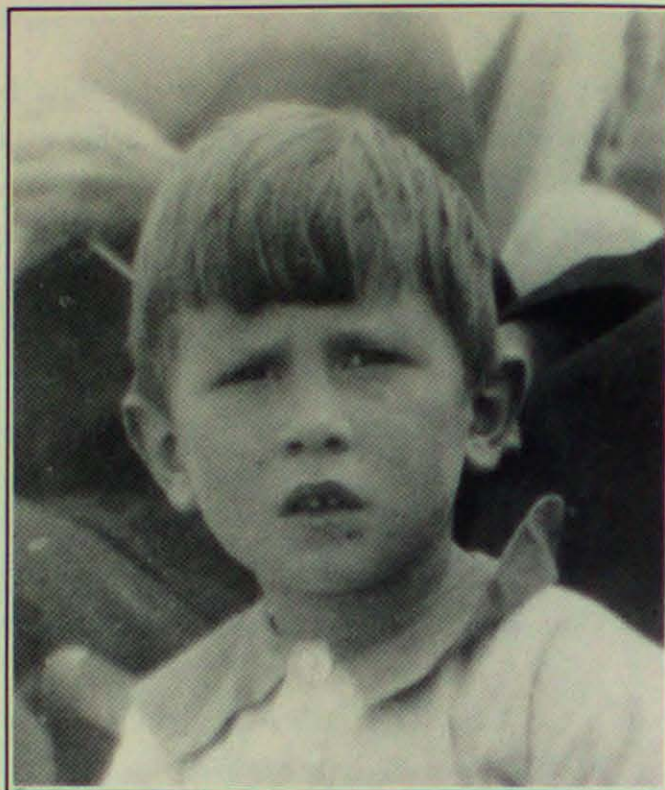
When, at the age of twenty, Jim heard all the bad news from overseas, he felt it was his duty to join up. Traveling to Windsor on a hot August day, he presented himself for the required medical inspection. The report noted that he was 5' 8" tall and weighed 126 lbs. He had blue eyes, brown hair and his complexion was described as medium.

Jim served his initial training in Chatham at No. 12 BTC until October, 1942. After a stint at Camp Borden, Jim was transferred to Allanburg where he served guard duty on the Welland Canal for most of 1943. Then he was stationed in St. John with the Scotch Fusiliers, and later found himself at Prince George in British Columbia. Here he took courses in handling machine guns and anti-aircraft guns, bayonet fighting and map reading. After a stay at Terrace, B.C., he actively participated in battle maneuvers at Courtenay and Wainwright.

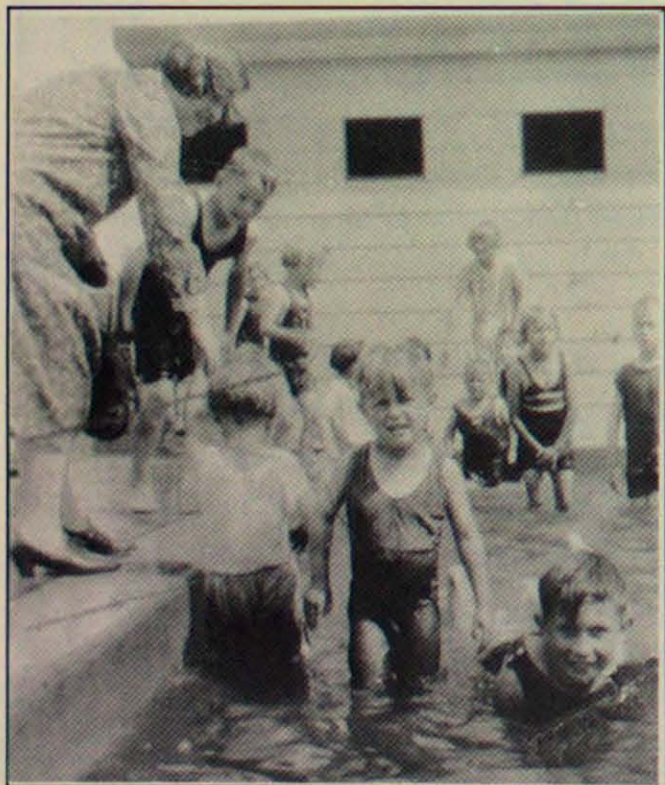
From B.C., Jim sent Alice a telegram asking her to marry him on his next home leave. Just about ready to go to work, Alice forgot about everything else and rushed over to Mrs. Clark trying to get more details. Jim was granted special leave from October 2 to 24 in 1944 to travel back to Chatham. On October 14, Miss Alice



1. Photo courtesy of Donna (Sedgman) Cofell



2. Photo courtesy of Donna (Sedgman) Cofell



3. Photo courtesy of Donna (Sedgman) Cofell



4. Photo courtesy of Donna (Sedgman) Cofell

1. Baby Fred Sedgman and his mother in England, 1920.
2. Fred Sedgman in Truro, Cornwall, England.
3. Fred Sedgman (right) and his mother, Florence May, in England.
4. CVS student Fred Sedgman (centre, with dark jacket) and his class at the Murray Street entrance to the school, 1937.

Gwendolyne Archer -who celebrated her 21th birthday the following day- and Jim Frederick Clark were married at Christ Church. Bill Taylor, a cousin, was the best man and Helen Archer, Alice's sister, was the maid of honour. The wedding dinner, attended mainly by family, was held at the Blue Bird Tea Room. The reception was held at Alice's home at 12 Houston Street. For their honeymoon, the young couple travelled to Windsor. Their uncle, Earl Clark, reported that when they paid him a visit, they looked very happy. Jim reported back to duty after his special leave expired, leaving his bride behind. She continued to live with her parents on Houston Street.

With casualties in NW Europe and Italy reaching unforeseen heights, the Canadian government was forced to call on all possible uniformed army personnel in Canada and Europe and speed them to the front. Jim received notice of his overseas posting and the usual pre-embarkation leave. Even today, Alice remembers that special time. It was December, 1944, and one of the most beautiful Christmases in memory. The war in Europe was concluding; there was lots of snow; the colourful lights sparkled so beautifully in the tree and -best of all- Jim was home. After their allotted time together was over, Alice accompanied her husband as far as Toronto. There she said a tearful and final good-bye to him.

Alfred Thomas Sedgman

Alfred Thomas Sedgman, known as Archie or Fred, was born in Truro, Cornwall, England on July 10, 1920, to Florence (née Mansell) and Thomas John Sedgman. In June of 1926, the family arrived in Canada on the S.S. *Minnedosa*.

Fred was the oldest son. He had two brothers, Donald and Lionel, and two sisters, Joan and Violet. The family lived at 186 Forest Street, and the children attended McKeough School. He was a boy scout, a member of a signal corps and a doodler.

He attended the Chatham Vocational School for 1 1/2 years. In 1937, he took subjects as diverse as composition, shop mathematics, electricity, drafting science, Canadian history, spelling, literature and business forms. He attained an over all average of 73 %.



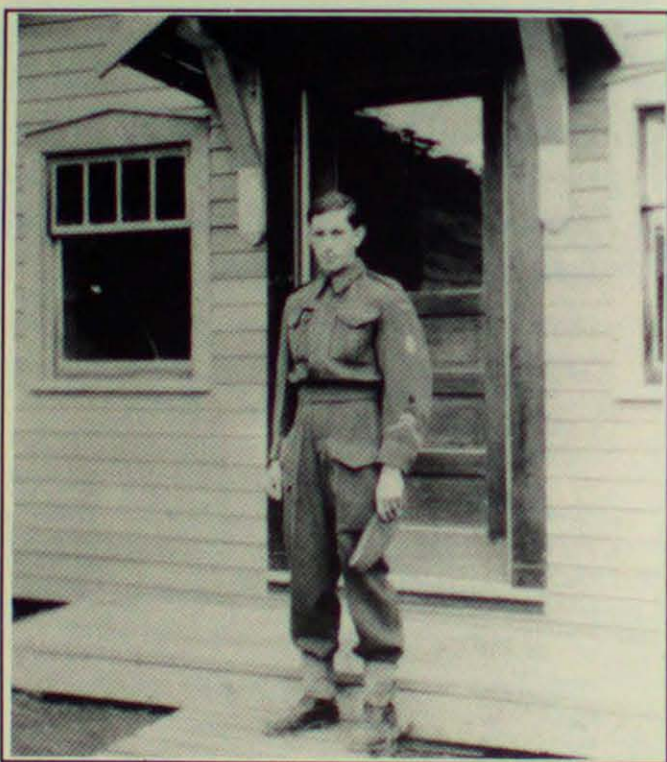
1. Photo courtesy of Donna (Sedgman) Cofell



2. Photo courtesy of Donna (Sedgman) Cofell



3. Photo courtesy of Donna (Sedgman) Cofell



4. Photo courtesy of Donna (Sedgman) Cofell

1. Twelve-year-old Fred Sedgman in his Boy Scout uniform.
2. Washing clothes the army way in British Columbia, 1942. Fred Sedgman is on the right.
3. Tex and Fred Sedgman (right) rented this bicycle for two from Lyle Canniff.
4. Fred in front of the camp chapel in B.C., 1942.



1. Photo courtesy of Donna (Sedgman) Cofell



2. Photo courtesy of Donna (Sedgman) Cofell



4. Photo courtesy of Donna (Sedgman) Cofell



3. Photo courtesy of Donna (Sedgman) Cofell

1. Florence Jean Coleman and Fred Sedgman were married in Chatham on Dec. 13, 1941 by Rev. Charles Malcolm in Victoria Avenue United Church. Here they are looking at the Niagara Whirlpool Rapids on their honeymoon.
2. Florence Sedgman on her honeymoon in Hamilton, December, 1941.
3. The newly-weds back in Chatham on New Year's Day, 1942.
4. Fred Sedgman on his honeymoon in Hamilton.

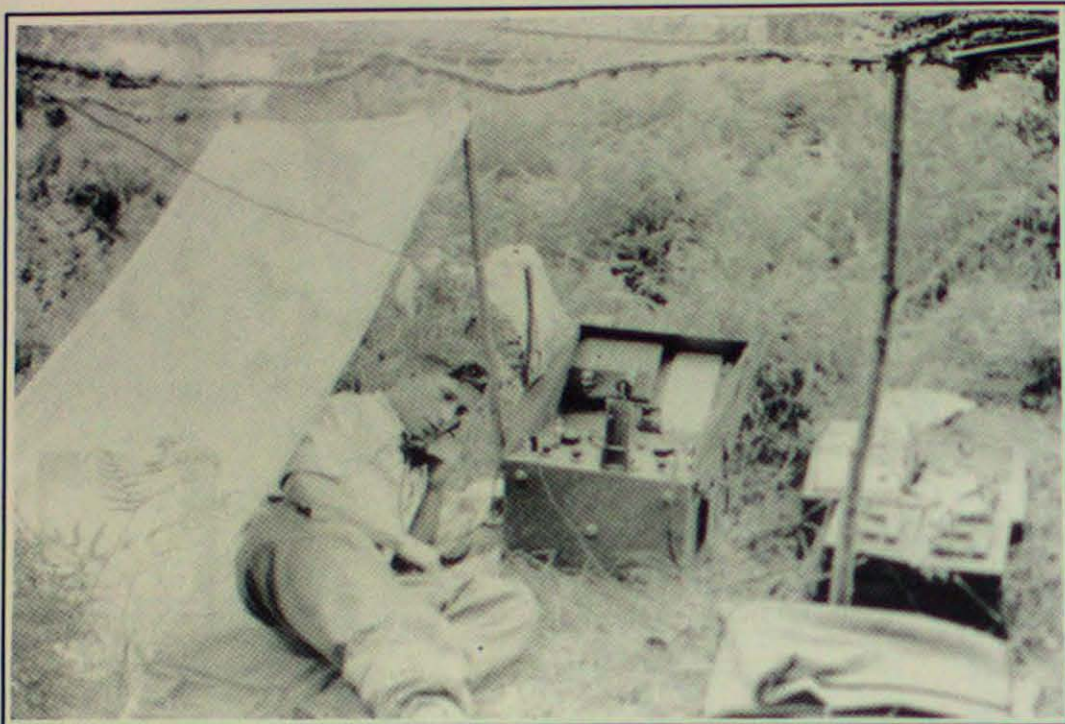


Photo courtesy of Donna (Sedgman) Cofell

Fred Sedgman at the field telephone in British Columbia, 1942.

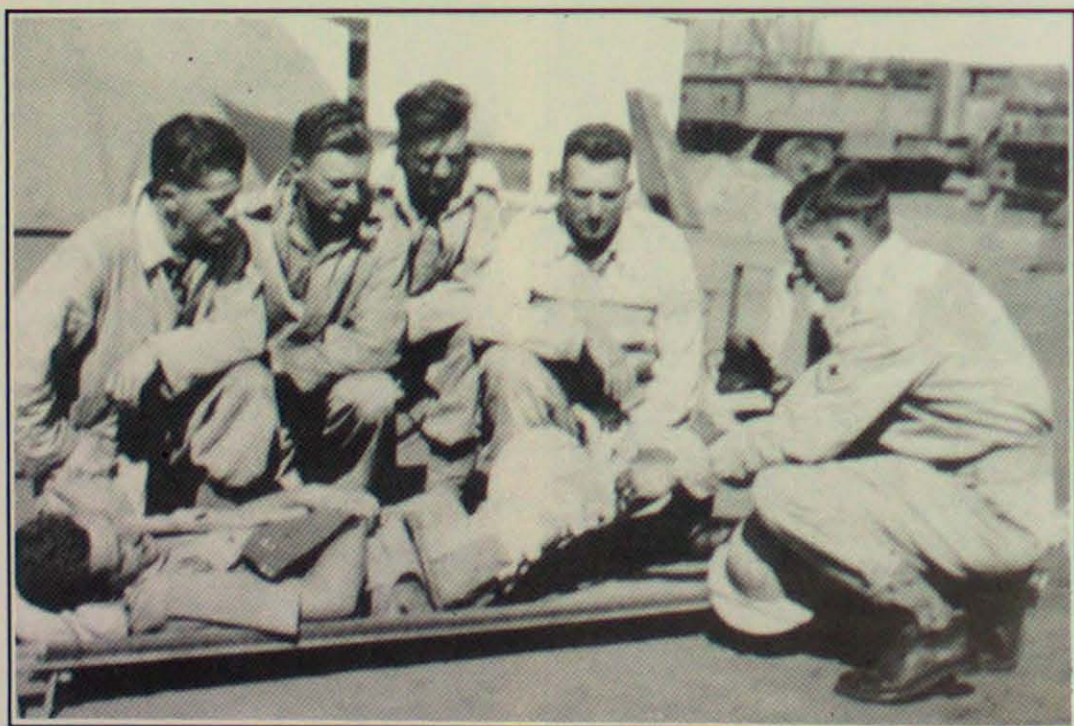


Photo courtesy of Donna (Sedgman) Cofell

Fred Sedgman giving a safety lecture, on the correct placing of a splint, to his squad in British Columbia, 1944.

In 1937, Fred started to work for the International Harvester Company (now known as the Navistar Corporation). Their plant was located on Grand Avenue in Chatham. Here, he worked on the assembly line installing wires as the trucks moved past him.

On July 27, 1940, at age 20, he reported for his medical inspection. According to the report, he was 5'8.5" tall and weighed 127 lbs; his hair was black and his eyes were brown. Deemed to be fit for military service, he enlisted in the Kent Regiment two days later.

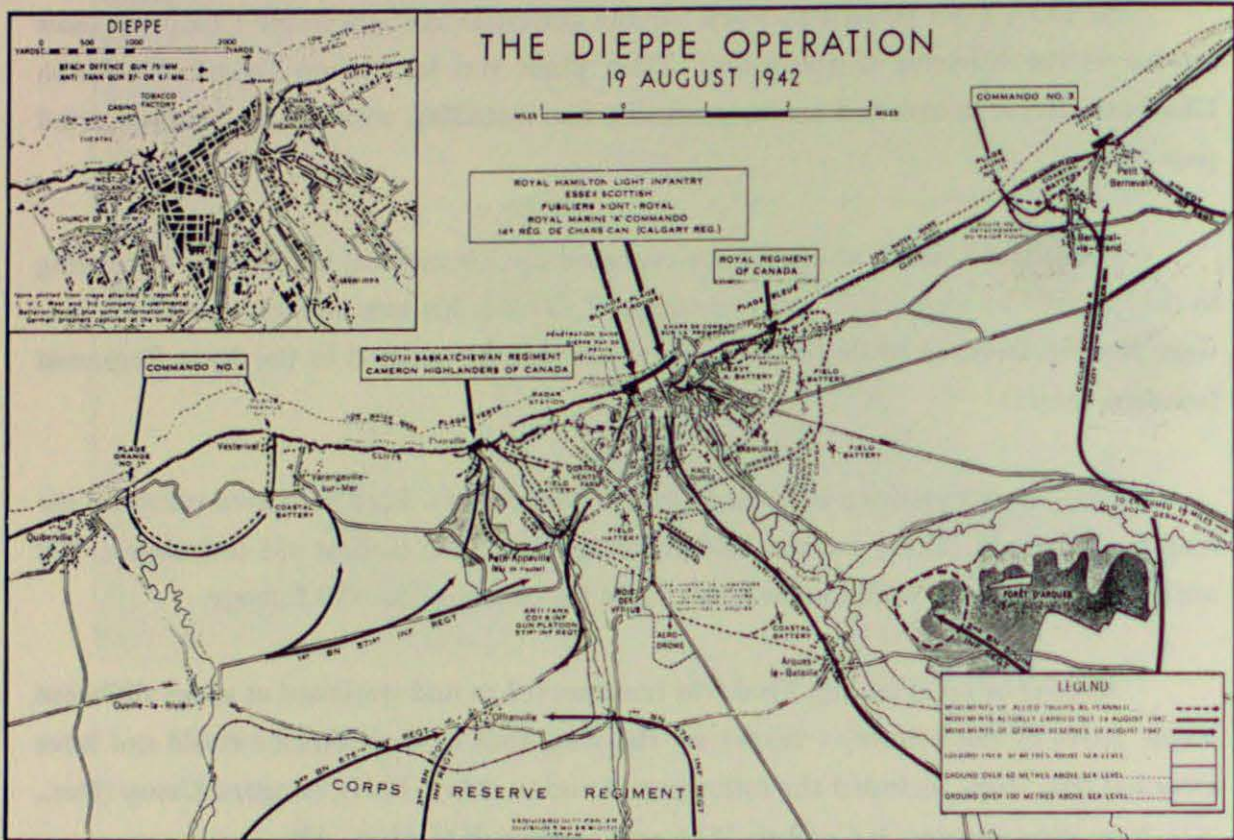
Some men remained in Canada longer than others. Fred Sedgman travelled the length of Canada taking courses and training other men in first aid techniques. Not until four years later would he be able to join his comrades in NW Europe.

As part of his training, Fred was transported to and stationed at many different scenic parts of the country - travel, by the way, that as a civilian he could not have afforded. His stops included the following: London (May, 1941), Niagara Camp (Dec., '41), New Westminster, B.C. (July, '42) and Terrace, B.C. (Jan., '43).

Squeezed in among these travels, was his engagement to Florence Jean Coleman from Croton. The marriage took place in Chatham on Saturday, December 13, 1941, and was presided over by Rev. Charles A. Malcolm at Victoria Avenue United Church.

While at Westminster, B.C., he received notification that on September 28, 1942 a daughter, Donna Jean, was born in Chatham. As you can well imagine, the proud father would have loved to jump on a train and travel home to hug this welcome addition to his family, but the reality of his situation did not allow it.

After his promotion to Lance Corporal, Fred was transferred in rapid succession from Tofino (Jan., '44), to Victoria (April), to Courtenay, B.C. (June) and on to Calgary (June). At this point he relinquished the appointment of Lance Corporal and rejoined the Kent Regiment as a member of the medical corps. But a major change was in the wind.



Reproduced by Army Survey Establishment

Compiled and Drawn by Historical Section G.S.



Courtesy of PAC C29873

Dieppe: the afternoon of August 19, 1942

Fred received the usual two week embarkation leave. From July 4th to the 19th, he was able to see his daughter, re-visit family and friends, and mentally prepare himself for the dangerous journey to the European theatre of war.

He left from Halifax on August 1 and disembarked in the U.K. on August 10. Unfortunately, he ended up in a military hospital for a time with kidney trouble.

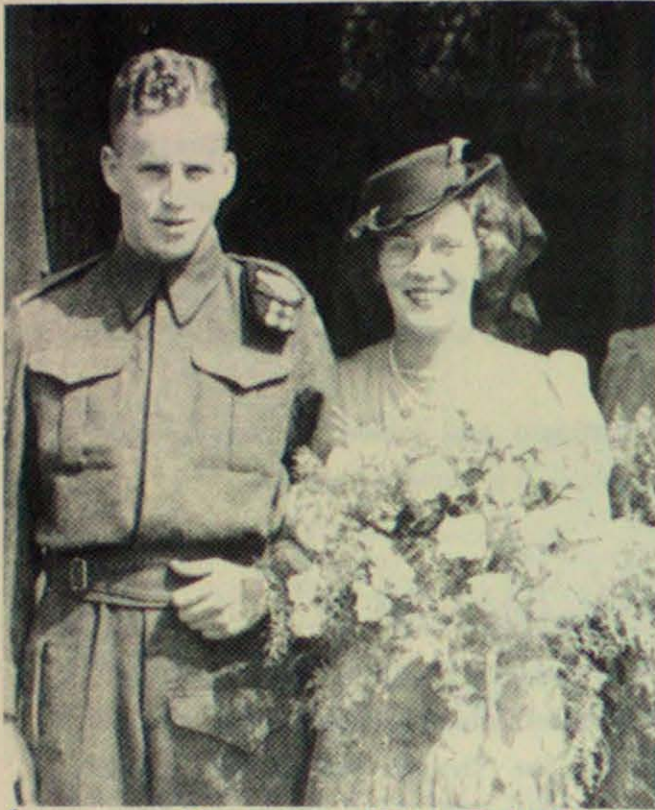
Finally, on November 4, he arrived on the continent and joined the Argyll and Sutherland Highlanders of Canada (Princess Louise's) as a stretcher bearer.

WILLIAM GORDON TAYLOR

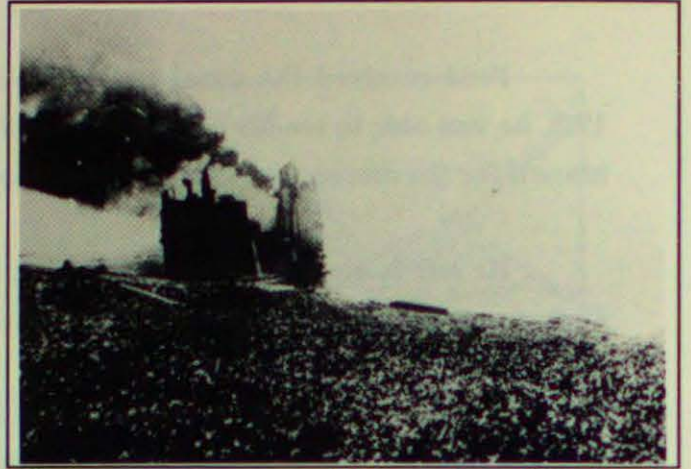
Over half a century has passed since the August 1942 raid on Dieppe and the wisdom of it is still a hotly debated topic. Television documentaries, magazine articles and innumerable books have tried to discover the "truth" behind this most controversial Canadian battle of the Second World War. Bill Taylor was one of the participants of this "reconnaissance in force."

Bill was born in Chatham on July 4, 1919, to William and Margaret Taylor. Growing up during the 1920s in Kent County, little Bill enjoyed the comfort and security of a loving family and the leisure activities at Mitchell's Bay and Lake Erie beaches. Pictures from that time, lovingly safeguarded by his sister Bessie, show a comfortable cottage at Erieau and carefree summer days for the children who were busy fishing and boating. The family made it a regular practice to attend First Presbyterian Church on Sundays. During the week, Bill was kept busy at McKeough School and learned how to read, write and do arithmetic. Involved in team sports such as hockey, Bill had the satisfaction of being on a WOSSA championship team.

At CVS, Bill tried to prepare himself for an uncertain future. Enrolled in the usual subjects such as English, drafting and carpentry, he sought temporary escape from the tedium of everyday life. Saturdays, he would attend one of the cinemas on King Street. For the princely sum of 5 ¢, he could stay all morning in the darkened movie house. He just loved to see Ken Maynard in cowboy adventures such as "Boots of Destiny" and the ever popular "Perils of Pauline" serials.



1. Photo courtesy of Bessie (Taylor) Dagneau



2. Photo courtesy of John Kostuk



4. Photo courtesy of John Kostuk



3. Photo courtesy of Bessie (Taylor) Dagneau

1. Jane Turner and William G. Taylor were married at Chirk, N. Wales on July 25, 1942.
2. Landing craft abandoned on the beach at Dieppe, August 19, 1942. On this day the Canadian army lost more prisoners than in the whole eleven months of the NW Europe campaign after D-Day, or the twenty months of the campaign in Sicily and Italy.
3. William G. Taylor on his wedding day in Chirk, N. Wales.
4. Dieppe Raid Allied war dead buried with military honours by the Germans. In the nine hours of battle, the German artillery had fired 7,458 rounds, not counting anti-tank and anti-aircraft shells.

However, events beyond Chatham were to have a profound impact on the course of everybody's life. The stock market crash in New York City in October of 1929 was to set in motion shock waves of misery and pain. For western farmers, record low prices and the century's greatest drought literally caused their farms to blow away.

The millions of unemployed had to rely on public sympathy and soup kitchens in order to exist even at a subsistence level. Just as in North America, unemployment mounted in Germany. Coupled with unhappiness about their treatment by the Allies after W.W. I, the country was ripe for exploitation by extremists of the political left and right. The Nazis, under the skillful direction of Doctor Göbbels appealed to the hearts and minds of Germans who wanted to see their country once again economically strong and politically dominant.

Using every available device, Hitler and his fanatical followers kept pushing and prodding until Hitler obtained what he felt was Germany's rightful due. Gradually, in a series of calculated steps designed to spread Germany's influence and power, he made friends with other fascist powers. By 1939, he was even able to persuade Joseph Stalin to sign a non-aggression pact which contained secret clauses dividing Poland between them.

In a blatant grab for additional territories, the Germans resorted to a terrifying new strategy called *Blitzkrieg* or "lightning warfare," and swept to victory. Attacks began on defenseless Polish cities and spread to cities in France, Belgium, Holland, Denmark and Norway. Soon most of western Europe fell into German control. Even miraculous episodes such as the evacuation at Dunkirk could not disguise the fact that Britain was staring defeat in the face. The Axis powers were advancing all over the globe, and continuous messages of disasters were being relayed to London to be read by the new British prime minister, Winston Churchill. Devastating losses all over the world and the desperate Battle of the Atlantic produced a sense of doom that only Churchill's iron will, selfless discipline and inspiring speeches could ameliorate.

In 1939, the overseas recruitment effort in all of Britain's colonies and dominions gained gradual momentum. Chatham and Kent County were in the forefront in supplying troops for the defence of Britain and possibly their own self defence. The establishment of No. 12 Basic Training Centre on Tweedsmuir Avenue



1. Photo courtesy of Bessie (Taylor) Dagneau



*On the lake
June, 1925*

2. Photo courtesy of Bessie (Taylor) Dagneau



July 4, 1925

4. Photo courtesy of Bessie (Taylor) Dagneau



3. Photo courtesy of Bessie (Taylor) Dagneau

1. The Taylor brothers, Bill G. (left) and Bob - wearing his St. Andrew's team sweater.
2. June, 1925: the Taylor brothers and their father at Erieau.
3. William Gordon Taylor, member of the Essex Scottish Regiment, fall of 1939.
4. July 4, 1925: Bill G. Taylor at home on 28 Violet St. celebrating his 7th birthday. Violet Street is now part of the PGH's Grand Avenue parking lot.

and the turning of civilians into battle ready troops had to be accomplished in record time.

William Gordon Taylor heeded the call of duty - as well as adventure - and along with forty other young men, went to Windsor and joined the Canadian Army on September 18, 1939, only eight days after Canada had declared war on Germany. Bill was now a proud member of the Essex Scottish Regiment. After an all-too-short training period, the men were ordered to embark for Britain to help protect that country against the expected invasion by the Germans, Operation Sea Lion. That fall, Bill Taylor and many other thousands of young men were full of enthusiasm as they left with the convoys out of Halifax harbour, but nagging at them was a touch of apprehension ... for who knew what the future would hold in store for them?

Standing guard along the beaches of southern England, Bill and all the others realized that their resources were too slim to hold back the German juggernaut if it crossed the Channel. Desperate plans were hatched to prepare for their final stand against the Germans and that eternal optimist, Winston Churchill, only promised, "blood, sweat and tears." Even the RAF had a contingency plan if their worst fears were to come true. A plane was on 24 hour stand-by in Scotland for the royal family if it ever became necessary for them to flee the advancing *Wehrmacht*.

But the Germans postponed - permanently, as it turned out - their plan for their invasion of the British Isles. Now, the Canadians had a chance to use some of their leisure time to make the acquaintance of the local population. Compared to the local boys, these strapping, well-fed North Americans, chewing gum and relatively flush with money, seemed exotic. It was little wonder that many a British girl lost her heart to a Canuck.

So it came about that Jane Turner and Bill Taylor decided that marriage was the only way to preserve some sanity in a world gone mad. That was why Bill and Jane were joined in marriage in Chirk, North Wales on Saturday, July 25, 1942, just four weeks before Bill and his buddies were to be sent to raid a lovely, little French sea-side resort on the English Channel.

Ever since the aborted German invasion of England, pressure had been building to have the soldiers stationed in England see some action. Joseph Stalin, now



Drawing by William Wyatt

Landing at Dieppe

“Among these troops was the Essex Scottish Regiment scheduled to storm ashore on Dieppe's main beach. As he waited in the dark for action to begin, Sergeant Bill Taylor must have thought not only about the coming battle but also about his loved ones: his new bride in England and his family and friends back in Canada..... Thus, on the morning of August 19, 1942, the Canadians stormed ashore The noise and turmoil of battle pushed aside all other thoughts. Their mission was to get out of the landing crafts and onto the beach. Well aimed fire wounded and killed many men before they even set foot ashore. The Churchill tanks proved unable to navigate the stony beach.”

"Uncle Joe" to the Allies, was under unrelenting attack by the Germans. Stalin desperately wanted and needed a second front in the west to divert at least some of the German armies from Russia. Public opinion in Canada and the U.S. clamoured for an offensive to free western Europe from Nazi tyranny. To placate the critics and to test German defensive positions on the French coastline, a "reconnaissance in force" was proposed and planned by the Allied leaders, to be carried out by Lord Louis Mountbatten and Canadian commanders such as Generals Andy McNaughton and Hamilton Roberts.

The target was to be the Channel port city and resort of Dieppe, thought to be lightly defended. Weeks of intensive training on the sandy beaches of the Isle of Wight were supposed to prepare the Canadians for this important task. Since good weather conditions were essential, a careful watch was kept. July's weather was unfavourable. The raid was cancelled.

The men scheduled to participate were released from their high security camps and allowed to go about their normal pre-raid duties. Once more life settled down to a dull, daily routine. However, despite the fact that the previous plan was now well known, the authorities resurrected it, and, in the process, fatally modified it. The heavy saturation bombing that was to precede the raid was cancelled, but the nightmarish, unrealistic timetable was preserved. The frontal assault on the port was a key component that was to be adhered to at all costs. The beaches of Dieppe were flanked by high cliffs; the expectation of the staff officers was that these cliffs could be attacked and scaled according to a timetable measured in seconds.

Setting out on the evening of the 18th of August, the men crossed the English Channel, while token efforts were made to bomb the defences of the city. The German defenders, who were always on the alert when a full moon and a high tide coincided, were ready to repel any threat to their control of the French coastline. The 6,100 men, 5,000 of them Canadians, made the passage in darkness wondering what would await them when they hit the beaches at 5 a.m.

Among these troops scheduled to storm Dieppe's main beach was the Essex Scottish Regiment. As he waited in the dark for action to begin, Sergeant Bill Taylor must have thought not only about the coming battle but also about his loved ones: his new bride in England and his family and friends back in Canada.



Photo courtesy of PAC C29866

The beach at Dieppe in the afternoon of August 19, 1942, after nine hours of battle. Dead and dying on that bloody beach were 907 Canadian soldiers.

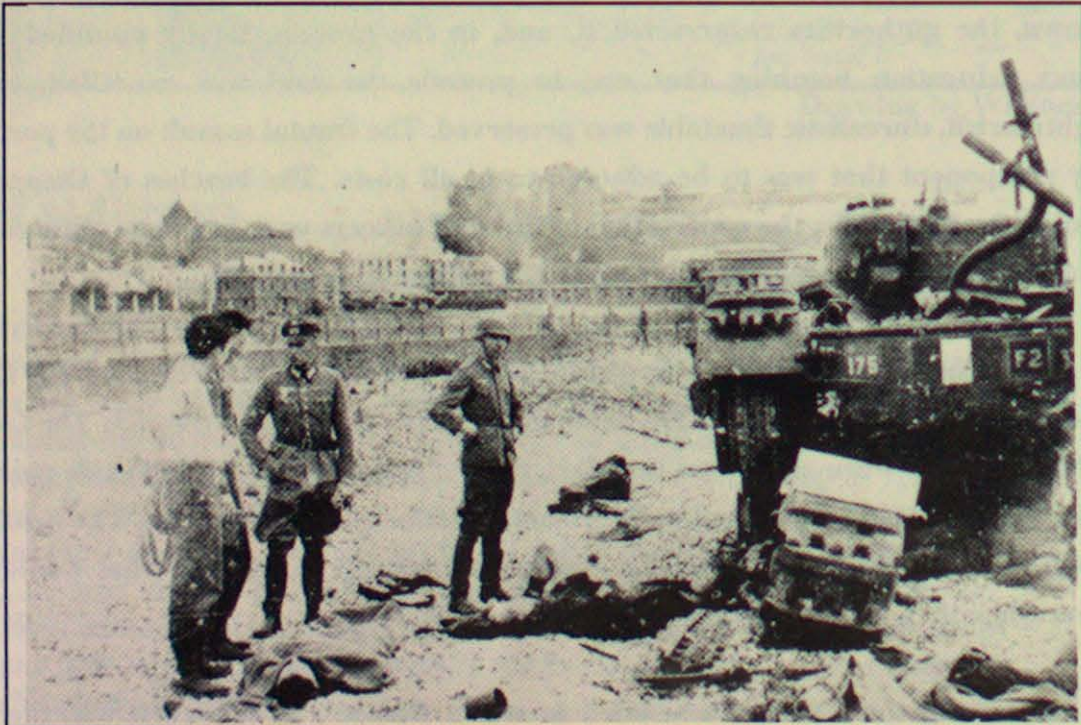


Photo courtesy of PAC C17293

Dieppe, Aug. 19, 1942: the smoking ruins of the beach-front buildings are in the background and Canadian battle dead lie on the beach where they fell.

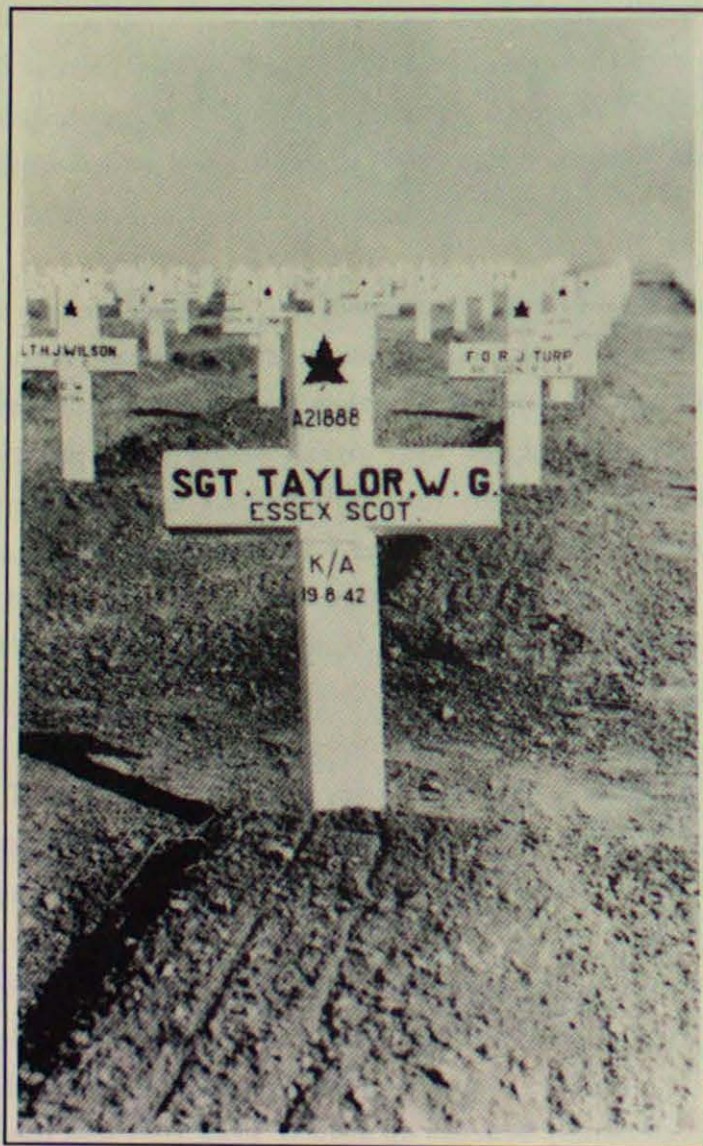
Thus, on the morning of August 19, 1942, the Canadians stormed ashore, right into the well designed and expertly manned defences of Hitler's "Fortress Europe." The noise and turmoil of battle pushed aside all other thoughts. Their mission, and only thoughts now, were to get out of the landing crafts and onto the beach. Well-aimed fire wounded and killed many men before they even set foot ashore. The Churchill tanks proved unable to navigate the stony beach; unlike sand, these rounded stones called chert, prevented tanks from getting traction. In fact, these stones worked themselves into the caterpillar treads and broke them.

As the one-sided battle raged along the beach, the men realized that they could move neither forward to capture their objectives nor retreat safely to the boats. There was nothing to do but throw down their weapons, hold up their hands and surrender. After three years of war, their very first taste of action had ended in the agony of defeat.

Unfortunately for these future prisoners-of-war, a complete set of plans for Operation Jubilee was found by the Germans in an abandoned jeep, plans that included provisions which set the stage for further humiliation to Canadian POWs. That day, 1,874 soldiers surrendered and were swiftly taken into captivity. From this raiding force, engaged in battle for only nine hours, the Canadian army lost more prisoners than in the whole eleven months of the NW Europe campaign after D-Day, or the twenty months of the campaign in Sicily and Italy. A dispirited and bedraggled force of 2,210 returned to England. Dead and dying on that bloody beach of Dieppe that August of 1942 were 907 soldiers.

The controversy about this raid continues to this day. Some of the lessons learned were put to successful use two years later. Sandy beaches were to be selected as the best places to put an amphibious force ashore. The largest assembly of boats and ships ever seen together at the same time combined forces to assault the Normandy coast of France. Non-stop bombing of German defences prior to H-hour reduced the defenders to a shell-shocked state. Realistic planning and the unstinting support of naval guns provided the attackers with an umbrella of steel. When the Allied forces invaded the Normandy beaches on June 6, 1944, they had the benefit of a lesson well learned. They brought their docks with them this time, and even today, one can see the remains of the Mulberry Harbour just off the invasion beaches.

What of Bill Taylor? He died in the cold water off the beach of Dieppe. His body was carried along by the Channel currents and washed ashore near Calais. Today he rests forever, high on a hill within sight of England, in the Commonwealth War Cemetery at Calais. Protected from the prevailing winds by a thick belt of pine trees, colourful perennials and flowering shrubs provide a contrast to a thick carpet of dark green grass.



6

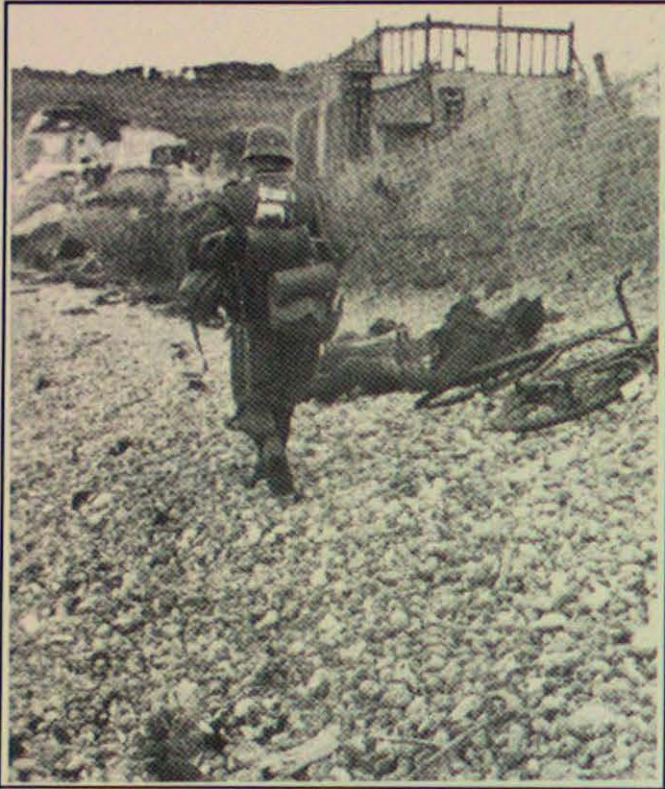
The Turning of the Tide



“Psalm XXIII

**Gone but not forgotten
By father, mother, brothers and sisters.”**

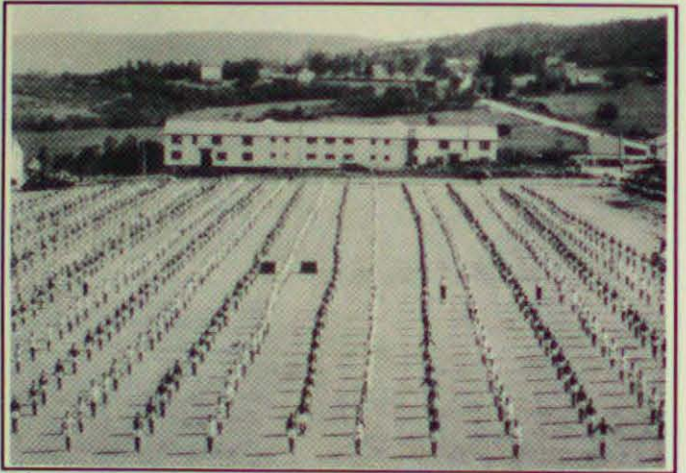
from Flight Sergeant Raymond Woods Hughes' headstone
Flushing (Vlissingen) Northern Cemetery, Holland



1. Photo courtesy of FRGA



2. Photo courtesy of FRGA



4. Photo courtesy of Betty (Carder) Rankin



3. Photo courtesy of Betty (Carder) Rankin

1. The Dieppe Raid produced 3,367 casualties, including 1,946 POWs; 907 Canadians lost their lives. This photograph gives a clear indication of the nature of the beach.
2. Of the 4,963 Canadians who embarked for the operation only 2,210 returned to England on August 19, and many of these were wounded.
3. The Carder family: (back) Wilf and his father, Wilfred; (front) his mother, Emily, and his sister, Betty Jane.
4. Wilf Carder at Charlottetown on P.E.I. in 1943.

CHAPTER 6: THE TURNING OF THE TIDE

Battle of the Atlantic; Wilfred Carder joins the navy; Raymond Belanger is stationed in Nova Scotia; the Invasion of Sicily; George Towart celebrates his 18th birthday in North Africa; John Vasicek flies reconnaissance missions; Eddie Jewiss rescues some comrades; Wayne Ankcorn is the best shot in his platoon; Rocky Anderson liberates Rome; DeHaw is in Rome on a seven day leave.

WILFRED CARDER

Wilfred Walter (Wilf) Carder, only son of Emily and Wilfred George Carder, was born on May 1, 1925 in Chatham. While living on Grand Avenue, he attended McKeough Public School and later when the family moved to 285 Queen Street, he became a pupil at Queen Mary School. As the only boy in the family - he had a younger sister, Betty Jane - it was his job to cut the grass and put out the garbage. Wilf's dad operated a barber shop at 226 King Street West.

During the Dirty Thirties, members of Saint Andrew's Church on William Street felt obliged to help boys in their neighbourhood. Since most families would resort to "the dole" only in the most dire circumstances, for some boys getting enough to eat was a real problem. For others, there was a need for physical activity or spiritual guidance. So the Knights of Saint Andrew, in existence since 1921, was expanded and became a popular institution at the church. Under the leadership of dedicated members of the congregation, a programme was designed specifically for the local boys aged eight to seventeen and a senior group up to the age of twenty-four.

At age 13, Wilf was an avid member of the Knights of St. Andrew. The members of this Sunday morning breakfast club were under the leadership of Sir Knights Howard J. Balmer and Harry S. Thomas, president of the American Pad and Textile factory. The athletic director was Sir Knight William Turkington, and the music director was Sir Knight Whitney Scherer. After a vigorous workout in the gym conducted by Roger Cross, the boys would practise their hymn singing and study the Bible. Of course, the highlight each Sunday morning was a delicious breakfast of porridge and toast usually prepared by Emma Lawrence who lived nearby. The milk was donated by Silverwoods Dairy. Another event the boys looked forward to was the annual carnival put on by the Rotary Club.

Once a year, the Knights conducted the Sunday morning church service. Wearing their special capes and wedge-shaped hats, they were the choir and conducted the readings. This annual tradition at St. Andrew's continued until Sunday, April 6, 1941. One reason for its demise was the rationing system. Among the Knights participating in that final Sunday service was Wilf Carder.

Ernie Glassford, Buddy Myers, Bob Sanderson, Ray Chandler and Vic Swainston spent a lot of time with Wilf. Betty Jane, his sister, had to be a real tomboy in order to play with her brother and his friends. She still recalls putting a rope in a tree and watching Wilf getting tangled up in it.

One of his main interests was drawing, and he especially liked to draw pictures based on the comics he was reading. When he was 13, he made a line drawing of his dad, and this picture is now a treasured memento in his sister Jane's possession.

Ches Dawson, a salesman for Labatt's, was a popular golf pro who took an interest in young Wilf who liked to caddy. After Ches was generous enough to give him a golf club as a gift, Wilf became a more avid golfer

In summer, swimming in the Thames River and at Lake Erie were two other pleasures that he enjoyed. In winter, along with many other youths, he could be seen skating on the frozen Thames or one of the many rinks in the city parks.

After graduating from Queen Mary School on Queen Street, Wilf enrolled at the Chatham Vocational School and particularly enjoyed woodworking. Working with his hands had always been easy for him and now he was getting good marks for this ability.

While still at school, he had worked at the Park Theatre on King Street East as an usher. Initially it was a part time job; later, he became a regular employee. At that time the playbill included not only double features but also the latest cartoon films and news reels of current events. His favourite actors included Hoot Gibson, Ken Maynard, William S. Hart, Buck Jones, Tim McCoy, Johnny Mack Brown and that helpless Hollywood maiden, Betty Hutton in the *Perils of Pauline* serial.

Wilf had a regular income now, and he was at last able to indulge himself. He

became the proud owner of a Model 'A' Ford with a rumble seat. According to Betty, his sister, the war years made a lot of students grow up in a hurry.

Wilf's father, Wilfred George Carder, enlisted in January, 1943 with the RCAF. Despite his "advanced" age of 39, the air force accepted Wilfred Carder, senior, because of his hobby. He had expertise in racing homing pigeons and that was just the skill the RCAF was looking for. Widely used during W.W. I to carry messages, homing pigeons were something the air force wanted to use out west.

Meanwhile back in Chatham, Wilf was working as a labourer at the Chrysler Corporation Parts Plant on Spencer Avenue, between Queen and Lacroix Streets. Many of the regular workers had joined the armed services, giving the young people a chance to obtain a position in the factory. With such a good job, he was able to drive his girlfriend, a pretty red-head, Eileen Howard, around town on their dates.

Gladys Crawford, of Grand Bend, remembers that she and her nephew, Wilf, worked at the Chrysler Plant at the same time. They were on the night shift from 5 p.m. to 2 a.m. When they were finished for the night, as many co-workers as possible would cram themselves into Wilf's Model 'A' and head uptown for a little fun. Some of the restaurants were open for business all night and the young people lost no opportunity to use one of their juke boxes or small dance floors to make an instant party. Joe, the owner of the Centre Grill - next to the Centre Theatre - was particularly well liked by the young people.

Chrysler had three shifts which kept the plant operating around the clock. Saturday was a day off. That was the reason why all the Chrysler "kids" could meet at the Bowl-O-Drome on Queen Street during Saturday mornings.

On May 27, 1943, Wilf decided to join the Royal Canadian Naval Volunteer Reserve. For his medical examination, he had to travel to Windsor. But Wilf was not alone. Twelve other young men from Chatham accompanied him. Among the men that day were Reg Swainston, Max Crawford, Jim Stewart, Maurice Arens, Len Putnam, and Robert "Doc" Robertson.

They presented themselves to the medical board at 8 a.m. The doctors determined that Wilf was a typical eighteen-year-old teenager. He was 5 feet 9 inches tall, weighed 118 pounds, and was of medium complexion with black hair and grey-blue eyes.

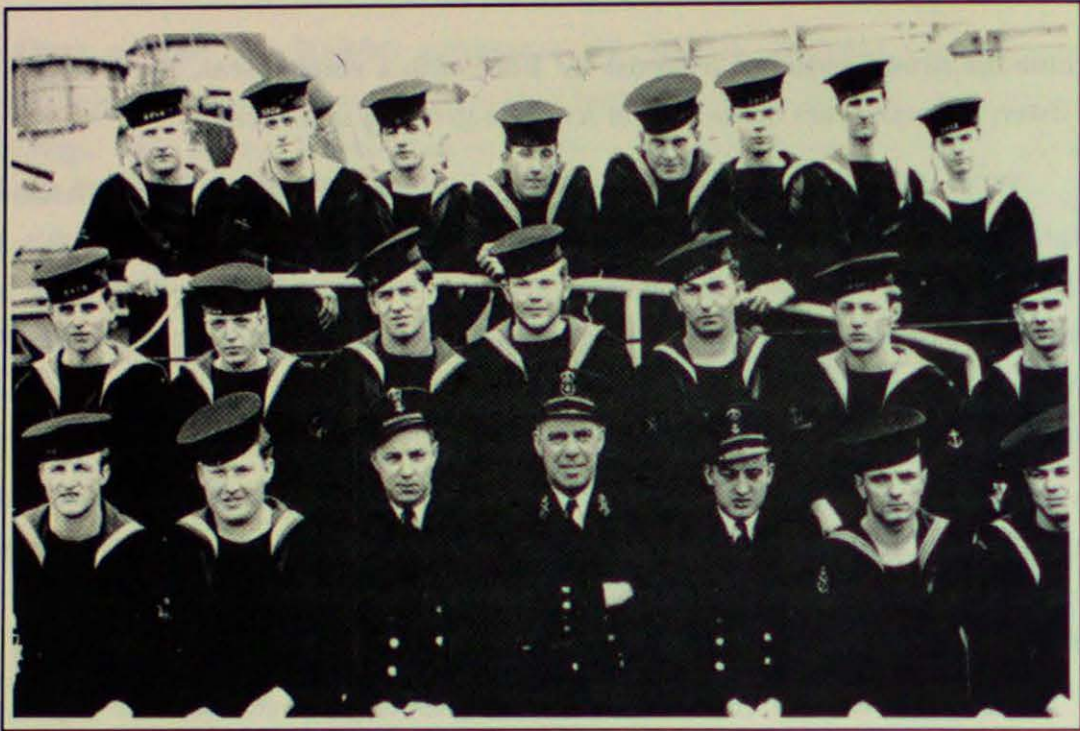


Photo courtesy of Bruce Lawson

**The crew of HMCS *Alberni*:
Wilf Carder (2nd row, L), Captain Bell (front centre).**

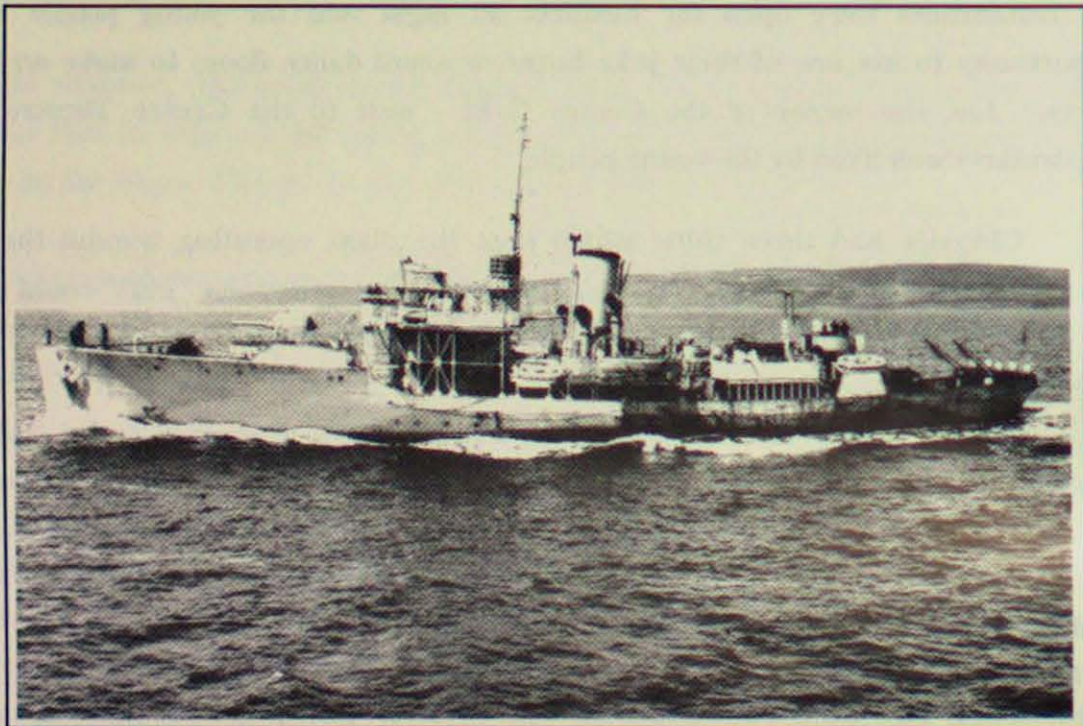


Photo courtesy of PAC PA129176

**HMCS *Alberni* is heading out to sea.
The censor has obliterated her number: K-103.**

After he signed on the dotted line, he was officially a sailor. His first posting to HMCS Hunter in Windsor did not last long. By 4 p.m. that very same day Wilf was on the train heading to Charlottetown. His mother had been notified earlier, and by 5 p.m. she was waiting on the platform in Chatham. In the few minutes that the train stopped over, she was able to find him and say her good-byes. It took them three days of non-stop travelling before they arrived in Charlottetown. Without a change of clothing and without showers, everybody was "grubby and looked it." Wilf was the exception. Always a sharp dresser, he still had the crease in his pants.

At Charlottetown, Wilf received his first taste of naval life. Drill, learning knots and splices and more drill characterized this six week portion of his training. Later at Cornwallis he learned more advanced skills: gunnery practice and, of course, more drill. He even got to go out onto the Atlantic in old ships such as the *Charney* to get a taste of salt water and a feel for the open sea.

On the west coast, Corporal Wilfred Carder, the father, after serving in the air force for eight months had to be admitted to Shaughnessy Military Hospital. Two months later, he passed away. When news came from home that his dad had died from natural causes on December 3, 1943, Wilf was granted compassionate leave.

On December 10, attended by a large gathering of friends and relatives, his father's casket was escorted by an honour guard from Number 12 Basic Training Centre to Maple Leaf Cemetery. The service was conducted by Major the Rev. R.D. Mess chaplain of the Second Kent Regiment. Sergeant Swainston sounded the Last Post. It was a sad occasion as Wilf, his mother, Betty Jane, his aunt Gladys, and all their other relatives and friends paid their last respects to Wilfred George Carder.

Betty's impression was that her brother had developed into a very handsome man (six feet tall), no longer the little kid who had joined up just six months earlier. When Wilf's compassionate leave was up, he asked for his dad's barber equipment. Sailors could always use a haircut, and Wilf could certainly use the extra spending money.

As they waved good-bye, Betty and her mom realized that their Wilf was a man now, yet he was only eighteen, not old enough to have really tasted life to its fullest before returning to a duty that had already killed many men.

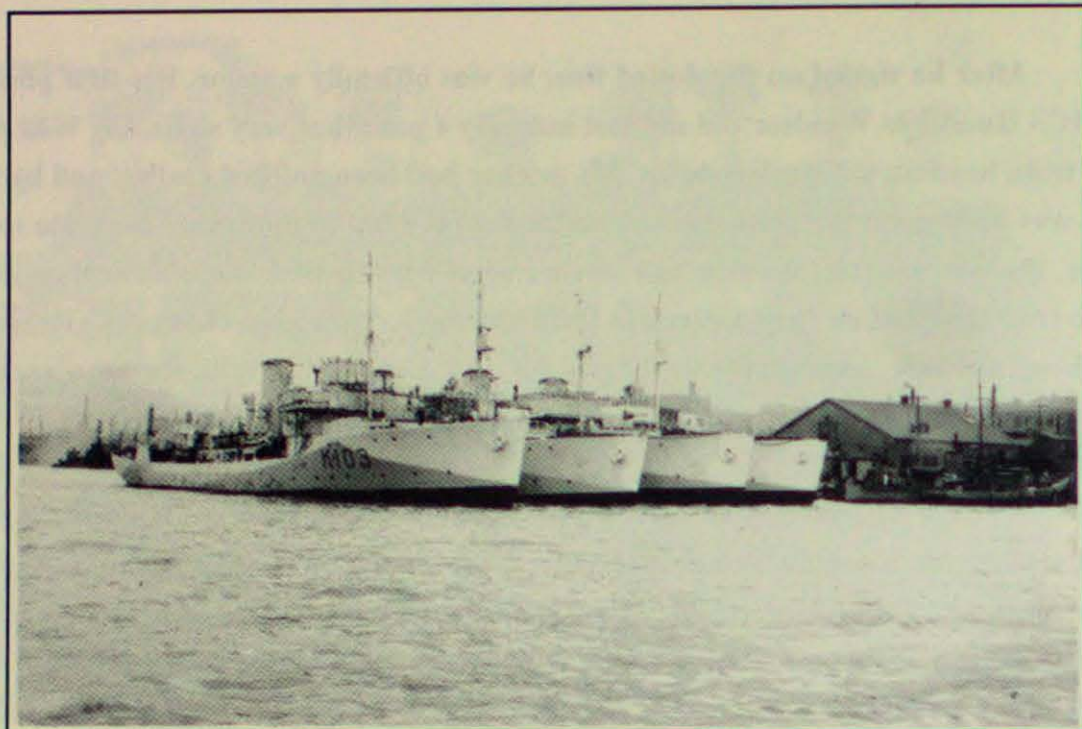


Photo courtesy of PAC 179946

**Corvette HMCS *Alberni* K-103
at berth in Halifax harbour with her sister ships.**

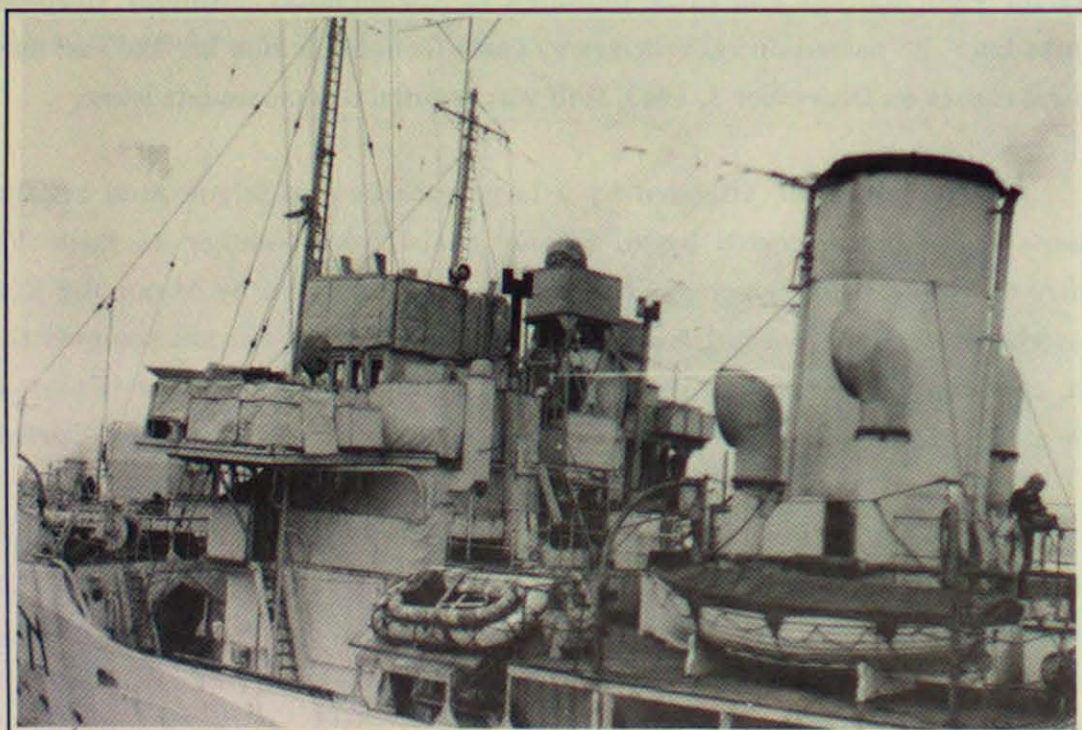


Photo courtesy of PAC 105938

**Corvette superstructure,
note canvas shielding for the men standing watch.**

In Halifax, Wilf was assigned to the corvette HMCS *Alberni*. The *Alberni* had left Ireland on March 17 and returned to Canada by the northern route. It had been a rough trip back. Ice had been building up on the superstructure. It was not unknown for the weight of the ice to capsize a ship. Thus hammers and axes had to be used to chip off the ice. The more delicate equipment, guns and depth charge throwers, was kept ice-free by the liberal use of steam. In April of 1944, Able Seaman Wilfred Carder became a member of her crew, but not all the sailors were strangers. Two other Kent County natives were on board. One was from Chatham, Signalman Alvin John Graham, and the other from Wallaceburg, Able Bodied Seaman Donald F. Spencer.

The Canadian Government engaged in a crash building programme to churn out small escort vessels for the protection of ships plying the lifeline between Canada and the U.K. These small vessels, initially designed for inland waterways, proved to be nearly indestructible on the Atlantic. Despite an unnerving habit of rolling and bucking in stormy weather, their crews developed a fond affection for them. German submarines working in large groups, called wolf packs, were causing immense losses to Allied shipping. This phase of the war, the Battle of the Atlantic, was eventually won thanks to the improved convoy system and better versions of anti-submarine detection gear. The limitless capacity of Canadian and, particularly, American ship yards produced more ship tonnage than the Germans could sink.

HMCS *Alberni* was built in Yarrow's Shipyard at Esquimalt, B.C. in 1940 and commissioned in February of the following year. Travelling to the east coast by way of the Panama Canal, she was sent to the mid ocean convoy run. In the crew's year and a half of action, they participated in the bitterest period of this particular theatre of war. They saw ships go down and men die. In the late summer of 1941, after dropping depth charges, oil and debris floated to the surface and this was recorded as a probable U-boat sinking. The worst night of all was in the early fall of 1942 because during that night the heavy thud of torpedo explosions was heard half a dozen times and several ships went down.

According to John Haslip of Pain Court, vice president of the Chatham branch of the Royal Canadian Naval Association, during the month of July the Allied losses were devastating. A 10,000 ton Allied ship was sunk every ten hours of every day that month.

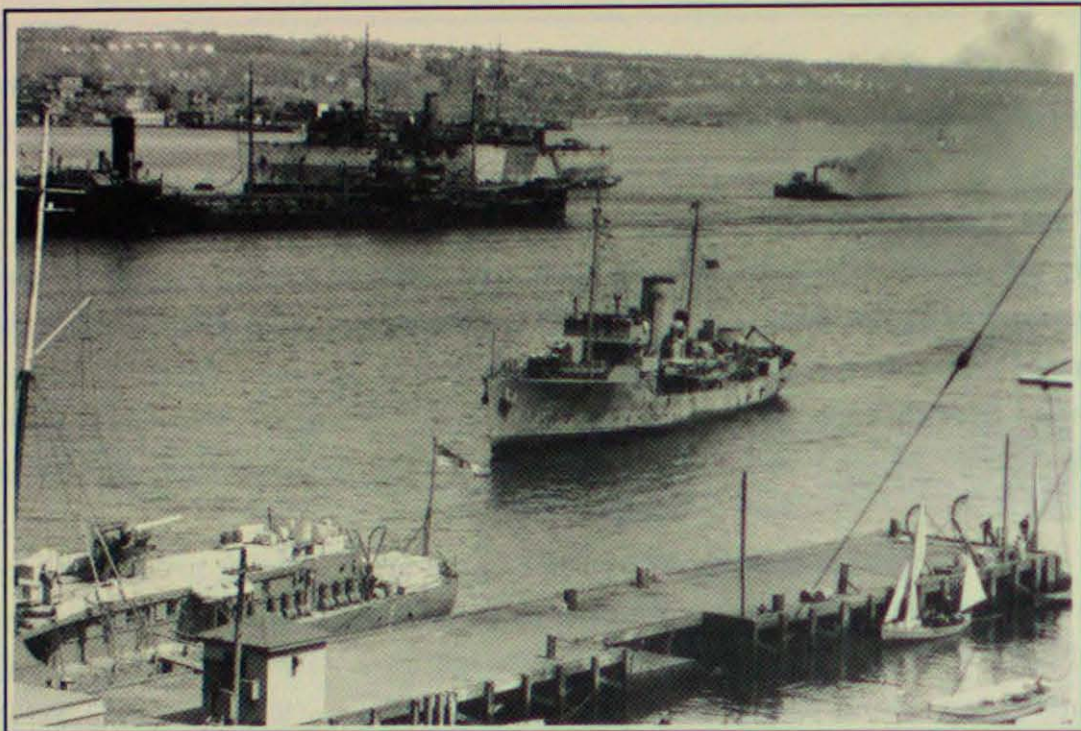


Photo courtesy of PAC 105361

Corvette HMCS Alberni K-103 is coming into port.



Photo courtesy of Bruce Lawson

Mr. Bruce Lawson is preparing to toss a wreath into the waters of the English Channel, south of the Isle of Wight, above the sunken *Alberni*, July 21, 1994.

When the *Alberni* was stationed in United Kingdom waters again, a most memorable event occurred. In the harbour of Liverpool, on November 11, King George and Queen Elizabeth inspected and visited with the crews of *Alberni*, the *Ville de Quebec* and two merchant ships. The men were delighted that they had been so honoured.

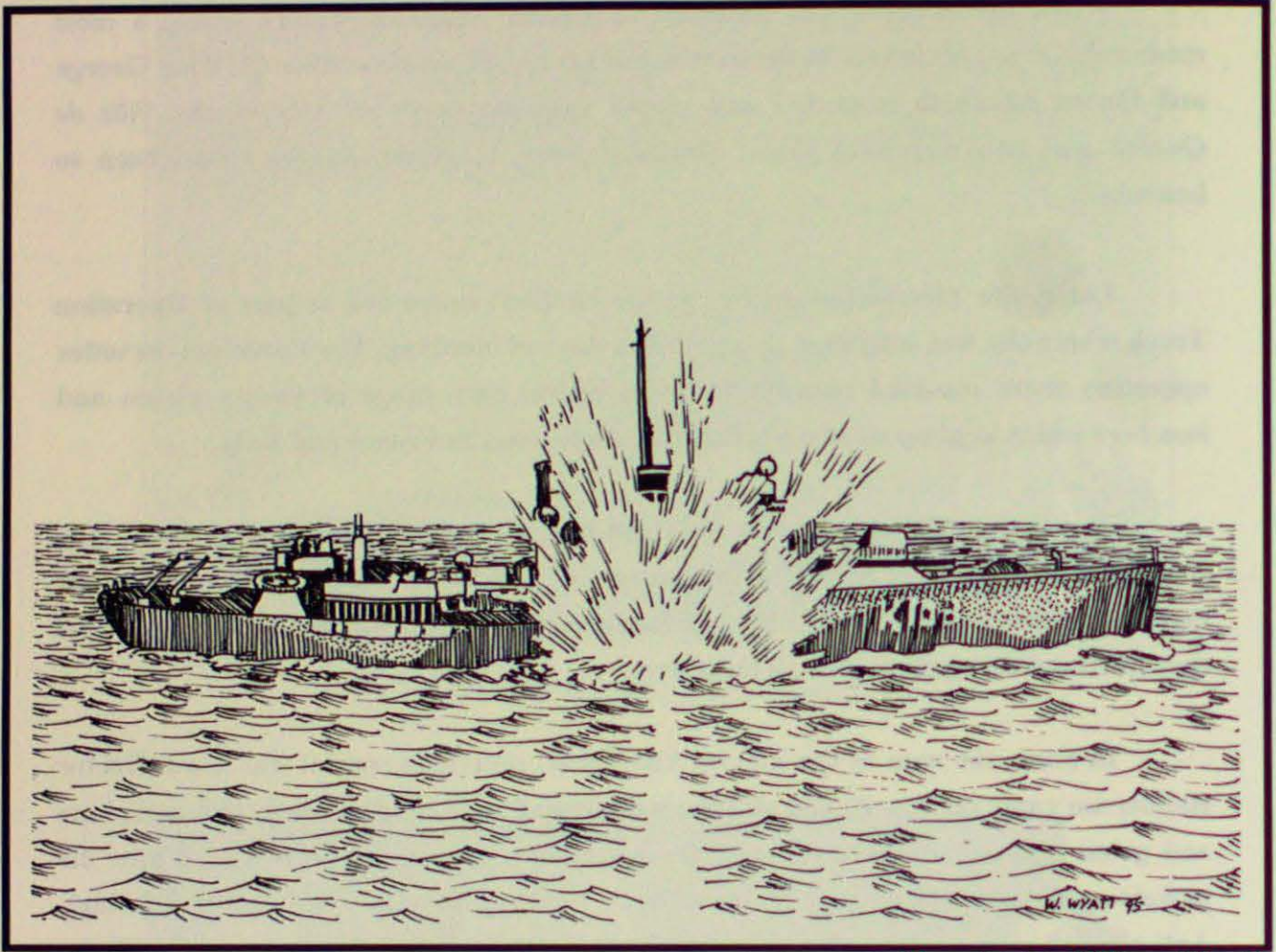
Later, the *Alberni* saw service in the Mediterranean Sea as part of Operation Torch where she was subjected to nights and days of bombing. The Canadian corvettes operating there escorted convoys to areas within easy range of enemy planes and bombers which kept up steady attacks from their bases in France and Italy.

By the time the *Alberni* was stationed in U.K. waters again, her crew had long since become a cohesive unit. The implements of war had become an intimate part of their daily life. Ship board routines had become second nature to them; it seemed as if they had been doing their jobs all their lives.

In June, the men of the *Alberni* knew that something special was afoot. Doctor Henderson came on board, and all men were issued with needles filled with morphine and given instruction on how to use these syringes. The sailors were issued new life jackets and instructed to wear their uniforms (not usually done when on board ship). Anti-aircraft gunner John Thomson recalls that conditions were very crowded. There were 90 men, and only the fortunate ones had hammocks. Wilf would stand and talk to the men who were lying in their hammocks. He was just proud to be part of the navy and doing his share in the war. After all, this was the Royal Canadian Navy Volunteer Reserve (RCNVR), and all the men had indeed volunteered to be a part of it.

D-Day, June 6, 1944, was the greatest sea-borne invasion the world had ever seen. The *Alberni's* role was to escort landing craft from Southampton to Juno Beach. Then with the beach-head established, the caissons that would be linked together to form a Mulberry Harbour had to be escorted across the channel. To keep the troops in Normandy supplied with all their necessities, an unending stream of ships travelled between the ports of southern England and the invasion beaches. Again, the *Alberni* was needed for escort duty.

In July, Wilf was able to go on a furlough in England. He looked up his mother's



Drawing by William Wyatt

HMCS *Alberni* torpedoed in the English Channel

“My dear Mrs. Carder,

I was the captain of the H.M.C.S. Alberni and I know there is nothing that I can say that will help you in your great loss....Your son was an excellent lad....The only minor comfort I can give you is that he was down below when we were hit, and as the ship sank instantly, I am sure he did not suffer any pain.”

Lieutenant Commander Ian Bell; September, 1944

relatives in Norwich (north-east of London), and was able to make their acquaintance and get some photographs taken with them. In fact, his aunt took them to the local pub. What a pleasant way for a nineteen-year-old to be welcomed into that most typical of English institutions - the Public House or "pub", where good, inexpensive food, drinks and the easy mingling of neighbours had no Canadian equivalent.

On July 26, in the early morning hours, the *Alberni's* radar operator picked up a target. Action station was sounded, and visual contact was made. It was a Junkers 88 flying at one hundred feet heading towards them. The 20 mm Oerlikon guns started blazing away, and soon the German plane crashed into the cold waters of the Channel. The Junkers may have been trying to strafe the *Alberni* or it may simply have been returning from a "gardening" (mine laying) mission.

August 21 was a clear day. The ship's location was 25 miles SE of Carpenter's Point (Isle of Wight). The water temperature was 47° Fahrenheit. The rum portion had just been distributed at 11:30 a.m. The afternoon watch was finishing lunch and ready to come on deck while the forenoon watch was preparing to go below deck. The *Alberni* was on cruising station and heading to LeHavre to take on a new mission, anti-submarine patrol.

Lurking below the calm Channel waters was a solitary and silent German submarine, U-480, Type VII C, under the command of *Oberleutnant* Hans-Joachim Förster. Promptly at 11:45 a.m., an acoustic torpedo was launched towards the unsuspecting *Alberni*. It struck the *Alberni* mid-ship. The corvette rolled over and sank in 150 feet of water in about twenty seconds.

Of the crew of 90 men, only 31 were rescued. The survivors had to spend over an hour in the water before two motor torpedo boats passed by. The *Alberni* had sunk so quickly that it was impossible to radio an SOS. Only by chance had the British MTBs come that way. U-480 met the same fate on February 24, 1945 when she was sunk with all hands on board.

In September, Lieutenant Commander Ian Bell wrote:

My dear Mrs. Carder,

I was the captain of the H.M.C.S. *Alberni* and I know there is nothing that I can say that will help you in your great loss. I just wanted you to know that you have

my sincerest sympathy. Your son was an excellent lad, both reliable and efficient. Even though he was very young, he carried out his duties far better than men who had been at it for years. He was very well-liked by all the officers and men and appeared to be quite happy aboard.

The only minor comfort I can give you is that he was down below when we were hit, and as the ship sank instantly, I am sure he did not suffer any pain.

Wilf Carder and Alvin Graham from Chatham were among those 59 men who made the supreme sacrifice for their country. Donald Spencer and John Thomson, after a brief stay in hospital, were transferred to the Niobe Canadian Naval Base in Scotland.

Today, Wilfred Walter Carder's name is recorded on panel 11 of the Halifax Memorial in Point Pleasant Park, Halifax. His name is also chiseled on his father's headstone in Maple Leaf Cemetery. If you visit St. Andrew's Church in Chatham, you will find his name (along with those of Robert Anderson, George Hitchcock, John Laurie, Leslie Peers, William Reeve, William G. Taylor, Harry Watson, and Edmund Jewiss) on a brass memorial cross on the communion table.

RAY BELANGER

Born in Chatham on August 31, 1926, Ray was part of the group of men who came of age during the war and just couldn't wait to participate. He had three brothers and two sisters. Violet and Raymond, Ray's parents, certainly had their hands full raising their large family. Living at 136 Queen Street, Bus (or Buster, as he was also known) attended Queen Mary School just down the street.

He seemed to enjoy being outdoors and "hanging out" with the guys. Swimming, baseball and rugby were the sports that he liked best. After attending CVS for one year, he was lured from school by the well-paying jobs that were available in war production, even to a small, young fellow like himself.

After working for six months as a vulcanizer and for eighteen months at Ontario Steel as a shear man, he decided to leave the city and head to Windsor. At the Canadian Auto Trim Plant, he was employed as a packer. For the next month, nailing boxes together was his contribution to the war effort.

No longer able to resist the opportunity to contribute in a more direct way to the war effort and now 17 1/2 years old, Raymond presented himself on March 21, 1944, to the Navy for a medical examination. His vital statistics show that he was 5' 2 3/4" tall, weighed 128 lbs, sported brown hair, blue eyes and a medium complexion. In his report the examining doctor also noted an appendectomy scar .

Eight days later, he was sworn into His Majesty's Royal Canadian Navy. By September, Ray had attained the rank of stoker, second class, and was on active duty in Nova Scotia.

Returning from leave in Digby to his ship the HMCS *Cornwallis*, Ray fell overboard in the Annapolis Basin at 11:58 p.m. The next day, September 29, his parents were notified that his body could not be found, and that Ray was considered missing, presumed drowned.

GEORGE TOWART

Born in Transcona, Manitoba, George claimed his birth date as June 27, 1921. Later, George and his brother Jack lived with their parents, John and Mildred Mabel Towart, at 381 St. Clair Street. He graduated from McKeough School and attended CVS for one year. Work was scarce and he was not working at the time of his enlistment.

When he enlisted in Chatham, we do know that he weighed 128 lbs, was 5' 8.5" tall, had gray eyes and black hair. He gave his age as eighteen. This is where matters get complicated because it seems that when he died in Sicily in 1943, he had just turned 18. That means George must have been fifteen years old when he enlisted with the First Kent Regiment in August of 1940.

George trained with the Kents and moved with them throughout Canada until January, 1943. He and six others from the Kent Regiment had volunteered for overseas service and were posted with the Royal Canadian Regiment in Britain. There they underwent vigorous Commando training. In a letter sent home in June, George writes that the seven Kents are still together and expect to be in the next "big show."

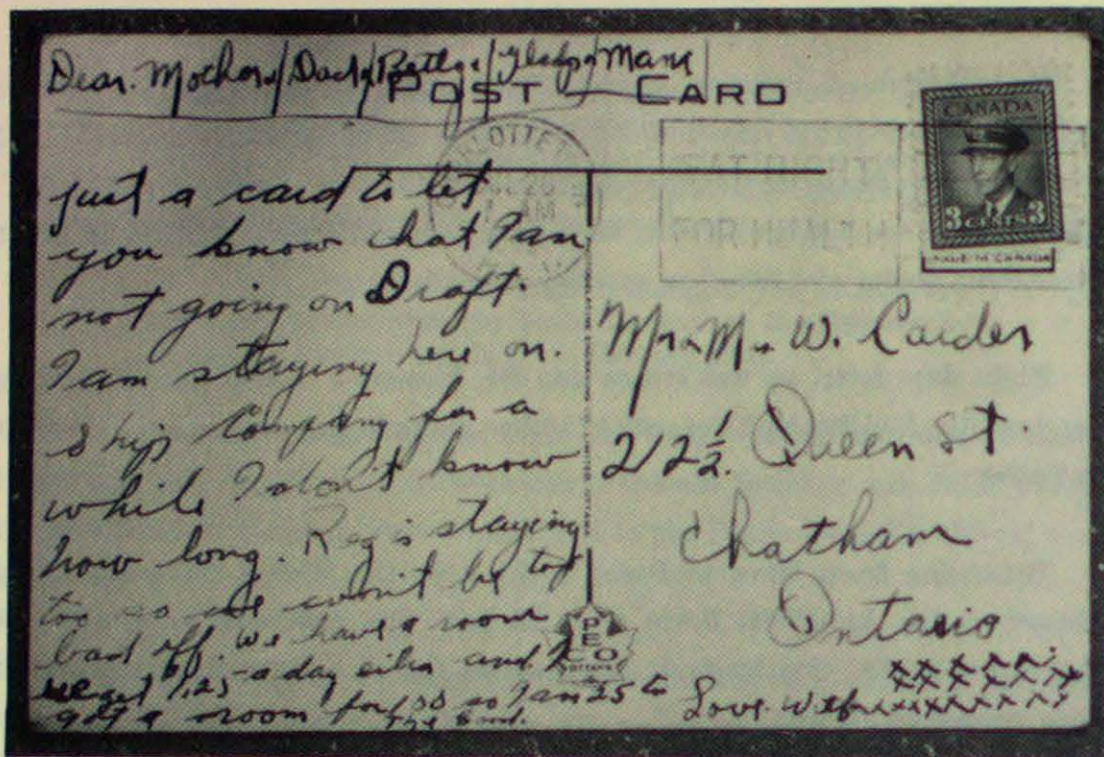


Photo courtesy of Betty (Carder) Rankin

Wilf Carder's postcard from P.E.I. to his family, July 26, 1943.

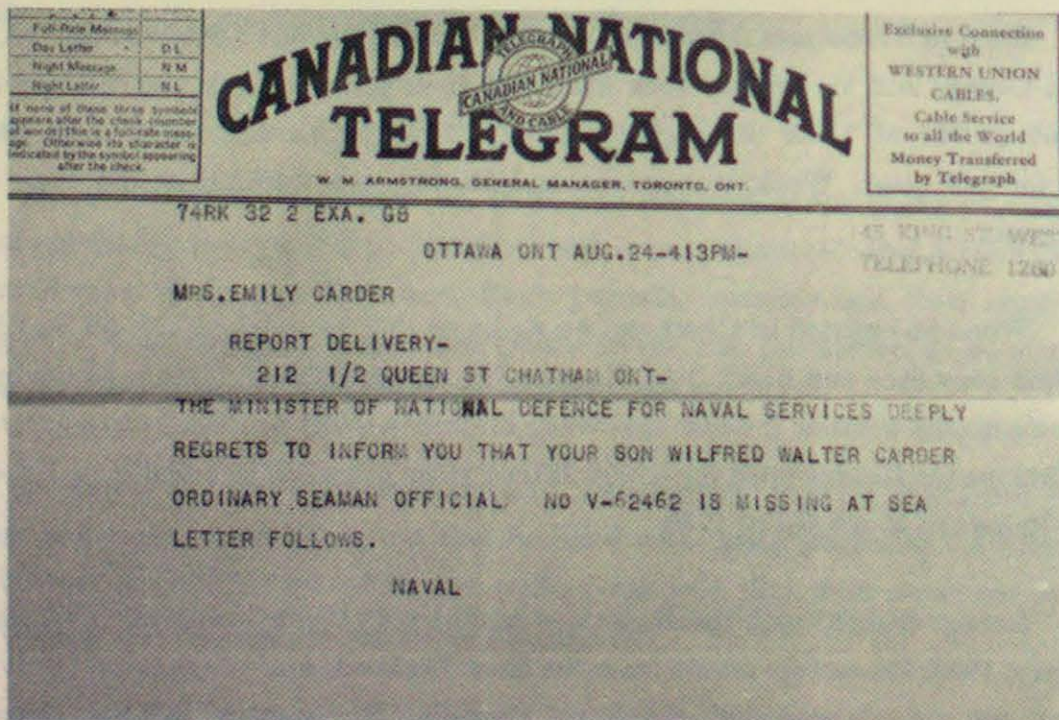


Photo courtesy of Betty (Carder) Rankin

Official condolences, such as this one, were delivered to 66,573 families across Canada during World War II.

His father, Private J.H. Towart, was a member of the staff at the Officers' Internment Camp at Bowmanville, while his mother and his fourteen-year-old brother, Jack, continued to wait at home for letters from their soldiers.

After the danger of a German invasion had passed, the Canadian troops in Britain were ideally located for an Allied invasion of NW Europe. The British troops, joined later by the Americans, fought the Italian and German troops in North Africa. The Canadian Army did not participate in Operation Torch except for about 500 individuals who served there with the British to gain experience. In May of 1943, the Axis forces had been driven out of North Africa. The tide of battle had begun to turn in favour of the Allies.

Before engaging Canadian troops in an invasion of France, Allied Command felt that those soldiers and air crew should have some battle experience. The Allies also wanted to pin down Italian and German forces in the Mediterranean area until a cross-Channel operation could be mounted. The U.S. Seventh Army, commanded by Lt. Gen. George Patton, and the British Eighth Army, under General Montgomery, invaded Sicily. One Canadian infantry division and one tank brigade were attached to the British Eighth Army.

George and his comrades knew that the "big show" must be close at hand. They had never seen such an accumulation of men and war *materiel*. There was no doubt about it, they were slated to head straight north. While stationed in North Africa, waiting for the convoy which would take them to the invasion beaches in Sicily, George celebrated his eighteenth birthday. He was probably the youngest Canadian soldier to see action in the coming battle for Sicily. The following week, he and his comrades were approaching Sicily and the greatest Canadian military involvement in this war since the defence of Hong Kong and the Dieppe Raid.

After a relatively easy landing at Pachino, fighting became severe on their front when German troops replaced the reluctant Italian ones. Stubborn resistance on part of the skillfully retreating Germans, caused heavy casualties among the Canadian battle inexperienced troops, but the Canadians persevered. Fighting their way up the centre of Sicily, they captured their objectives with tenacity and daring. Valguarnera, Leonforte, Assoro and Agira fell to Canadian troops as they advanced in the dusty heat of the Sicilian summer across the mountains towards the Strait of Messina.



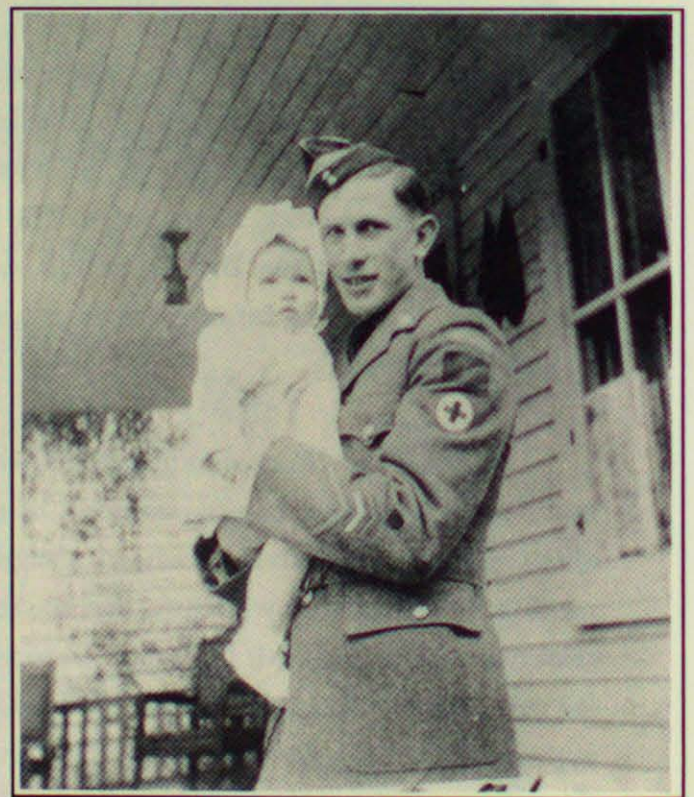
1. Photo courtesy of Charles Vasicek



2. Photo courtesy of PAC 141867



3. Photo courtesy of Jean (Anderson) Devos



4. Photo courtesy of Donna (Sedgman) Cofell



5. Photo courtesy of Jean (Anderson) Devos

1. A photograph in John Vasicek's log book explaining what happened to his brand-new plane.
2. Taking cover in a ruined house, Italy, October, 1943.
3. Rocky Anderson in England, 1940.
4. Fred Sedgman with his daughter, Donna Jean, in 1943.
5. Rocky Anderson in England at a Salvation Army tea-wagon.

Three weeks after celebrating his birthday, George was killed in action. His mother received a telegram giving few details:

....Regret deeply A49992 Private George Nelson Towart officially reported died 24th July 1943, cause of death not yet available. Further information follows when received

The bodies of 490 Canadians were gathered in one Cemetery near Agira; among them George Towart. Today Agira Canadian War Cemetery, which occupies the top of a low hill in the midst of the dry Sicilian landscape, is a green oasis in a bleached and barren land.

JOHN VASICEK, part II

Given the usual pre-embarkation leave, from October 31 to November 15, John took the opportunity to have a family portrait taken. Missing from the picture was his mom, who had passed away in 1941. After arriving in England in February of 1943, John received some specialized training (flying Miles Master, Spitfire, Hurricane, Fortress-B17F and Spitfire XI planes) and was posted with 682 Squadron RAF to Tunisia, North Africa. Here he became part of the Allied invasion against Mussolini's Italy.

The following account was published in the London Times, Sept. 10, 1943:

Sept. 9; Flying Officer John A. Vasicek, a Spitfire pilot, brought back the first eye witness report of landings in the Naples area from a dawn reconnaissance flight.... The whole area of approximately 1,000 square miles was swarming with an invasion fleet.....The ships varied in size from assault barges to warships...There was a calm sea with no whitecaps so that the straight line of the foam made by the assault flotillas showed very clearly against the blue of the sea as they moved to and from the shore.

Reconnaissance was a vital part of warfare. Loaded with high-powered cameras and lots of 125 exposure rolls of film, John was expected to swoop low over enemy held territory and photograph airports, troop movements and defensive installations. Not expected to engage his opponents in combat, he had to depend on his skill as a pilot and the speed of his plane to return the photographic evidence to headquarters as quickly



1. Photo courtesy of Victor Jewiss



2. Photo courtesy of Gladys (Jewiss) Clark



3. Photo courtesy of Victor Jewiss



4. Photo courtesy of Victor Jewiss

1. Ed Jewiss in his Boy Scout uniform.
2. Some of the badges Ed Jewiss received for excellence in sports.
3. Ed Jewiss camping in Leamington.
4. Victor (left) and Ed Jewiss in 1942.

as possible for immediate processing. Developed within thirty minutes, the photographs would be rushed to intelligence headquarters. Here they were evaluated by photo interpreters.

On September 16, 1943, returning from just such a photo reconnaissance mission, to La Marsa, Italy, John had an accident. Mechanical problems with air pressure lines caused loss of flaps and brakes and caused him severe problems while trying to land the plane. He did bring it down safely, but lost control on the run-way and his Spitfire Mark XI flipped upside down; John was not hurt, and he did deliver his valuable film canisters intact.

After joining 683 Squadron, his new base of operations was San Severo, Italy. On January 18, 1944, John took off at 8:30 a.m. from San Severo Landing Ground in his Supermarine Spitfire Mark XI and flew to Pomigliano Airfield, Naples, for photographic reconnaissance duties. He was successful. He was briefed at Pomigliano for his return sortie and was scheduled to return to San Severo at 3:05 p.m.

The final sighting of John reported that:

... his aircraft was observed at Crocella in a spiral dive. Pilot bailed out at 100 feet. Parachute did not open. Alive when found, but died before medical attention could be given. Cause not known; possibly pilot suffered lack of oxygen; plane burned.

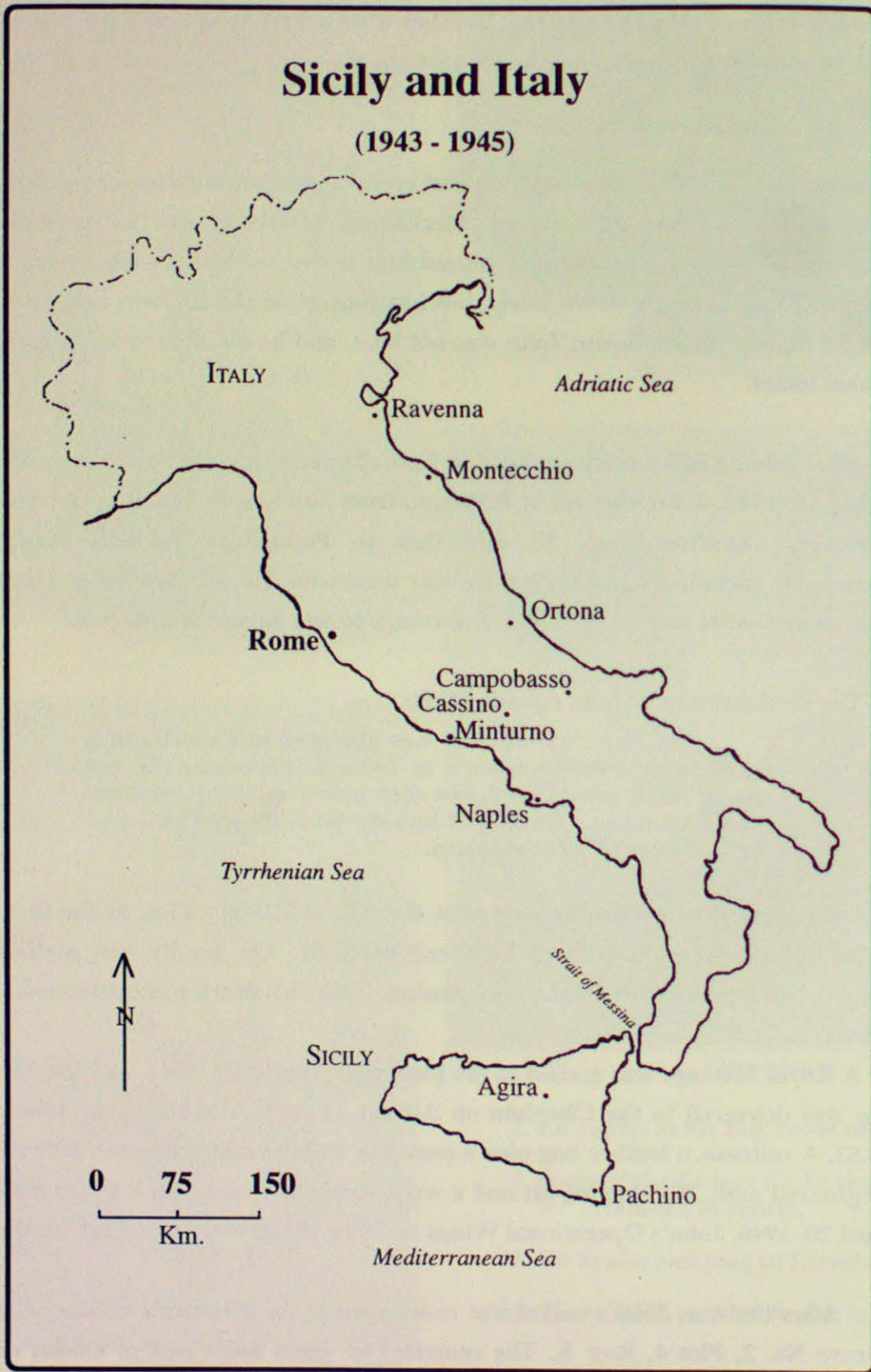
John Vasicek was initially buried at the Allied Military Plot, at the foot of the monument, near the seashore at Mondragone, Italy. The family was notified by a telephone call from C.P. that John was missing. Later, his death was confirmed.

A Royal Message was mailed to the family on August 29, 1944, and the Memorial Cross was delivered to the Chaplain on August 21, 1944. John's estate amounted to \$818.83. A suitcase, a leather bag plus a parcel of letters and documents were returned by registered mail. His shaving kit and a wrist watch also came back to the family. On August 20, 1946, John's Operational Wings and Certificate were mailed to his dad.

After the war, John's casket was re-interred in the Minturno Military Cemetery in Grave No. 2, Plot 4, Row K. The cemetery is eight miles east of Gaeta, north of Naples.

Sicily and Italy

(1943 - 1945)



EDMUND ALFRED JEWISS

Edmund Alfred Jewiss (or Eddie) was born in Chatham on August 7, 1921. He lived with his mother, Victoria, father, Alfred Henry, and brother, Victor, at 317 Queen Street on the third floor of the Canada Business College.

To walk to school he merely had to cross the street to be at Queen Mary's main entrance. He made quite a name for himself as an athlete. During the 1935, 1936, and 1937 Field Days, Eddie won victory ribbons by the fistful.

Later Eddie attended CVS for three years. Here he continued his winning ways. In 1939 he was selected goalie for the all star hockey team. In 1938 he was part of a bantam team which won the Ontario championship in 1938. At the 1938 and 1939 CVS Track and Field he continued to receive recognition for his wins.

After leaving high school, Eddie drove a truck for Merchant's Delivery for a year. With the fortunes of war favouring the Axis powers, there was pressure on young men to join Canada's fighting services. Eddie decided that the army was for him.

When he enlisted in London on January 5, 1942, Eddie was nineteen years old. The medical report of that time also showed:

height: 5' 4 1/2"	weight: 136 lbs
complexion: fair	eyes: blue
hair: fair	mole under right jaw; scar on right biceps

Eddie trained with the Essex Scottish in London, No. 1 District Depot in Windsor, No. 12 BTC in Chatham, and No. 10 ITC in Camp Borden. In May, 1942, he was at No. 25 BTC in Simcoe, Norfolk County. That same month, Simcoe's Basic Training Centre had an open house and Eddie was a tour guide.

One of the local girls that came to have a look at the military installation was Gladys Pauline Lloyd. She was impressed with this young soldier from Chatham. She was 17 years old and taking courses at a business college. Later, at the dances held at Simcoe High School they met again. Eddie was impressed with Gladys. They started seeing each other at every opportunity. The young couple particularly enjoyed the social get-togethers sponsored by the "Y." Even today, Gladys fondly recalled the sing-a-longs featured at these meetings.



1. Photo courtesy of Gladys (Jewiss) Clark



2. Photo courtesy of PAC 114482



3. Photo courtesy of Gladys (Jewiss) Clark



4. Photo courtesy of PAC 115151

1. Ed and Gladys Jewiss, 1942.
2. German sniper fire pins down Canadian troops in Campochiaccio, Italy, on October 23, 1943. One of the soldiers has been fatally wounded.
3. Ed and Gladys Jewiss exchange tender expressions of love. Life had to be tasted to the fullest; nobody knew what news the next day would bring.
4. Ortona, Italy, on January 7, 1944: these were the temporary graves for the battle dead.

Despite the misgivings of his parents, the young couple wanted to get married. Because Eddie had been transferred, he had to return from A 29, Camp Ipperwash, for their December wedding in Simcoe's Anglican Church .

From Ipperwash, it was easier for him to visit Gladys, who had moved in with one of Eddie's aunts. A mere three months later, on March 10, 1943, Eddie sailed from Halifax to put his training into practise. After a short orientation course in England, Eddie and his regiment, the Carleton and Yorks, were part of a convoy to North Africa. From here they would invade Sicily, and later, the Italian mainland.

In the meantime, Gladys left Chatham and returned to her parents' home in Simcoe. Letters from her husband in Italy indicated conditions were hot and dusty and the Germans were putting up increasingly strong resistance to the Canadian advance.

A daughter, Jesse Pauline, was born in Simcoe on July 20, 1943. Unfortunately, none of the pictures Gladys mailed Eddie reached him.

In Italy, Eddie met up with Bill again. At No.1 District Depot in Windsor, he had met Bill "Peanuts" Peacock who was also in the Essex-Scottish Regiment at that time. They had become very good friends. Then, Eddie was transferred to Carleton and York Regiment.

On the Italian mainland, the Canadian Army was not seriously opposed at first; only the bridges leading north, which had been systematically demolished by German rearguards, slowed the advance. The mountainous roads proved to be very difficult to traverse. Wheeled transport was almost impossible, and mules had to be resorted to. Stubborn German resistance increased the further north the Canadians progressed. As they approached Campobasso the conflict became bitter.

Ottawa, Ont. Oct. 21 -

43 6:26 p.m.
Mrs. Gladys P. Jewiss
Strathlynn Farms
Simcoe, Ont.

Regret deeply. A59173 Private Edmund Alfred Jewiss
officially reported killed in action Seventh October, 1943.
Further information follows when received.

Director of Records

Messages of condolences reached Gladys Jewiss and her baby daughter at Strathlynn Farms, Simcoe. Among them were the usual formal notes of sympathy from Buckingham Palace, the Canadian Chaplain Service, the Minister of National Defence, and the Premier of Ontario, George Drew. The most poignant messages came from the front line in Italy:

Dear Mrs. Jewiss,

Your husband was among those who made an attack on a strongly defended enemy position and although successful, a few, among whom was your husband, were killed. It may be of some consolation to you to know that your husband did not suffer, but died instantly. You can also be proud of the part he played, as he had advanced up a very steep mountain in rain, over heavy clay, and the objective had almost been reached. He lies in a pleasant orchard by the side of the road where he fell. With him are those of his comrades who died with him.

You have my deepest sympathy in your loss and my sincere prayer is that God may bless and keep you and yours.

Sincerely,
Major W. S. Sutherland
[padre of the Carleton and York Regiment]

Oct. 16/43
Italy

Dear Gladys,

... This is a very hard letter to write as I have never had cause to do so before.

No doubt by now you have heard from the war office about your husband. I wish to extend my heartfelt sympathy. ... There is a story connected with your husband which, I figure, should help ease the pain. It made me very proud when I heard it. There were some men trapped by Germans who wouldn't let them out, and they asked for volunteers to go and rescue the lads, and your husband volunteered without hesitation. The Colonel ... said it was very noble of your husband, and he says it will always be remembered by the battalion. ...

Well Gladys, I have Eddie's ring. It was his wish that it be sent to either his mother or you. So I have it in my mind to send it to you, but will hold onto it until I hear from you. .. send me a picture of you and the young one. I will be very proud to have it in my possession. ...So long for now. Keep the old chin up honey, and God bless and keep the both of you.

Loads of Love,
Your Pal,
Bill
"Peanuts"

Private Edmund Jewiss' temporary grave was in the yard of a house by the side of the road just outside the town of Campobasso. Later, he was re-interred in the Moro River Canadian War Cemetery near Ortona. Within the cemetery, long white pergolas draped with wisteria and covered with vines dominate the view. Small flowering shrubs in a profusion of colour grow along the rows of headstones. Several ancient olive trees near the entrance give a sense of timelessness. The whole cemetery is enclosed by a clipped hedge of pyracantha; several clumps of tall poplars add height. The white of the stone work, the soft green of close-cropped lawns, the sparkling serenity of the Adriatic and the bright Italian sky all combine to produce an impression of quiet and repose.

THE TIDE IS TURNING

After the fall of Sicily, General McNaughton requested that all Canadian troops be united for the coming invasion of NW Europe. Prime Minister King relished the favourable response the Canadian public gave to our troops' success in Italy. That was the reason why General McNaughton's request was overruled, and Canadian troops were committed to the Italian mainland campaign.

Benito Mussolini had been deposed by his own people. The *Wehrmacht* had rushed masses of troops through the Alpine passes to ensure that Italy remained a German satellite. The new Italian government surrendered on September 8, and agreed to join the Allies. However, by this time the Germans had an iron grip on northern and central Italy.

Italy was a country whose terrain favoured the Germans. The long, narrow, mountainous peninsula had many deep river valleys and a poor road system. Thus, Field Marshal Albert Kesselring needed fewer troops to conduct defensive operations than the Allies needed to advance.

By the autumn of 1943, with the Italian campaign in progress and armies growing in England for the cross-Channel assault against Hitler's *Festung Europa*, the initiative had at last passed to the Allies. It had taken four years of struggle and sacrifice to achieve this and still no early end was in sight. But the countries which had found themselves tragically unprepared for a war were increasingly confident about the ultimate outcome.



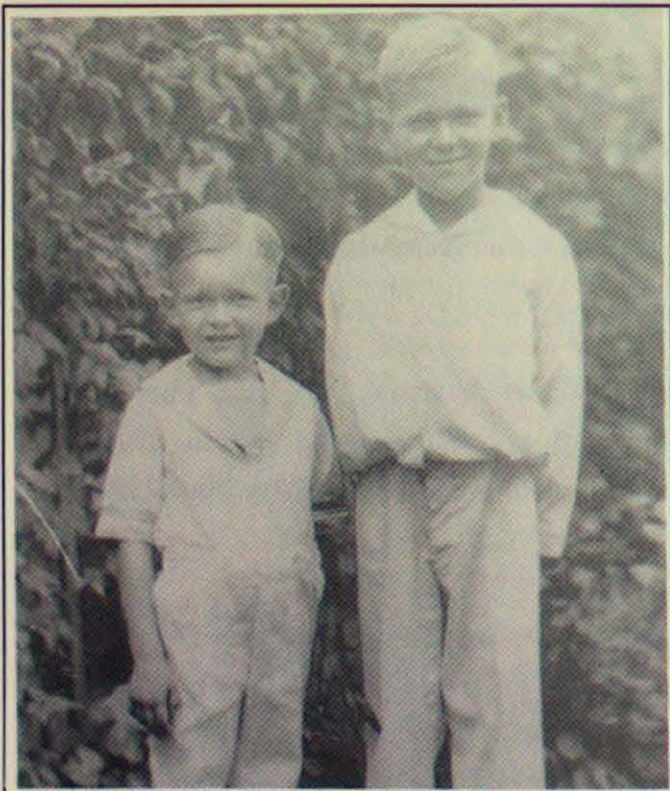
1. Photo courtesy of Glen Ankcorn



2. Photo courtesy of Glen Ankcorn



4. Photo courtesy of Maurice Carter



3. Photo courtesy of Glen Ankcorn

- 1. Wayne Ankcorn in Owen Sound, 1924.
- 2. Wayne Ankcorn and his mother and father, 1942.
- 3. Glen (L) and Wayne Ankcorn in Chatham, 1931.
- 4. Fred Laurie (row 2, 5th from right) and his graduating class at the Brockville OTC in 1943. Several future CANLOAN volunteers are part of this group.

WAYNE ANCKORN

Wayne Anckorn was born in Owen Sound on July 10, 1923. His parents, Minerva Miller Anckorn, and Samuel Lorne Anckorn, brought Wayne and his brother, Glen, to Chatham in 1929. They lived at 22 Hyslop Street. His father was a barber with his own shop at St. George and Park Streets, next to the drug store.

Wayne attended Queen Mary and, later, Central School. He then took classes at CVS for two years. The allowance for the boys at that time was 25¢ each per week. Glen remembered visiting the Grenada Theatre on King Street [1935-36]. It cost 5¢ to get in, but many kids could not afford it. To raise money, they picked left-over tomatoes that had not been harvested and sold them to neighbours for 15 or 20¢ a bushel. Kids also used to buy Turret Cigarettes [5 to a package, for 5 to 8 cents] which they smoked behind the billboard by the railway tracks next to Sterling Park. In winter, McGregor's Creek was perfect for skating. At the arena on William Street they would have to pay for the privilege.

Wayne had a bicycle and used it to deliver meat for Lendon's Butcher Shop, also located at the corner of St. George and Park Streets. On Sundays, the family attended William Street Baptist Church. Wayne was a Boy Scout. They had their meetings in the basement of First Presbyterian Church. Wayne also played baseball. Well-known as a baseball pitcher, he played with CYO midget and junior baseball teams.

Glen considered Wayne to be an extrovert; a "happy-go-lucky kind of guy." At the age of seventeen, Wayne decided not to return to CVS. Instead, he took apprenticeship training [10 months] as a machinist at International Harvester on Grand Avenue.

However, the lure of joining the military was too strong to resist. Wayne travelled to London where he presented himself to the Canadian Army. His medical report of February 2, 1942 described him:

Age: 18 1/2 years
Height: 5' 10 3/4" ; weight: 152 lbs
Complexion: fair
Eyes: hazel ; hair: fair

Passed with flying colours! He enlisted with the Royal Canadian Regiment and was later transferred to the Essex Scottish Regiment. He did well in his training in London, Kitchener, and Camp Borden.

Given the choice of attending an N.C.O. school or going overseas, Wayne preferred to see action overseas to more classes in Canada. He left Halifax on June 14, 1942, and arrived in Britain eleven days later. Part of his training involved learning commando combat skills.

Attached to the British Eighth Army, Wayne arrived in Italy in the spring of 1944. Wayne did so well in fighting the enemy and keeping a clear head in the chaos of battle that his exploits became part of the dispatches that were filed with headquarters. His specialty was sharp shooting. As a sniper he was valued by his comrades; in fact, Wayne was considered the best shot in his platoon.

During the winter of 1943 - 1944, the Germans had been able to frustrate the Allied plans to capture Rome. Well protected by the Hitler Line, the Germans were awaiting the frontal attack of the British Eighth Army. The 1st Canadian Corps was ordered to break the German line. In the hazy light of May 23, for the first time in this war, a Canadian corps moved forward to attack. Despite a tremendous barrage by over 800 guns, bitter and sustained fighting, in tall grain, followed. The battlefield was littered with blazing tanks. The stubborn defenders of the Hitler Line fought fanatically to prevent further advances, but by evening the defences had been breached and the 5th Armoured Division swept through the gap in pouring rain. The way to Rome lay open.

On that morning of May 23, about 200 yards from the Hitler Line, Wayne and two others with him were advancing through the field towards the enemy. They came under heavy mortar attack, and suffered a direct hit. They died instantly.

The family at home received the standard telegram of condolence. Another letter advised them that parcels mailed from home and addressed to Wayne had been divided among his former comrades, a common practice.

Today Lorne Wayne Ankcorn lies buried along with 854 other Canadians in Cassino War Cemetery, the largest Second World War cemetery in Italy. Overlooked

by the great bulk of Monte Cassino, with the rebuilt abbey crowning the summit, the focus of the cemetery's design is on the great slabs of green marble which rise fifteen feet high on either side of a reflecting pool and its formal gardens. Tall pines and acacias have been planted throughout the area and the green turf between the rows of headstones frames masses of spring-flowering plants.

ROCKY ANDERSON, part II

In August 1943, Rocky was part of the 4th Reconnaissance Regiment sent to North Africa to gain battle experience in preparation for the invasions of Italy and NW Europe. He participated in the invasion of Sicily and fought his way north on the Italian mainland. During this bitter fight against tough German troops, Rocky was wounded, but soon rejoined the fight. Attached to the British Army, Rocky's unit continued to participate in the drive north to Rome. They entered Rome at the same time that their buddies were hitting the beaches of Normandy. Of course that northern "big show" received all the publicity and the "D-Day Dodgers" continued to slug it out with the Germans, but not with the blizzard of news that marked the progress of the Canadian armies in France.

On September 1, of the following year, the regiment was ambushed by the Germans. Of their small platoon only six men survived. Lance Sergeant Robert Anderson died from a gun shot wound in the abdomen. Among Rocky's personal effects were a number of family photographs as well as "one pair of baby's booties."

Arrangements were made by Rocky's family to bring Eileen and her ten-month-old son Robert to Canada. Eileen was one of 48,000 war brides, mostly from the UK, who were given free ship and rail transportation to Canada by 1946.

On October 26, 1944, Eileen was able to see her mother-in-law and Rocky's sisters for the first time. Rocky's mother felt great empathy for Eileen's situation. After all, she too had been a war bride. The difference was that she had been able to come with her husband to Canada after the Great War.

As can be imagined, young Robert was certainly the centre of attention. Eileen was glad to be in Chatham because the Atlantic crossing had been quite stormy. She said it was "simply terrific" to see the bright lights of Montreal after the "blackouts

and dim outs" of her native London. She was eager to go shopping because there were available to Canadians many items which she had not seen in England for several years. Apparently, the clothing rationing in England had reduced her wardrobe to "just necessities."

Today, Lance Sergeant Robert Anderson lies buried in Montecchio Commonwealth War Cemetery. It is hard to grow trees here, the soil is poor and the winter kills off young saplings. Blooming among the headstones are barberry, spiraea, acacia and carnations.

BILL DeHaw, part II

Bill had left Canada on February 16, 1944. He participated in the U.K. in Exercise Dark on March 23, 1944. Fully trained as a Bren gunner, Bill landed in Italy on April 9 to re-enforce the troops that had been fighting the Germans in Italy since their invasion of the Italian mainland that previous September. Bill was attached to the Royal Canadian Regiment. His pay was \$1.30 - \$1.50 per day. He let his family know that he was doing fine and also mailed them some souvenirs: wooden shoes and some Italian coins.

Heavy fighting caused many casualties. Formidable German defences at Anzio and Monte Cassino had to be overcome, but Rome fell to the Allies on June 4, 1944, two days before D-Day, the invasion of Normandy. Writing to his parents on November 28, Bill mentioned that he had been in Rome on a seven day leave.

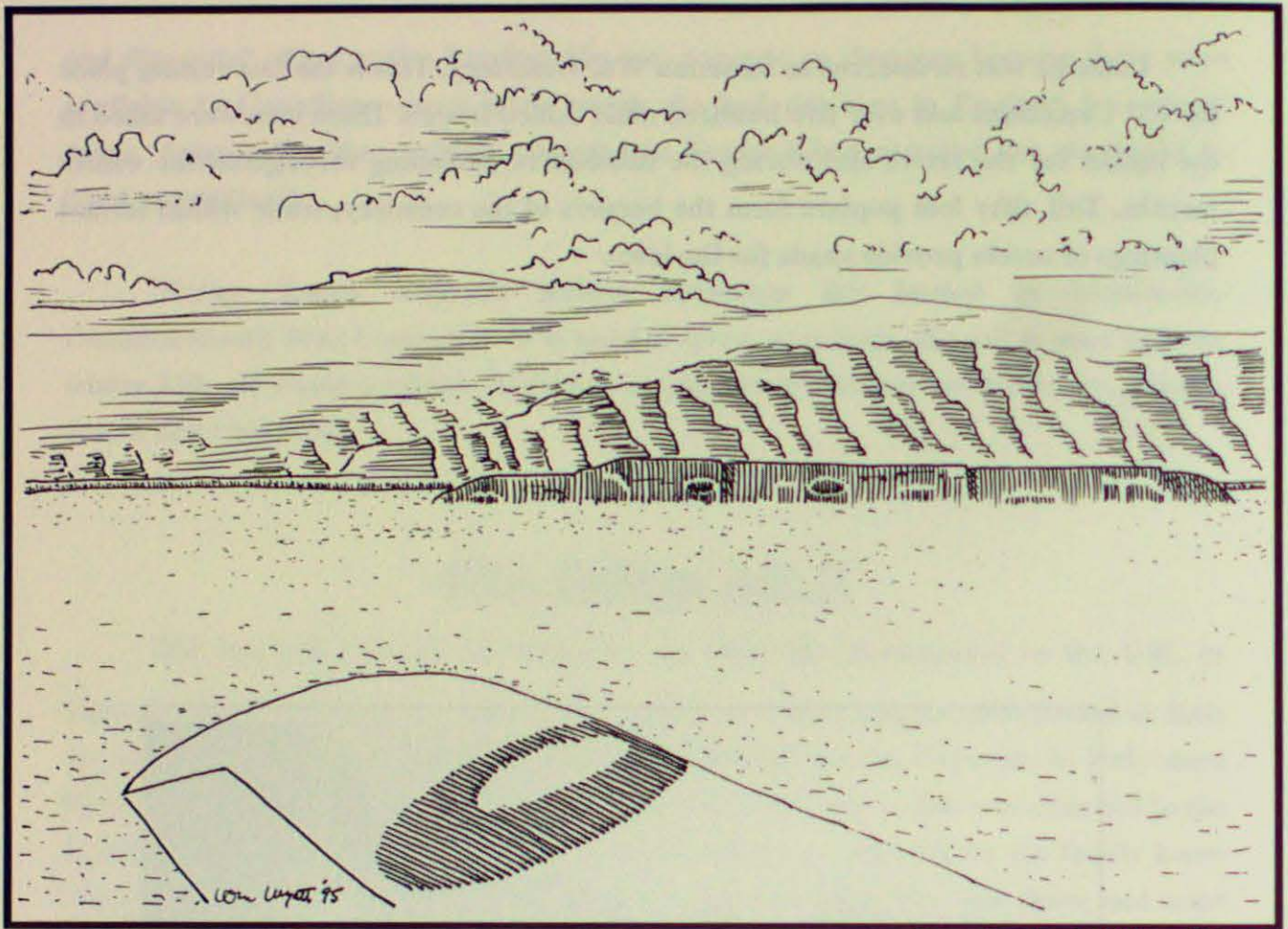
Their orders were to continue fighting their way north toward the Po Valley and the Alps. Bill was with the "A" Company of the RCR, a few hundred metres from the small Italian village of Bagnacavello, when he was shot by a German machine gunner on December 12. Severe wounds to the abdomen destroyed his liver and spleen. Immediately evacuated to the hospital, he was operated on and given blood as well as plasma. Despite all this medical attention, Private William DeHaw died the following day at 11:15 a.m. in the field hospital at Bagalloval at the age of 20. He was buried with full military honours the next day in the soldiers' field behind the municipal hospital in Russi.

Later he was re-interred in Ravenna War Cemetery. This is the last resting place for 438 Canadians and over five hundred other Allied troops. These men were killed in the battles for the rivers and during the subsequent patrolling throughout the winter months. Tall, fifty foot poplars form the borders of the cemetery, while within formal plantings of acacia provide shade for the lawn.



author's collection

In the foothills of the scenic Bavarian Alps is located Dürnbach Commonwealth War Cemetery. Toni Stanojevic (above) is reading the inscription on Clarence Smyth's headstone, "Beloved and unafraid, He gave his all that we might live."



Drawing by William Wyatt

Aerial reconnaissance in the Mediterranean

“Sept. 9; Flying Officer John A. Vasicek, a Spitfire pilot, brought back the first eye witness report of landings in the Naples area from a dawn reconnaissance flight.”

London Times; September 10, 1943

7

The War Years at Home



“ Toward a better world ”

**from Sergeant James Roy Ruthven's headstone
Berlin (1939 - 1945) War Cemetery, Germany**

CHAPTER 7: THE WAR YEARS AT HOME

Snippets of daily life in war time Chatham; Red Cross work; salvage drives; rationing; shortage of gasoline; Fireman's Overseas' Cigarette Fund; high schools delay start of the new school year; No. 10 Internment Camp; Raymond Newington faces Kurt Meyer's Hitler Youth; Jack St.Dennis visits Scotland.

Every Canadian was actively involved in all aspects of the war. At home, at work and at school, the federal government urged citizens to support the war effort no matter what their age, gender or occupation.

In the early 1940s, Chatham had a population of almost 20,000 and everyone was expected to co-operate. Students were encouraged to join the Farm Club at school. Here, they organized themselves to help out on the land on Saturdays. Usually they worked in the morning for farmers during the school week. Concerns about the impact of missing school were laid to rest when a survey ascertained that there was hardly any difference in the performance of the students who took the time off compared with those who devoted all their mornings to their studies.

Since the number of men and officers at Basic Training Centre, No. 12 had increased to 1,500, there was quite a demand for young ladies to attend dances. Each woman attending had to be "sponsored" by a woman's organization of the city or district. A letter of reference had to be presented to the special dance committee which would then issue the necessary credentials for dance admission.

Hostility towards the enemy extended to plants. The Japanese Barberry hedge - planted in 1923 - at the Dresden war memorial was replaced in 1942 with a new hedge of English privet.

The Emergency Shelter Regulations warned the population in December of 1944 against moving to crowded areas. Citizens were advised that in order to move to Victoria, Vancouver, New Westminster, Hamilton, Toronto, Ottawa or Hull a permit had to be obtained.

One of the benefits enjoyed by the wartime munition plant workers was the music. Workers placed their musical requests in suggestion boxes. The most popular titles would be purchased and played at specified times of the day. The music consisted of a variety of well-known songs.

In large display ads, the Department of Munitions and Supply gave citizens precise instructions on using their coal furnaces. Step-by-step reminders told citizens how to adjust their hot air or hot water furnaces to get the most heat for the least fuel. In fact, following these instructions would "save one shovelful (of coal) in five."

In 1943, the Labour Minister announced that any male between the ages of 16 - 41 could not be employed in certain jobs without permission of the national selection service. Apparently this was the seventh order of its kind. Jobs off limits to the above males included insurance, credit (employees of chartered banks were not affected), investment and trust companies, real estate, travel agencies, hotels (some exemptions), and jobs in the millinery business and in the manufacture of academic caps and gowns.

Since Chatham had no public transportation, the taxi service was essential to many people. In 1942 and in 1944, the news had not been good. In 1942, taxis were restricted to about 2 000 miles of travel monthly -about half of their normal service. In 1944, due to a shortage of gasoline, there was no service between midnight and 7:00 a.m. In addition, no taxis were available on Sundays, not even to transport people to and from the train station.

The IODE complained to city council that push-cart operators, express wagons and bicycles, and gunny sack collectors were removing salvage meant for collection by the IODE truck. Even young children could be seen collecting salvage after 9 o'clock at night. It was alleged that this would put them on the path to juvenile delinquency. The proceeds from the sale of the salvage were to be used for war relief work in the city. All men and women enlisting from Chatham and district had received enlistment boxes, the cost of which was partially funded from the salvage proceeds. Citizens were also urged to save every possible piece of paper. It was needed to manufacture war supplies, such as ammunition, medical supplies, food carrying utensils, plastics for helmets and airplane parts, paper parachutes, insulation for huts, bases for camouflage, maps and temporary water pipes.

Another organization in the city which tried to aid the war effort by boosting the morale of the men in the armed forces was the firefighters' former Toy Fund. The programme for one of their main fund raisers, the annual Field Day, includes a short history of their efforts:

The Firemen's Overseas' Cigarette Fund was organized in December, 1940, and the first shipment of smokes was despatched in time to reach the soldiers for Christmas of that year. Previous to that the firemen had carried on the Toy Fund, which provided many needy children of the city with a happy Christmas, but in view of the fact that the need of comfort for our men overseas was greater, it was decided that for the duration all efforts would be in that direction.

The first shipment consisted of 58 parcels of cigarettes, which was the number of Chatham men serving overseas at that time. The list of names has steadily increased until at the present time there are over 1,000 names in the files. Since 1940 every Chatham soldier overseas has been sent a carton of 300 cigarettes every three months without fail.

Needless to say this would have been impossible without the generous support given the Fund by the public, both by attending the Field Day activity, and by voluntary subscription.

To date, the fund has provided approximately two and a half million cigarettes for our men on every fighting front. They have been sent to England, to France, Italy, India, Ceylon [Sri Lanka], Australia, Egypt, South West Pacific, and many more.

Also, on each shipment overseas, provision was made for our men in enemy prisoner of war camps, they each receive 1,000 cigarettes every three months.

Rationing was the most effective means of reducing hoarding, preventing speculation, ensuring that everybody received an adequate amount of food and allowing the federal government to export the maximum quantity of foodstuffs to Britain. Books of coupons were issued to registered families and individuals. To purchase a given quantity of goods, the proper coupon and money had to be produced in the store. Regular warnings were given to retailers against accepting loose coupons.

A detailed report from R.S. Reynolds, manager of the Chatham Hydro Electric Company, revealed that complete arrangements have been made for the cutback of at least half the city street lights. "The new 'partial blackout' is expected to bring home

the reality of war to many residents of the city." The present Chatham Hydro head office on Queen Street was named after Mr. Reynolds.

Under the headline, "Students Score Success with Victory program", it was reported that female students from CCI and CVS presented a Victory Loan musical programme to a packed house at the Capitol Theatre. Dressed in white, a choir of 75 provided fine music and "lent a very colorful effect to other artists."

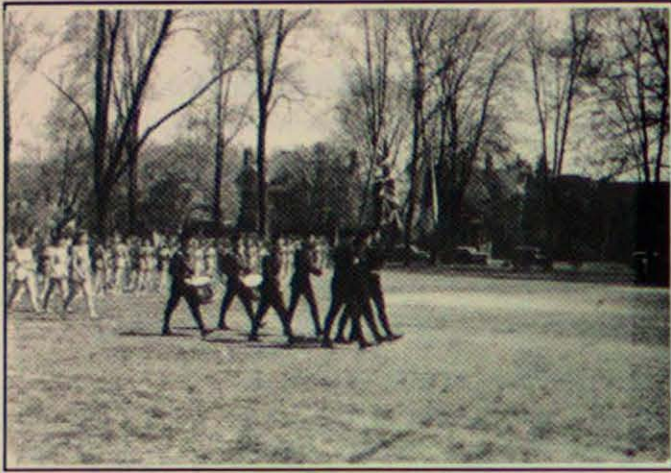
The article waxes enthusiastically about the appropriateness of all aspects of the performance. The "finale brought the flags of four great peoples together. With the singing of *When the lights go on again* four flag bearers entered the theatre from the lobby and slowly walked to the stage bearing the standards of the United States, Russia, Great Britain and Canada." The flag bearers were Jane Buckland, Mary Douglas, Sophie Choma and Marilyn Hodges. Other songs included *I threw a kiss in the ocean* and *Let's carve a V on every maple tree*.

Harry Collins asked the Chatham Board of Trade for help, since the restrictions on the use of gasoline and auto tires was going to affect rural students of CCI and CVS. These students might have had to drop out of school unless arrangements could be made to board them in the city. To pay city dwellers for room and board, these students could look after the coal furnace and give other assistance around the house.

On July 29, 1942 the Wartime Prices and Trade Board decreed that nail polish shades would be reduced from as many as 23 to six, lipstick shades from 16 to four, and only four shades of rouge and face powders. Perfumes, colognes, toilet water, talcum powders and bath dusting powders were limited to four odours. Hand and face lotions, hair dressings, oils and tonics were restricted to three types.

In 1942, the high schools of Ontario did not re-open until September 21. The extra time permitted the students to help harvest the crops. About 20,000 students worked on the land, many of them as members of the Ontario Farm Service Camps.

With war time transportation restrictions in place, schools such as CVS could no longer compete against other schools. Sports were primarily intra-mural until the end of the war. In 1942 the Chatham Board of Education purchased benches and skipping ropes for the girls' PE classes. The *Vocational Review* reported that, "The



1. Photo courtesy of Eleanor Vince



2. Photo courtesy of Eleanor Vince



3. Photo courtesy of Eleanor Vince



4. Photo courtesy of Eleanor Vince



5. Photo courtesy of Beulah (St.Dennis) Faubert

1. CVS had an annual Cadet Inspection, of the boys, and a Physical Culture demonstration, by the girls. Held in Tecumseh Park, we see the CVS Colour Guard leading the parade. By 1960 cadet participation became optional for grade 12 students.

2. CVS Cadet officers: Ray Newington is in the centre.

3. The female students from CVS demonstrate a co-ordinated exercise routine as part of the inspection day activities.

4. The CVS Cadet Corps marches past.

5. Jack St.Dennis' platoon drilling at No. 12 BTC.

pupils were grateful for these new contributions which helped so much in giving variety to the routine work."

There was one notable exception to the cancellation of inter-school athletics. The CVS soccer team played one game in October against Cranbrook from Bloomfield Hills, Michigan. The game was closely contested with CVS winning 2 to 1. Charlie Gibson scored two goals for CVS in the first period. Cranbrook scored their goal in the third period and had the ball in the CVS area for most of fourth period, but they could not score.

After the game, both teams had dinner in the ball room of the William Pitt Hotel. Harry Collins and Vern Kellett, the Cranbrook coach, spoke briefly after the meal. Also attending the meal, were Charles Emery and Joe Carpenter, coach. Among the players assembled that evening were Jack Male - left full back, Harold Kemp - centre half, Bert Simmons - right half, John Whittington - left half, and Ray Newington - right outside.

In lieu of sports, most of the time was taken up by the Defence Course. The students now spend an hour on Tuesdays and Thursdays after 4 p.m. drilling, knots and lashing, signalling, map reading, navigation and shooting.

For the citizens of Chatham and Kent County, the reality of war was as close as the nearest POW camp. The federal government had established camps for prisoners in areas where it would be difficult for the inmates to escape easily. One such camp was No. 10 Internment Camp, located on the English Farm just north of Hwy. #401. The camp was established in May of 1944, with 332 prisoners, mostly merchant seamen. U-boat crew made up the remainder. Because this was a tent only camp, the prisoners were transferred to other facilities for the winter. In 1945, the camp re-opened and it was German soldiers who occupied the tents. After 1946, Canadians of Japanese descent were interned there.

According to Jim Purdy, the local POWs came into the city regularly and picked up supplies for the camp. The guards performed their duty in a perfunctory fashion and the prisoners responded in kind. Except for the odd escape attempt, there was never any other trouble from these prisoners; in fact, Jim remembered having quite a few conversations with the POWs. Their officer was particularly impressed by the

quality of the local soil and corn. The July 29, 1944, issue of the *Chatham Daily News* carried the following item accompanied by two mug shots taken at POW Camp Petawawa in August, 1943:

GERMAN ESCAPEES ARE SOUGHT

Husky Friedrich Poprick is 24, 5 ft. 9. 160 pounds with light brown hair, hazel eyes and ruddy complexion. He is plenty scarred - left cheek, left eye, left hand and left forefinger - and has a bone lump back of the right ear.

Helmut Hack is 29, tall and thin. 5 ft. 10, weight 132, with brown hair and eyes. His scars are on the left eyebrow and left hand with a long scar on the right leg.

These men are missing from the German prisoner-of-war camp in Harwich.

A great part of the CVS war effort concentrated on the shop areas. Charles A. Emery, woodwork and building construction teacher, was appointed Director of War Emergency Classes. The school shops were open on a twenty-four hour basis. Civilians and enlisted men were instructed 40 hours per week over a ten day period. To assist the new instructors, regular day staff remained behind after 4 p.m. to help design courses and give practical advice to the rookies.

During *Blitzkrieg* Week all the schools paraded to show that Chatham would go "over the top" in sales of War Savings Stamps. One unique method was demonstrated by two CVS students. A very life-like Adolf Hitler [Reynold Passien] with a tiny mustache, hair in his eyes and a swastika on his arm walked along in chains guarded by Bob Stewart.

RAYMOND NEWINGTON

Born in London, England to Doris and Arthur Newington, Ray and his parents came to Canada in 1926. The family lived at 164 King Street East.

Ray attended Central and Queen Mary Schools, and was always popular with his friends. At CVS, he did quite well. After four years training in motor mechanics, his report card showed excellent marks. His military interviewer in 1943 was certainly impressed.

At high school Ray was always involved in one activity or other. Don Hoskins

was also a good friend of his. He enjoyed swimming and gymnastics, and had the satisfaction of being on the school's WOSSA championship soccer team.

He was an active member of the Kiwanis Club, served as assistant gymnasium instructor and was involved with the Anglican Young People's Association. By all accounts, he also liked to dance, particularly since he had a steady girl.

At CVS he also dabbled in drama. He wrote and produced a small skit that was well received by the audience. One of the focal points of his extra curricular activities at CVS was the Cadet corps where he served for four years. He was the second in command in 1942 and was also platoon commander for two years.

His dad probably had a great influence on him. Arthur Newington was a veteran of the Great War. When Canada entered World War II, Arthur served three and one half years as an instructor at No. 12 BTC and later was attached to No. 1 District Depot in Windsor.

After graduating from CVS, Ray made sure that he had his driver's qualifications. An ordinary licence would not do; he had to have a chauffeur's licence. Hired on at the Chatham Fabric Specialty Manufacturing Company, he worked for two months as an upholstery helper.

As soon as he turned eighteen, Ray joined the 2nd Kent Regiment for his National Resources Mobilization Act (NRMA) duty. He just couldn't wait until he was able to join the regular forces. He enlisted on August 11, and was a typical war time teenager. Ray weighed in at 132 lbs and stood 5' 7 1/2 " tall. His hair was described as fair and his eyes were brown. The only obvious distinguishing mark was a burn scar on his right shoulder.

Without exception, all the reports from his superiors attest to the fact that he was a keen soldier, one of the best in the platoon and of NCO calibre. He was rushed through training as a driver and a driver mechanic. After a short qualifying course at Ipperwash in April, he left for the U.K. on the last day of April in 1944.

He was processed as quickly as possible, and rushed to Normandy where he landed on June 12. It had only been six days since D-Day. The Allied advance had met

very heavy resistance from some of Germany's most fanatical soldiers. There were about 20,000 soldiers in the German 12th SS. By the time the Canadians reached Falaise, there were only about 500 SS left. These troops had to be ferreted out in savage house-to-house fighting, reminiscent of the battle for Ortona.

The Canadians on the front line faced Kurt Meyer's Hitler Youth who sought glory in dying for their *Führer*. For both Canadians and Germans, this was a war fought by teenagers. Most soldiers were under the age of twenty-five. On August 12, the Essex Scottish were ordered to attack an enemy strong point near Moulene (in the Caen-Falaise area). Severely wounded in the abdomen and chest by machine gun fire, Ray was dragged to safety by his comrades. After a quick application of first-aid dressings, he was rushed to the field hospital. Despite all medical efforts, nineteen-year-old Raymond Newington died that same day.

Letters of condolences were received by the Newington family. One letter was signed by his commanding officer, fellow Chathamite, Major T. E. (Si) Steele. Ray is buried at Beny-sur-Mer along with William Garner, William Reeve and Jimmy Rhodes.

JACK ST.DENNIS

Jack was born in Chatham on May 30, 1924 to Georgina and Gilbert St.Dennis. One of Jack's best memories of Central School involved his teacher, Ivan Nurse, and his casual adherence to school dismissal. In today's rigid, bureaucratic, memo-driven, do-it-by-the-book school system, such a practice would be anathema to the supervisory staff. Rigid adherence to the bell is considered a pre-requisite for today's classroom teachers. In 1996, Ivan Nurse would have been called "up on the carpet." If his pupils completed their assignments well, Mr. Nurse would allow them to go home at 3:30 - half an hour early. Jack sure loved that extra freedom.

An incident that did not leave a favourable impression on Jack was a small stick - the one that hit him in the eye. His vision became cloudy, and the writing on the blackboard was blurry. For nine year old Jack, that was a catastrophe. Virtually all the lessons involved copying notes off the blackboard. Unfortunately, when the eye did heal, he was left with a defective left eye - 20/200.

Jack's father, Gilbert William St.Dennis, nicknamed "Jack," was an electrician at the Chatco Steel Plant at the corner of Inshes and Richmond. He had also worked at one time in the McDonnell furniture store on King Street.

When the family lived at 124 Lacroix Street, Jack liked to sleep on the front porch when it became uncomfortably hot for sleeping inside the house. Mrs. St.Dennis did not like Jack to sleep outside because she was apprehensive that her son and Keith Lenover (who lived across the street) might sneak off and go swimming in the Thames River, behind the C and D Sugar property.

Art Spurgeon was Jack's friend, and both attended Central School. When Jack was a member of the Boy Scouts, he attended a jamboree at Rondeau Park.

Jack had a paper route and used his bicycle to deliver the newspapers after school. One day, his sister, Beulah, borrowed his bicycle to visit her girlfriend, Vivian Dodman, who lived downtown. Leaning the bike against the house, Beulah and Vivian went inside to play. When Beulah came out to ride home, she discovered that the bike had been stolen. She knew that Jack would not be pleased!

On Sundays, Mr. St.Dennis and his family walked from 123 Raleigh Street to St. Andrew's Church on William Street. Before 1925, it had been a Presbyterian church.

Still vivid pictures in Beulah's memory, are the trips to Detroit and that special destination, Niagara Falls. Her parents had friends in Detroit and a weekend visit to see them was sometimes combined with a stop at the Detroit Zoo or Greenfield Village. The Vernor Bottling plant in Detroit was always on their itinerary. The whole family looked forward to a float from Vernor's. That scoop of ice cream floating in a glass of ginger ale was just too delicious to describe.

Getting to and coming back from Detroit, Mr. St.Dennis always used the car ferry to cross the Detroit River. Coming through Canadian customs on the way back was easy, even though they had bought some groceries. "There was not a lot of money around," and the amount of groceries was too small for the customs officer to bother about.

His dad encouraged Jack to excel in whatever he chose to do, and what Jack



1. Photo courtesy of Beulah (St.Dennis) Faubert



2. Photo courtesy of Beulah (St.Dennis) Faubert



4. Photo courtesy of PAC 117887



3. Photo courtesy of Beulah (St.Dennis) Faubert

1. Jack St.Dennis (L) on a visit home, 1942.

2. Hospital Orderlies course at Petawawa Military Hospital, March 14, 1944. Jack is in the top row, second from the right.

3. Jackie (Jack) St.Dennis and his mother, Georgina.

4. Small arms instruction for Boy Scouts, June 28, 1941.

liked to do best was to play sports. Considered by his chums to be a good player, he enjoyed softball and basketball. One major disadvantage of playing soccer in the 1930's was the lack of properly groomed fields. One can imagine the results whenever Jack and his friends played on the only field available to them - a gravel parking lot.

In his one year at CVS, Jack took electrical and automotive courses as well as machine shop and drafting. He was a versatile athlete, good at swimming, baseball and football.

He would try to supplement the family income by running to the CDN offices and purchasing copies of that day's paper for two cents. As fast as he could, he would make his way to one of the most desirable spots on King Street and hawk them for three cents.

Whenever he had the means for a special treat, Jack would patronize the White Palace, located opposite the Capitol Theatre, and enjoy an ice-cold Coke and listen to the latest tunes on the jukebox. Some of the titles included "Chiquita Banana", "La Conga", "Falling in Love with Love", "Jeepers Creepers", and "You Must Have Been a Beautiful Baby."

On hot summer days, when there was no work to be had, he would grab his towel, his swim trunks and jump on his bike. In those days, it was not considered unusual to bicycle to Erie Beach or Erieau, a distance of about 26 km.

Jack loved to tell jokes. When he felt particularly generous, he treated his sister, Beulah, to a ticket to see some films at the Capitol Theatre. Embarrassed to be seen with a little girl, she had to walk a few steps ahead of him. Beulah loved to see action pictures starring Roy Rogers or Gene Autry. Beulah also recalled skating on the Thames with her brother after he taught her to skate. She also remembered that, unlike today, more snow fell, and the Thames River remained frozen all winter. A favourite spot was "Gooseneck Pond."

After leaving school behind him, a tough job market confronted him. He was fortunate to be hired by George Tyndall as a truck driver. George Tyndall's Produce store was located at 37 Market Square. Driving a three ton stake truck was certainly one way to get to know the geography of all of Kent County. He also worked for short

periods as a dispatcher for Reddick's Taxi Company and as a labourer at the American Pad and Textile Company. His weekly wages usually amounted to about \$15.

Another way for Jack to make some money, see different places and meet new people was to join the fall fair circuit. Helping to erect concession stands, Jack toured Walpole Island, Moraviantown, Brigden, Ridgetown, Comber, and Leamington.

Jack loved to borrow his father's 1932 Chevrolet and drive to Tecumseh Park in the winter to skate. Best of all were the dances though. Chatham and area had a fair number of dancing facilities available for the young and the young at heart. In Chatham there was the Riverside Park open air dance pavilion. Located between the Thames River and Grand Avenue near the intersection with Churchill Street, its concrete dance floor is still there. Opened in 1943, its patrons would waltz and fox trot the evening away to the sounds of the Bob Jacks Orchestra.

Other dance halls were the Colonial Gardens, at William and Queen Streets, Dreamland Park - the "four and forty" - on the Creek Road, and, of course, the Pavilion at Rondeau. The Colonial Gardens, owned by William Grey, initially had a wooden floor, later to be replaced by concrete, and a canvas roof. It operated from 1938 to 1944. Open from Tuesdays to Saturday, it offered jitney dancing.

Because Jack was underage, the recruitment officer from Windsor came to Chatham. Mrs. St.Dennis had to sign a consent form allowing Jack to join the army. Other boys his age had a simpler solution - they lied about their age.

At a strapping 5'10" and weighing 163 lbs., Jack had no trouble convincing the recruiter that he was suitable for induction into the army. He was accepted into His Majesty's Canadian Army in April of 1942. During training, it became all too evident that his old injury would not allow him to see the targets on the rifle range well enough to make a passable score. In September, after further training at No. 1 District Depot, Windsor Detachment, No. 12 BTC, Camp Ipperwash, and at Camp Borden, Jack was shipped to Debets, N.S. in preparation for his deployment to Europe. At that point, his age and eyesight became an issue again. Mr. Fereman, Chatham's City Clerk, had to prepare a notarized copy stating that Jack was born in Chatham on May 30, 1924. Even though he was now eighteen, Jack received orders to return to Ontario.

For the next two years, Jack continued his training at No. 1 D.D. and other camps in Ontario. The Canadian Army also devoted considerable effort trying to resolve his vision problem. His medical files show the repeated visits that Jack made to

several ophthalmologists. At this time he also signed up for the 7th Victory Loan. He was able to repay his debt in installments because his pay book shows a deduction of \$8.40 over a five month period.

Finally, on June 17, 1944, Jack made it to the U.K. He was attached to the 2nd Canadian General Hospital in London as an orderly. This was the place where his cousin, Don Schamahorn, who had enlisted in the RCAF, visited him in the fall of 1944. In November, Jack and his friend Don Meikle travelled by train to Edinburgh, Scotland, to visit Don's aunt and two cousins. Jack wrote home describing the visit as very enjoyable. He particularly liked the city lights. He remarked that in London there was a black-out every night because of the threat of German bombing attacks. His ardent desire was to see the war won and the lights of London. Jack concluded his letter with the good news that he had received the IODE Christmas parcel. He was still waiting patiently for the parcel from his mother and sister.

Unexpected heavy losses in Italy and NW Europe required that the army get every possible man who wore a uniform to move up to the front and plug the holes caused by the continuous fighting over the past two years. "Wastage figures" had been calculated on the casualty rates from the fighting in North Africa, but the conditions and the type of fighting in Europe were different from the African situation.

Even though Jack had been an orderly on the continent since February, he was transferred to the Essex Scottish Regiment on March 4. He was immediately involved in battle, and sustained severe abdominal shrapnel wounds a mere four days later. Jack was rushed to a field hospital where the doctors attempted everything within their powers. On March 24, two and one half months before the end of the war in Europe, Private Jack Harris St.Dennis succumbed to his wounds.

Mr. Rispin rode on his bicycle to 123 Raleigh Street and delivered the C.N. telegram which notified the family that Jack was seriously wounded:

Sincerely regret to inform you A102056 Private Jack St.Dennis has been officially reported wounded in action eight March 1945 and becoming dangerously ill ninth March 1945 nature of wound described as shell fragment wound penetrating abdomen STOP When further information becomes available it will be forwarded as soon as received STOP When addressing mail add words IN HOSPITAL in bold letters over name of addressee for quick delivery STOP To prevent possible aid to our enemies do not divulge date of casualty or name of unit

Director of Records



Here are large mass graves containing the remains of 55,000 citizens of the city of Hamburg who perished as a result of Allied bombing attacks during W.W. II. Each mass grave contains the victims of a different part of the city.

authors's collection



After the Battle of the Hochwald Forest, German prisoners are digging a grave for a fallen Canadian, March 3, 1945.

Photo courtesy of PAC 153188

Jack was transported by members of the 23 Field Ambulance Unit to No. 3 Canadian CC8 for immediate medical intervention. During the early hours of March 9, Dr. Isaac administered a blood transfusion. The serious nature of the wound demanded that major surgery be performed right away. According to the medical chart, the difficult operation was a success.

Dr. Pennal reported that over the next three days severe jaundice had set in and Jack was suffering from fever. Otherwise, his "general condition was [considered] fairly good." The incision became infected and despite the transfusion of two bottles of blood, periodic doses of Penicillin, and additional surgery, Jack St.Dennis died at 5 p.m. on March 24, 1945.

Among his personal effects returned to his family in Chatham were a Ronson lighter, one silver ring (with RCAMC crest) and one gold ring, a plastic Crucifix, some souvenir coins, and a leather wallet which contained a chauffeur's licence. He was buried in Groesbeek Cemetery, Holland along with three other former CVS students.

Mrs. St.Dennis and her daughter, Beulah, went on a pilgrimage to Holland in 1972. At Groesbeek, they were finally able to see for themselves the fine care Jack's last resting place was receiving. Two years later Beulah returned. This time she was escorted by the son of the Dutch family which had "adopted" Jack's grave.



author's collection

Jim Purdy of Chatham sharing his artifacts with a grade 9 history class from CKSS.

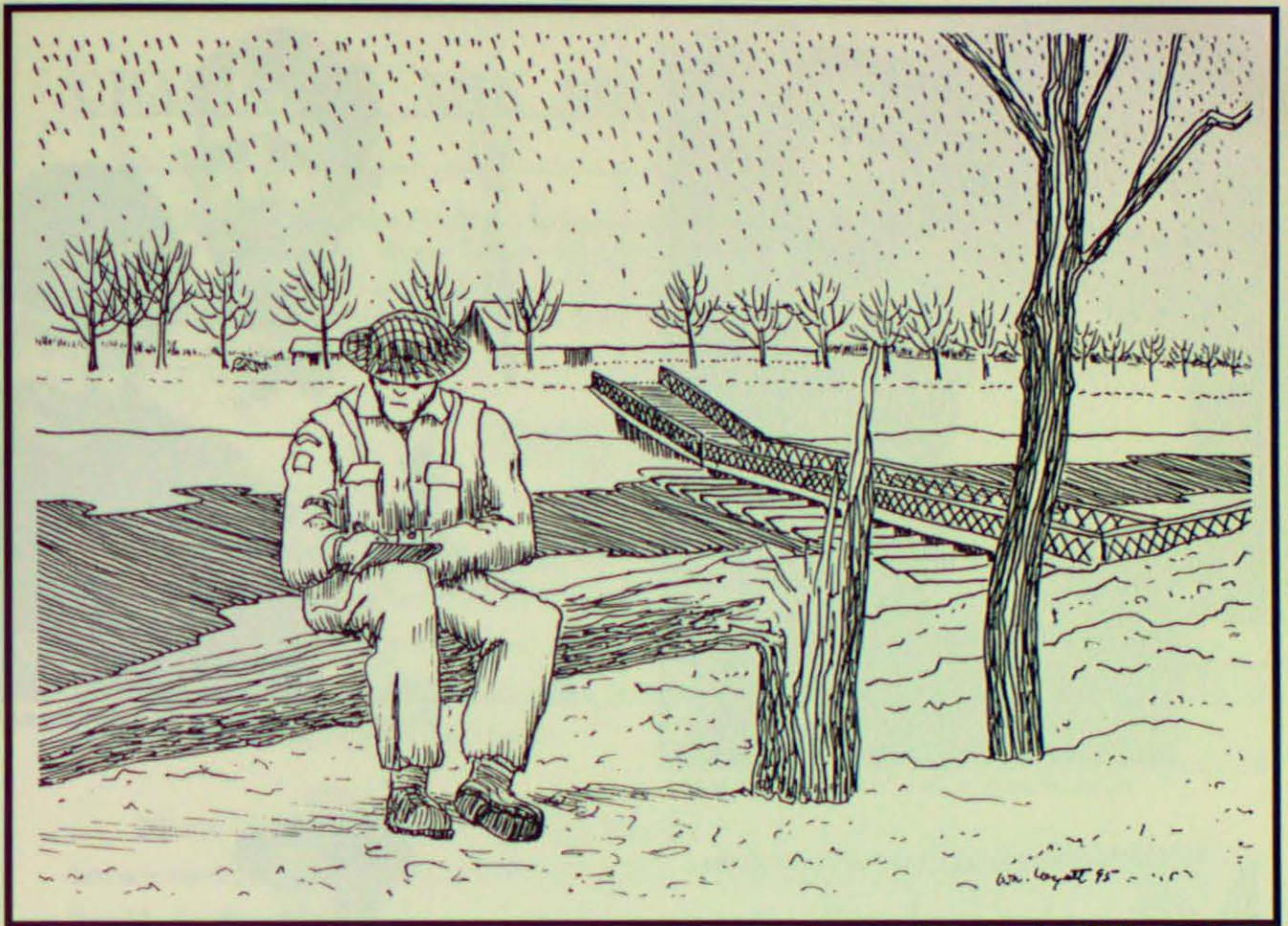
8

The Beginning of the End



**“Let not your place of rest
Be e’er forgot
By us who mourn
Far o’er the sea.”**

**from Lieutenant John Alfred Laurie’s headstone
Holten Canadian War Cemetery, Holland**



Drawing by William Wyatt

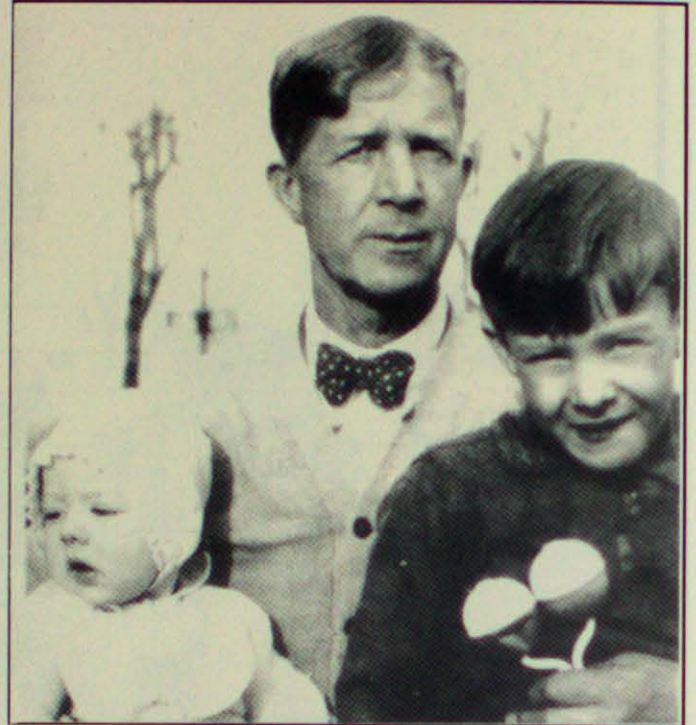
Fred Laurie writing in his diary in Holland

“While Fred's laconic diary entries record the historic events that suddenly engulf him, he still has to fight his way across northern France along with tens of thousand of Canadian and Allied troops.....”

“Fighting their way across Holland and Germany, Fred and his men have the Germans on the run. Near the Germany city of Bremen, his diary entries are stopped by a bullet that takes his life three weeks before the end of the war.”



1. Photo courtesy of Helen (Rhodes) Kennedy



2. Photo courtesy of Helen (Rhodes) Kennedy



3. Photo courtesy of Helen (Rhodes) Kennedy



4. Photo courtesy of Helen (Rhodes) Kennedy

1. Jimmy Rhodes and his father, John.
2. John Rhodes and two of his six children.
Jimmy is on the right.
3. ; 4. Jimmy Rhodes at No. 12 BTC.

CHAPTER 8: THE BEGINNING OF THE END

Jimmy Rhodes describes D-Day; William Reeve lands in France on June 6, 1944; The Battle of Normandy; three Ivison brothers fight in France; Joe Ivison is a platoon sergeant; Fred Ivison participates in the battle for Caen; Hugh Ivison praises Si Steele and criticizes Canada's conscription policy.

JIMMY RHODES

Jimmy Robert Rhodes was born in St. Joseph's Hospital in Chatham on September 22, 1923. His mother and father, Alberta and John, lived in Raleigh Township on Indian Creek Road on what today is the golf course. Jimmy was the youngest in the family. He had three sisters (Helen, Dorothy and Betty) and three brothers (Clayton, Walter and Jack).

Mixed farming was the way the Rhodes family earned their living. They kept horses, cows, pigs, chickens and ducks. Jimmy's favourite animal was his pet dog, a big lovable St. Bernard.

For his elementary education, he walked to S.S. #1 in Harwich Township on the Creek Road. For two years he attended CCI. He transferred to the CVS and devoted six months to learning about electricity, knowledge that would later become useful.

As a teenager he certainly enjoyed the opportunities that were available to him in those difficult days of the Depression. He liked dancing and attending parties with his friends. Taking advantage of a much cleaner Thames River, he went boating and swimming whenever the occasion presented itself. Most of all he got immense pleasure out of blowing his bugle and playing the drums. The most thrilling fulfillment of his desire to see other places came when a Detroit philanthropist treated Jimmy and thirty other boys to an all-expense paid trip to Alaska.

After leaving school, Jimmy worked with his dad on the farm for a year. Then he was fortunate enough to get a position with the C.P.R. Telegraph for three months. His duties included sending commercial and international code messages. His sister, Helen, had left home when she was 17 to pursue her nurse's training at St. Joseph's Hospital, while another sister, Betty, was at the Hospital for Sick Children in Toronto.



1. Photo courtesy of PAC 132654



2. Photo courtesy of PAC 132655



3. Photo courtesy of PAC 152089



Photo courtesy of PAC 129043

1. The last meal (on board an invasion ship) before D-Day, June 6, 1944.

3. A wounded war photographer is given first aid in Normandy, France, June 14, 1944.

2. Canadian troops come ashore at Juno Beach, June 6, 1944.

4. Slit trenches in France, June 8, 1944.

Between 1938 and 1941, Jimmy was part of the Kent Regiment (R).

Eager to participate in the war, he travelled to Windsor on December 31, 1941. At age 18 he was found to be "tall and slender" - 6'1 1/2" - weighing in at 166 pounds, with brown hair and blue eyes. The examining officer's comments were that Jimmy had "better than average intelligence and a good appearance and manner."

His initial three months of duties at No. 1 District Depot (Windsor), primarily as a drummer, were followed by a two months stay at No. 12 Basic Training Centre in Chatham. Here he took his general army training as well as a course with the St. John Ambulance. On June 9 of 1942, he was transferred to the Royal Canadian Corps of Signals, Advanced Training Centre at Barriefield, near Kingston. By September 1, 1942, he attained a speed of 18 w.p.m. and received his class II certificate as operator, line and wire.

His regimental pay was \$1.50 per day. Later he would get a 25¢ trade pay bonus. Jimmy made good progress in his training. His officers had the following to say about him: "an excellent type of lad. Well above the average intelligence. Likes his work. Possible officer candidate."

After a leave of nine days in November, Jimmy was posted to Halifax, where he embarked for the U.K. on December 11. Arriving in England seven days later, Signalmans Rhodes proceeded to the 3rd Infantry Divisional Signals, RCCS.

On June 3, 1944 he left the relative comfort of England behind when he and the 2nd Infantry Divisional Signals embarked for France. In his own words he described the scene:

At one a.m. on June 3rd I was routed out of bed and with one eye open crawled down for breakfast. We had been parked on the side of roads for almost three weeks before and also slept beside our vehicles, rain or shine. For breakfast we had bacon, sausage and pork chops so we knew that it was our last meal in England.

At two-thirty a.m. we moved off to a beach somewhere near Portsmouth. At six-thirty a.m. shortly after daybreak we boarded our craft...a Landing Craft Tank. There were on board four 30 ton tanks, lorries [trucks], bren gun carriers and several jeeps and there was barely room to move. However, I staked my claim on a strip of vacant deck behind my jeep and immediately retired to 'a soft iron bed'.



Photo courtesy of PAC 132474

June, 1944: German prisoners on Juno Beach, Normandy, France. Hitler's *Festung Europa* is beginning to crumble.

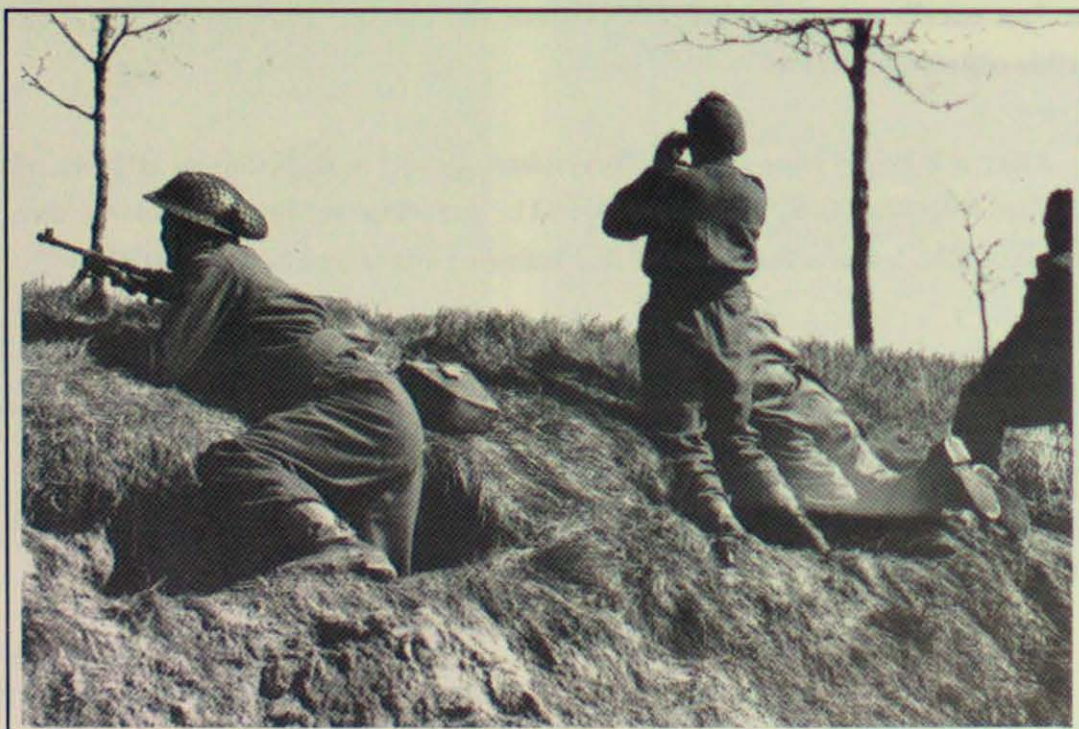


Photo courtesy of PAC 167192

Normandy, France in June of 1944. Slit trenches to guard against German counterattack. Note the first-aid package in the camouflage netting of the helmet.

I woke up, that afternoon, looked around and saw the greatest gathering of ships the world had ever known. They were of every size, shape and form known to navigation - from 19th century paddle wheelers to 20th century clippers, cruisers, destroyers, corvettes, M.T.B.'s, mine sweepers and even the big battle wagons. There was barely enough room for ships to navigate through the congestion.

Our rations, were as they are now, campo. The rations are packed in a box and are sufficient for 14 men for one day... The food is all canned goods, stew, vegetables, bully beef and hard tack as well as one chocolate bar and several pieces of hard candy for each man. There are several different types to give variety but they can never compare with fresh rations.

The next day Sunday June 4 was cold, windy and raining and we weren't in the best of humour. We knew it was to be France because we had been paid in French money made in the U.S.A. and called script.

The next afternoon at 2:23 p.m. our flotilla started to move. Once we were clear of harbour the maps were produced and we knew we were on our way. Outside the harbour the sea was pretty rough for small craft such as ours and the spray soaked us every time we ventured out. The seasick pills were produced but had no effect on me. Ships extended as far as the eye could see in every direction but I wasn't interested. My blanket soon became soaked with the salt spray but I didn't care.

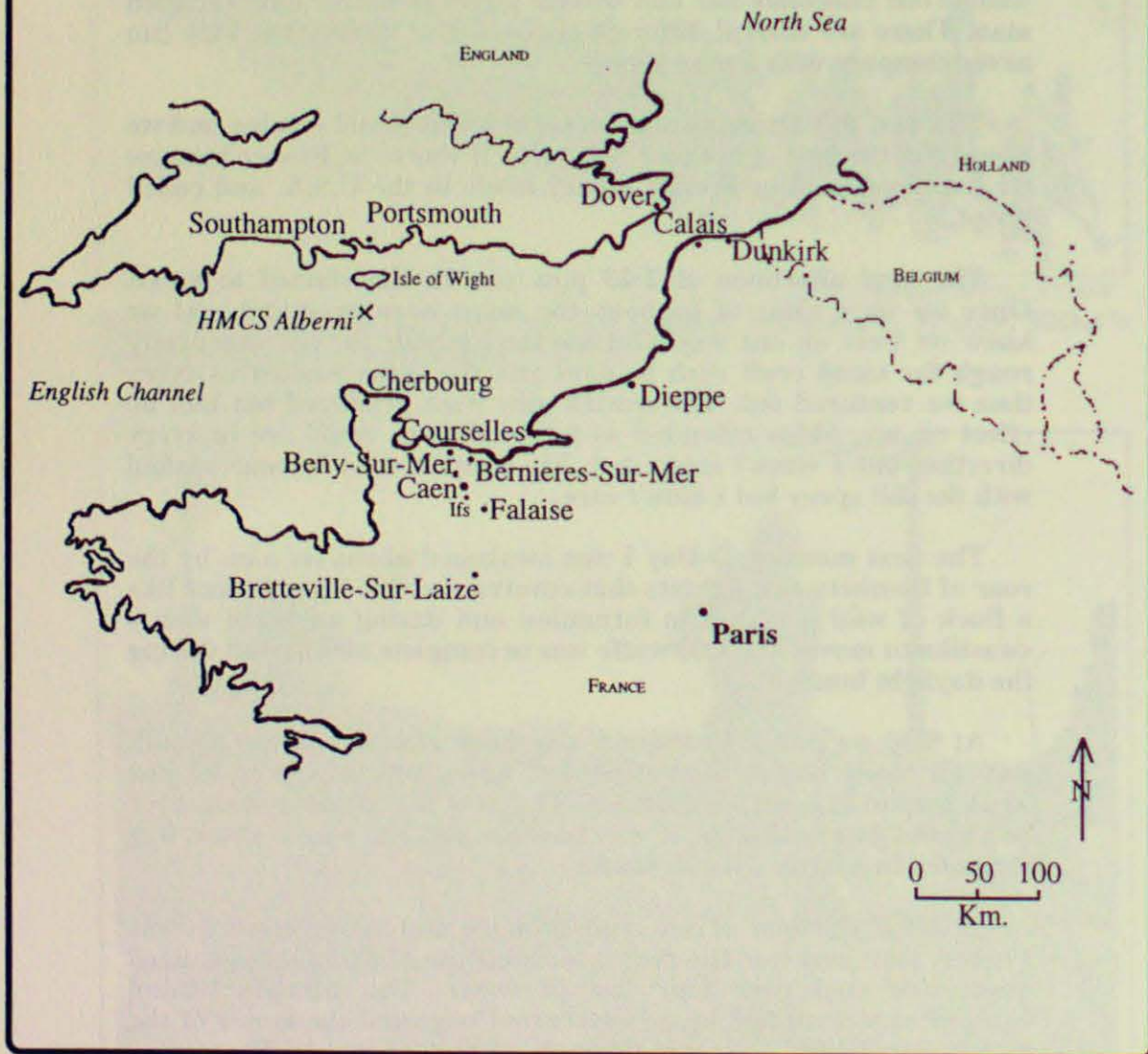
The next morning D-Day I was awakened about six a.m. by the roar of bombers and fighters that covered the sky. They looked like a flock of wild geese all in formation and daring anything with a swastika to move. The Luftwaffe was in complete absence all during the daylight hours.

At 8:30 we pulled in to land- one hour after the initial assault. But our beach hadn't been cleared of mines and snipers so we just went around in a circle until noon. The navy was pouring shells over our heads just as fast as it was possible and the whole shore was shrouded in a haze of battle smoke.

At 12:13 the door of our craft dropped and there before us was France. Our jeep was the first vehicle off the craft and we plunged down into well over four feet of water. The wireless [radio] equipment was all tied up in waterproof bags and the motor of the jeep waterproofed to travel through six feet of water. The engine sputtered a bit and started to die when the jeep felt the full impact of the water but old faithful reared her nose out of the water and was off like a wild duck. The unmistakable signs of battle lay on the beaches and the sound of guns could be heard not far away. Snipers were in their glory but their glory was short lived.

France and the Battle of Normandy

(Summer, 1944)



I heard the first one (artillery shell) coming and had time to get down. It landed about fifty feet away and showered me with dirt. The second one hit about 10 feet away and the third landed about 70 feet the other side of me and just threw more dirt my way. The second shell was a 'dud'.

On this memorable date we accomplished a feat never accomplished before since the time of Caesar. Many an army has looked across that channel since Caesar's time but none have ever crossed it.

Was it worthwhile? What will our diplomats do with the fruits of our toil and victories? Is this a war to end wars or is it just an excuse for more?

There you have the story of the invasion as I saw it and remember it.

A month later, on July 23, the HQ where Jimmy worked was shelled. He took cover under a vehicle, but a shell exploded just above. Signalman Jimmy Rhodes was seriously wounded and rushed to a field hospital. Despite the valiant efforts of the doctors, Jimmy died shortly afterwards. Temporarily buried in Beny-sur-Mer, just north of Caen, he was re-interred at the Beny-sur-Mer Commonwealth War Cemetery near the village of Reviere.

WILLIAM HERBERT REEVE

William Reeve was born in Lethbridge, Alberta, on November 27, 1919. He attended public school in New Dayton, Alberta. When he was thirteen, his family moved into the house on 89 Prince Street North.

After attending CCI for one and one half years, William decided that auto mechanics would be a better choice for him. Two years of automotive theory and practise at CVS, made him confident enough to try his hands at a "real" job. The American Pad and Textile Company needed cloth cutters. That was good enough for William. He was now a full time employee cutting cloth for the sewing machine operators.

In 1939 he hurt himself badly. A fractured cervical vertebrae needed intensive care. William had to lie still in bed; his head was held motionless by sandbags placed tightly around him. He endured this treatment for three weeks.



1. Photo courtesy of Hugh Ivison



3. Photo courtesy of Hugh Ivison



4. Photo courtesy of Elmer Kemp



2. Photo courtesy of PRC, Ottawa

1. The Ivison family: (back) Joseph, Ina, Wilfred, Mary Elizabeth; (front) Hugh
2. Reg Horne in England, 1943.
3. The three Ivison Sergeants: (L to R) Fred, Hugh and Joe.
4. Harold Kemp's class in Louisville Public School, S.S. # 3 Chatham Twp., 1932. The teacher is Miss White.

At age 20 in 1940, he enlisted with the First Kent Regiment. His medical record showed:

height: 5' 5 1/2"
complexion: fair
eyes: blue

weight: 129 lbs.
hair: brown

Bill trained at No. 12 BTC in Chatham, in London, in New Westminster, B.C., and at Camp Niagara. He embarked on May 1, 1942 for England. The time in England was well spent. He earned his qualifications as a PT and Recreational Instructor on September 24, 1942.

In the built-up to the invasion of France, William was a member of the Highland Light Infantry. Finally, General Eisenhower gave the word. The invasion of France was going ahead as scheduled. William and his comrades entered their troop transport early on June 4. The weather was not the best, but they all had confidence in their commander-in-chief. At the age of 24, William stormed ashore with the largest group of soldiers participating in an amphibious operation.

Their objective was to capture Caen by nightfall. It would be another five weeks before Caen could be liberated. In the fighting at Buron, NW of Caen, on July 8, casualties were high. One of the dead that day was William Herbert Reeve.

Today William Herbert Reeve lies buried in Beny-sur-Mer Canadian War Cemetery near the village of Reviere. Here are the men who fell on the beaches of Normandy and in the battle for Caen. The cemetery, enclosed by pines and maples, contains 2,049 headstones. Cherry trees, between the rows of headstones, are the first to flower each spring. Hedges decorate the entrance.

JOSEPH HENRY IVISON

Born in Chatham on September 10, 1908, Joe lived with his two brothers, Wilfred and Hugh, his sister, Ina, and his parents at 165 Colborne Street. He attended Central School, played on the school's baseball team and enjoyed the usual young boy's pleasures of fishing and swimming. He was easy to get along with, was well-liked, and had lots of friends. During their soccer games, Joe preferred to play fullback.

After attending CVS, he worked for eight years as a plumber. A job from 1927 to 1932 at Willard's Hardware gave him a weekly wage of \$27. Later, he obtained a job at Ontario Steel Products as a spring finisher which boosted his income to \$30. After five years at that position, he and both brothers decided to enlist together.

Marriage to Verna Hebblethwaite had lasted only a few months. After a divorce, Joe decided that marriage was too permanent a commitment; however, a common-law marriage was acceptable to him. When Joe left for Europe, his wife and their two children, June Evelyn and Shirley Mary, faithfully awaited his return.

At the time of his enlistment, Joe was about twelve years older than the average recruit. He was 5' 10" tall and weighed 172 lbs. His complexion was fair, his hair dark brown and his eyes, green. He also had a burn scar on the first finger of his left hand.

All three brothers went through basic training together. Their places of training ranged all across the country from Chatham to London and on to Niagara Falls and New Westminster. Because of the crowded conditions at No. 12 BTC, they trained with the Kent Regiment in Tecumseh Park. There they were able to use the Armoury and the rifle range. The recruits had the option of being billeted with families in Chatham or staying at home (unless they had guard duty) and were receiving subsistence pay. In London, they stayed at Queen's Park - better known today as the Western Fairgrounds. Here, they were billeted in the Confederation Building. In Halifax, they guarded the harbour piers against sabotage and possible enemy attack. In St. Catharines, they guarded the Welland Canal.

Joe volunteered and was accepted into the Junior Leaders Course at Megantic, Quebec. His instructors made the following comments:

... steady, aggressive N.C.O.; well adjusted to army life
... this man has a fine personality and above average intelligence ... says that his age makes battle drill rather hard on him ... would like to be in a Motorized Infantry Regiment ... his request might be given consideration to good advantage

In the training camps, only two religions were recognized. The soldiers went either to the Church of England or to the Roman Catholic Church service on Sunday. Atheists were given extra duty on Sundays. It's no surprise that all troops attended church.

At the end of their training, the brothers returned to their district and had fourteen days embarkation leave. There was no need for tickets on the railway; all that the servicemen had to do was show the travel warrant issued to them before they left their base.

Arriving in the U.K. on October 7, 1942, they had a chance to drill and prepare for the opening of the second front so desperately requested by Stalin. Exactly one month after D-Day, the three brothers stepped ashore in France, all in the same unit, all three of them sergeants. They were sent to participate in the heavy fighting around Caen. Joe was the platoon sergeant of an infantry rifle company. It was July 21, 1944, and they were in the very front line, in direct contact with the enemy. A bullet from the German side pierced Joe's arm. As he was walking back to the nearest first aid post, he was killed by a sniper.

Hugh found out about his brother's death when some comrades from his battalion saw Joe's helmet hanging from a cross at a hastily dug grave by the side of the road. Afterwards, the burial detail exhumed the battle dead and interred them in a designated temporary cemetery.

The Canadian Women's Service Force conducted bingos to provide entertainment for the civilian population and, of course, to raise money for the war effort. Joe's mother was notified about her son's death by the Chatham police. As the officer came closer, Mrs. Ivison realized that the news would not be good. Immediately after receiving the message, her friends escorted her home where she could grieve in private over the loss of her son. As was natural, she also feared for the safety of her other two sons who were right in the middle of the fierce battles for the control of Normandy. The folks back home saw the newsreels of the fighting over there and were afraid for their loved ones.

Fred was with a forward company in a slit trench near Ifs, just south of Caen. As the sound of approaching German Tiger tanks came closer, Fred stole a quick glance across the field. Just at that moment a shell exploded in front of the trenches and shrapnel fragments ripped into Fred's head. Critically wounded, Fred fell back into his trench. As soon as it was possible, the stretcher bearers carried him back to the field hospital. His brother Hugh was contacted, but it was too late. On August 1, the second Ivison brother laid down his life for the Allied cause.

Hugh was able to do one last service for his brother. As part of the burial party, he laid Fred to rest forever in the soil of France.

Later, Sergeant Hugh Ivison was at Merxem in Belgium and watched as his comrades stormed across the Leopold Canal. Canadian flame-throwers were burning the German defenders out of their dug outs. Hugh Ivison could only watch because he had received orders to report to a new posting in London, Ontario. In cases such as his, the Canadian government had already formulated a policy. Hugh, the last surviving son, was ordered to withdraw from battle. In London, he became an instructor.

While on thirty day home leave, he would have preferred to forget about the war for a while. On December 19, a reporter from the *Chatham Daily News* approached him:

... Believe me, it was no picnic over there. Our officers and men were tops. The officers were the best as leaders, and their men really showed they could fight. Officers like Major Jack Burgess, Major Si Steele and Major Doug McIntyre really did a swell job, and the boys admire them.

I was serving under Major Steele when he won his crown [promotion to major] in the field. I personally know of one action where he was ill enough to go back to hospital, but he went on fighting for three days. He was slightly wounded three times, but kept on fighting. It is things like that which inspire men, and give them confidence. ... our officers were tops.

In the same interview Hugh commented about the Canadian government's policy of registration and conscription of young Canadians, but not forcing them to serve overseas. For overseas service, the NRMA men had to volunteer. The 1942 Conscription Plebiscite gave the government permission to send conscripts overseas, if necessary. Nearly 60 000 NRMA men did volunteer to go active during the war. Because of the high number of infantry casualties after the invasion of NW Europe, Prime Minister King ordered 16 000 NRMA men (derogatorily called Zombies) sent overseas. Almost 13 000 actually went before the end of the war.

... there were times when we were short of reinforcements. I have been in action with 20 men to six [artillery] guns, when there should have been five men to one gun. ... The boys were disappointed in [PM] Mackenzie King and [General Andy] McNaughton. We went through the mill and realize that conscription is the only fair thing. We don't blame the kids [in Canada] awaiting the call [conscription]. We should have had a conscripted army right from the start, when the call to duty would have been fair all round. The big item [overseas], at the present time, is reinforcements, and the sooner the people back home realize it, the better.

Today Fred and Joe Ivison rest at the Bretteville-sur-Laize Canadian War Cemetery. The fields of grain which enclose it were once crushed by the tanks, armoured carriers and guns that churned through the hot, dusty days of August, 1944. Now, on its slight plateau above the farmland, there is peace. The cemetery has a fine entrance, and the central path of mown turf is flanked by long rows of pyramidal thujas. Near the gate, the Stone of Remembrance rests upon granite steps facing the Cross of Sacrifice across the headstones. An immaculately clipped beech hedge surrounds the area and masses of roses have been planted everywhere.



author's collection

On April 15, 1945, British soldiers advanced into the Lüneburg Heath, between Hamburg and Hanover, where they discovered the horror that we know today as the Holocaust. Liberating the concentration camp Bergen-Belsen, they could not believe the terrible sight that met their eyes. No description or photograph could really bring home the horrors that were outside the huts, and the frightful scenes inside were much worse.

Even before the concentration camp was established here in the spring of 1943, Bergen-Belsen was a place of state organized crime and unbelievable suffering: since 1941 Soviet POWs were subjected to inhumane conditions of life.

Behind Sasha Stanojevic (above) only the mass graves remain as testimony to the events at Bergen-Belsen. Each mass grave has a simple inscribed stone tablet: 2,000 dead; 6,000 dead; 5,000 Dead; 1,000 Dead . . .

CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D L
Night Message	N M
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

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OTTAWA ONT 110PM SEPT 20 1942

T_J HUGHES
REPORT DELIVERY
KENT BRIDGE ONT

430,852

M9047 REGRET TO INFORM YOU ADVICE RECEIVED FROM THE INTERNATIONAL
RED CROSS SOCIETY QUOTING GERMAN INFORMATION STATES THAT YOUR SON
SERGEANT RAYMOND WOODS HUGHES LOST HIS LIFE ON SEPTEMBER TENTH
NINETEEN FORTY TWO BUT DOES NOT GIVE ANY ADDITIONAL PARTICULARS
STOP PENDING FURTHER CONFIRMATION YOUR SON IS TO BE CONSIDERED
MISSING BELIEVED KILLED STOP PLEASE ACCEPT MY SINCERE SYMPATHY
IN YOUR GREAT ANXIETY STOP LETTER FOLLOWS

RCAF CASUALTIES OFFICER.

459PM

9

The Final Drive to Victory



**“Against sin and evil you fought,
A victory worthy
But dearly bought.”**

from Private Alfred Thomas Sedgman's headstone
Groesbeek Canadian War Cemetery, Holland



Drawing by William Wyatt

Fred Sedgman aiding a wounded soldier

“The Argyll and Sutherland's objective was to crash through the northern end of the Siegfried Line...

On February 26, 1945, their position was on the east side of Udem. The A & S were under heavy mortar fire while trying to clear the Germans from a number of houses. Of course, German snipers tried to do their best to prevent that from happening. A fellow Chathamite, from Taylor Avenue, wounded by a sniper and lying in the open was exposed to continuing shell and sniper fire. Fred dashed out to administer first aid and bring the wounded soldier back. At that moment a mortar shell exploded....”

CHAPTER 9: THE FINAL DRIVE TO VICTORY

Fred Sedgman meets cosmopolitan Europeans; Fred Laurie is awarded a Military Cross; Dymond fights along the Küsten Canal; Harold Kemp is involved in heavy fighting; the Dutch look after "our boys"; Jim Clark fights in France and Holland; Edwin Pratt joins the Canadian Rocket Unit; Reg Horne and the Algonquin Regiment fight their way to the Leopold Canal; William Vester and the Essex-Scottish Regiment cross the Rhine into Germany.

FRED SEDGMAN, part II

As a stretcher bearer with the Argyll and Sutherland Highlanders of Canada (Princess Louise's), his duties took Fred Sedgman across France, Belgium and Holland. The twenty-one year old, small-town Canadian now came face-to-face with cosmopolitan Europeans. In a letter from Belgium, he wrote that the local population was well dressed; they seemed to possess the latest style of hats, fur coats and fur-trimmed coats. He added that there seemed to be lots of clothes, beer, liquor and candies. Immensely impressed he went on to write, "I even had a dish of ice cream last night." The only negative entry in this November 16th letter was Fred's laconic comment, "the only shortage seems to be food."

His young family seemed to be on his mind all the time. Even in the midst of war, Fred found the time to gather some miniature Dutch wooden shoes, a small bottle of Belgian perfume and some examples of foreign money. In what was destined to be his last message home, he packed these items and others in a parcel and mailed it home to his wife and two-year-old daughter.

The Argyll and Sutherland's objective was to crash through the northern end of the Siegfried Line. On February 26, 1945, their position was on the east side of Udem. The A & S were under heavy mortar fire while trying to clear the Germans from a number of houses. Of course, German snipers tried to do their best to prevent that from happening. A fellow Chathamite from Taylor Avenue, was wounded by a sniper and lay in the open exposed to continuing shell and sniper fire. Fred dashed out to administer first aid and bring the wounded soldier back. At that moment, a mortar shell exploded. Shrapnel ripped into Fred's right chest causing multiple wounds as well to his back, right foot and right elbow.

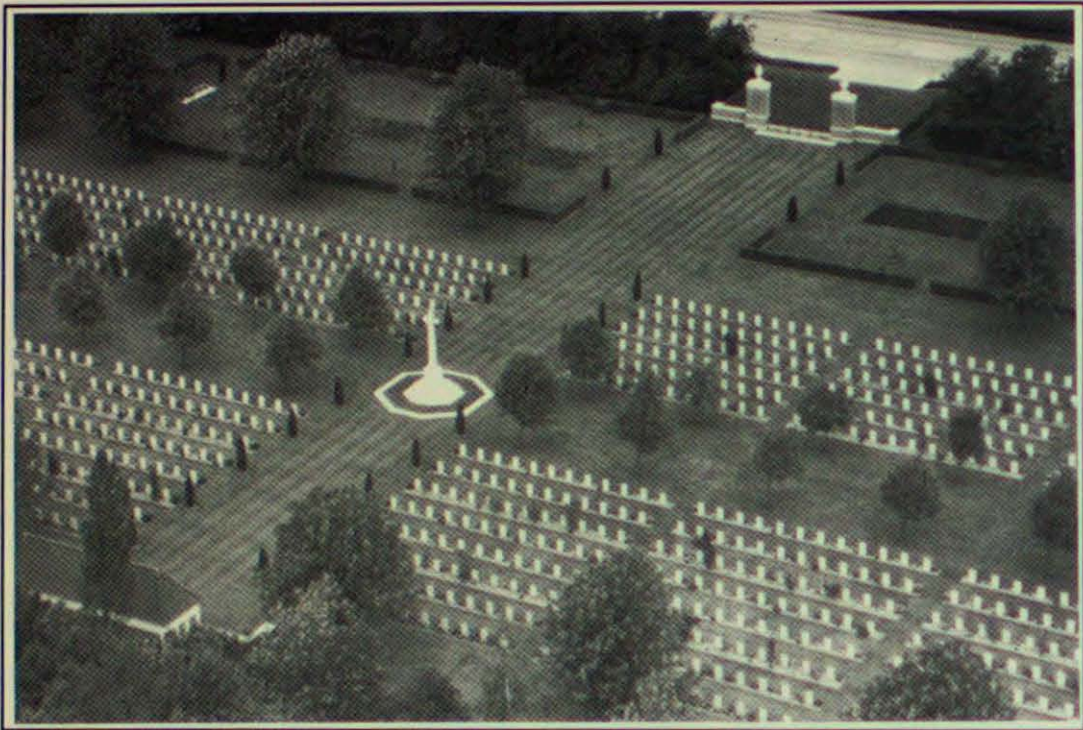


Photo courtesy of Department of Veteran Affairs

Adegem Canadian War Cemetery holds the bodies of 844 Canadian soldiers, airmen and sailors. The site is east of the village of Adegem between Bruges and Ghent.



Photo courtesy of Department of Veteran Affairs

After the battle for Ortona, 1,375 Canadians were buried here, mute evidence of the vicious house-to-house fighting that took place in December of 1943.

Fred's mother and wife were advised by telegram that Fred was wounded. Shortly afterwards, a second telegram told of his death. Fred's initial burial was at Bedburg, Germany. Later he was re-interred at Groesbeek Canadian War Cemetery in Holland.

Captain Chapman of "D" Company Argyll and Sutherland Highlanders of Canada was kind enough to write a letter of condolence to the Sedgman family.

Dear Mrs. Sedgman,

I am writing this note in the hope that it may be some slight comfort to you to know the details of what happened the day your husband was wounded.

... Despite the best medical efforts he died in hospital while under the care of our doctors. Fred had a burial with full military honours at our temporary cemetery in Bedburg, Germany. Later he will be re-interred at a Canadian War Cemetery in Holland.

It is impossible to overstate the importance of having stretcher-bearers whom we know will do all in their power for the wounded, even at the risk of their own lives. They have a long record of heroic actions in this unit and your husband lived up to the best of them.

Very sincerely,
S.L.G.

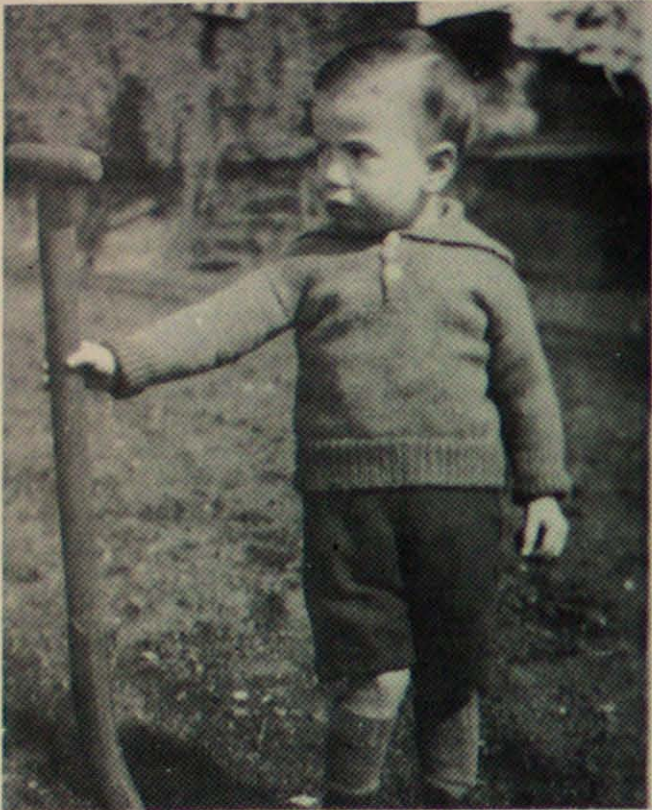
Chapman, Captain

Today Alfred Thomas Sedgman lies among his comrades in the peaceful cemetery near the village of Grosbeek, six miles SE of Nijmegen.

JOHN ALFRED LAURIE

Fred, as he was called by his family, was born in Stirling, Scotland on March 12, 1920. He was the oldest of five boys and three girls. As the first-born, Fred was his grandmother's pride and joy. At the age of three, his family left for Canada and settled in Chatham.

His baptismal certificate is dated February 19, 1921, and signed by the bishop. William and Alexandra Laurie and their large family were regular members of the congregation at Christ Church and all the children attended Sunday School. As the oldest in the family, Fred took a particular interest in looking after his youngest brother Robert, whom he would frequently take to the movies. On Saturdays, 5¢ each would enable them to watch movies all morning.



1. Photo courtesy of Robert Laurie



2. Photo courtesy of Robert Laurie



4. Photo courtesy of Robert Laurie



3. Photo courtesy of Robert Laurie

1. Two-year-old Fred Laurie in Dunscore, Scotland, 1922.
2. Fred Laurie at No. 12 BTC instructing a class in the finer points of small arms maintenance.
3. Nine-year-old Fred Laurie (front left) with brothers Robert (baby) and Bill.
4. Fred Laurie in Scotland, April 10, 1944, with Aunt Jessie and Uncle Lackie.

At this time, the Lauries lived at 163 Wellington Street East. After finishing eight years of schooling at Queen Mary school, Fred went on to complete grade nine at the Chatham Vocational School. Among his subjects that year was woodworking. In his spare time, Fred liked to play softball and soccer. His passion though was putting together a scrapbook of naval and merchant ships. Surprisingly, Fred also became quite an expert with weapons -particularly small arms. As part of such a large family, he also had to look after some household chores and baby sit some of his younger siblings.

For a short time Fred continued taking some grade ten subjects during night school; he also worked in the tobacco fields and then took a full time job in the city at the C.P.R. Hotel which used to stand at the NE corner of King and William Streets. While looking after the lunch counter, which allowed him to bring home a regular wage, Fred continued training with the militia.

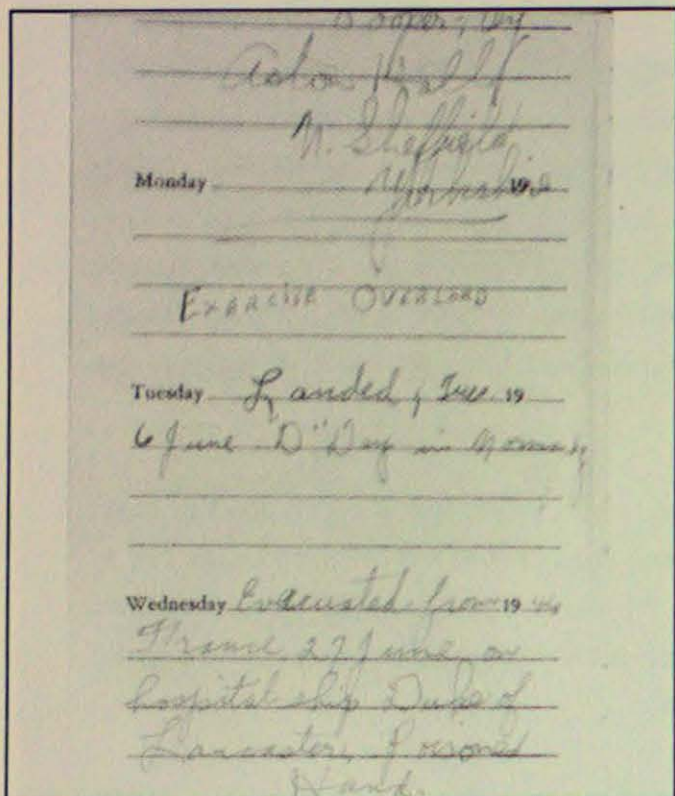
Because of his interest in military matters, he joined the Canadian militia in 1938. With the clouds of war gathering over Europe, Canadians were urged to join the armed forces and fight for democracy and freedom. More than thirty Basic Training Centres were built and five Laurie males joined the army. Routine military life soon gave way to very active training. Once their bodies were hardened, the men were transported all over Canada, honing their skills, learning their weapons and truly enjoying their army food.

Fred and Isabel Emma Clough were married on December 28, 1940, in a military ceremony at Christ Church.

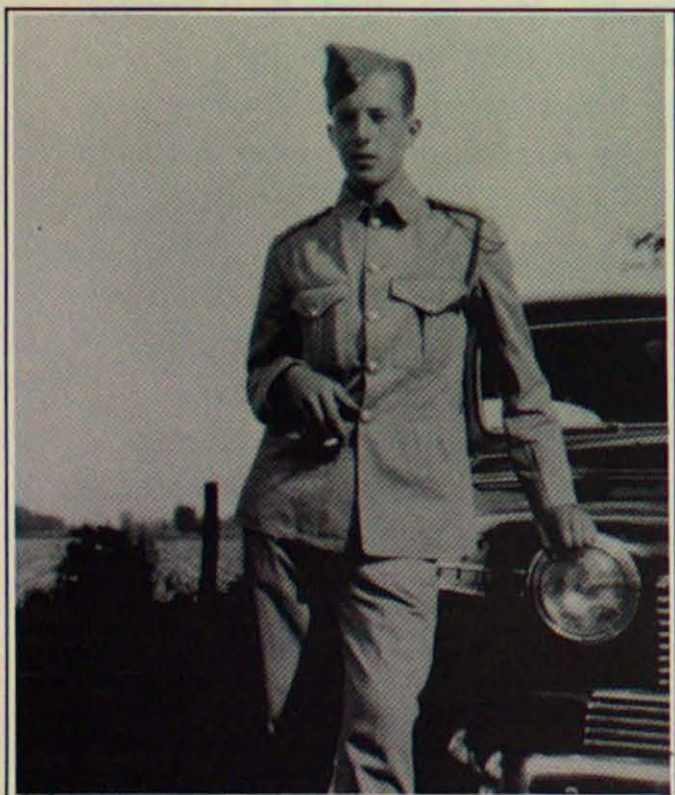
Graduating from his courses, Fred and his fellow officers were now ready to take on the enemy. Responding to urgent appeals from the government, even soldiers loaned money to aid the war effort. Fred purchased war bonds. Fred and Isabel's correspondence from that time recorded the many events in the couple's life. Fred named his son after Chatham's regiment..... Kent. While Fred was still in Canada, it was easy for the family to keep in touch with one another.

Reports about Fred's performance were very positive:

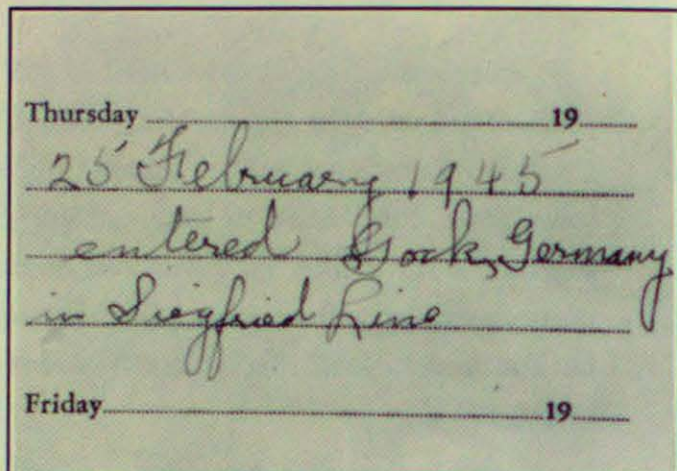
February 24, 1943 by Captain Wilander:
"... very keen to get overseas and into 2nd Division with brother. A very smart looking young NCO. Alert and eager."



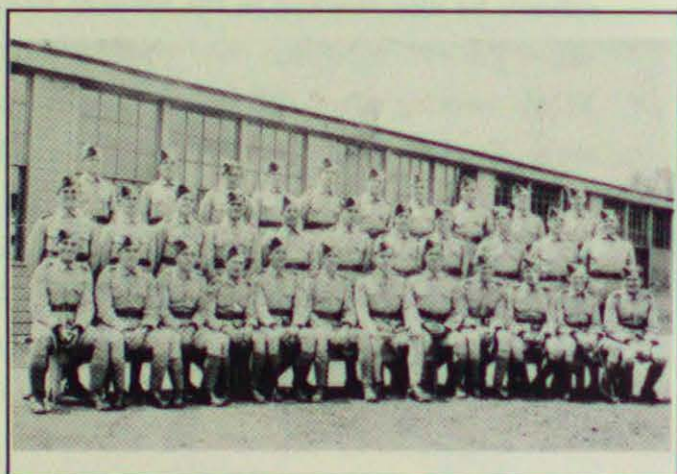
1. Photo courtesy of Douglas Kent Laurie



3. Photo courtesy of Helen (Rhodes) Kennedy



2. Photo courtesy of Douglas Kent Laurie



4. Photo courtesy of Douglas Kent Laurie

1. Fred Laurie's diary for June 6, 1944.
2. Fred Laurie's last diary entry; he had just crossed into Germany from Holland.
3. Jimmy Rhodes prior to going overseas, 1942.
4. This is 13 Platoon "C" Company of the Kent Regiment during the summer of 1941. They are part of a recruiting drive in the city of Windsor. The barracks in the back are St. Luke's, a factory converted for army purposes. Fred Laurie is in the front row (sixth from the left).

March 3, 1943 by Captain Mackenzie at OTC in Gordon
Head, B.C.:
"Training background excellent. Intelligent, efficient and
observant."

Finally the order came through to leave Canada for the battlefields of Europe. Fred sailed from Halifax on April 6, 1944, on the *S.S. Cavina* (7,000 tons displacement). He disembarked in the UK on April 23, 1944, and the very next day he was seeing the sights in London. After an all too brief visit with some Scottish relatives, Fred took on some new responsibilities.

Because of a surplus of officers in the Canadian army and a critical shortage of qualified officers in the British armed forces, the two governments established the CAN-LOAN agreement. Almost seven hundred Canadian officers were seconded to the British army. John Alfred Laurie was one of the Canadians so honoured, and he was posted to the First Royal Norfolk Regiment.

As the Allied forces were gaining the initiative in this war and the Axis powers were forced into a defensive posture, Fred joined the largest military assault ever launched against the continent of Europe. On June 6, Allied forces came ashore in Normandy.

Fred's diary read:

Tuesday, June 6; Exercise Overlord; landed; "D" Day
in Normandy

While Fred's laconic diary entries record the historic events that suddenly engulfed him, the reality was that he still had to fight his way across northern France along with tens of thousands of Canadian and Allied troops. Fred Laurie was wounded, evacuated and returned to England for recuperation.

Evacuated from France 27 June, 1944, on hospital ship
Duke of Lancaster; poisoned hand;
Landed Southampton, 28 June, 1944

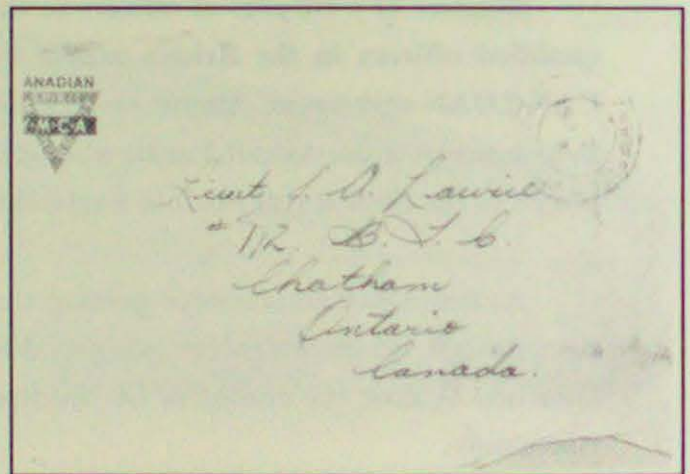
The awful fighting and destruction continued unabated across north-west Europe. A healed Lieutenant Laurie returned to the continent on December 3 to do battle again.



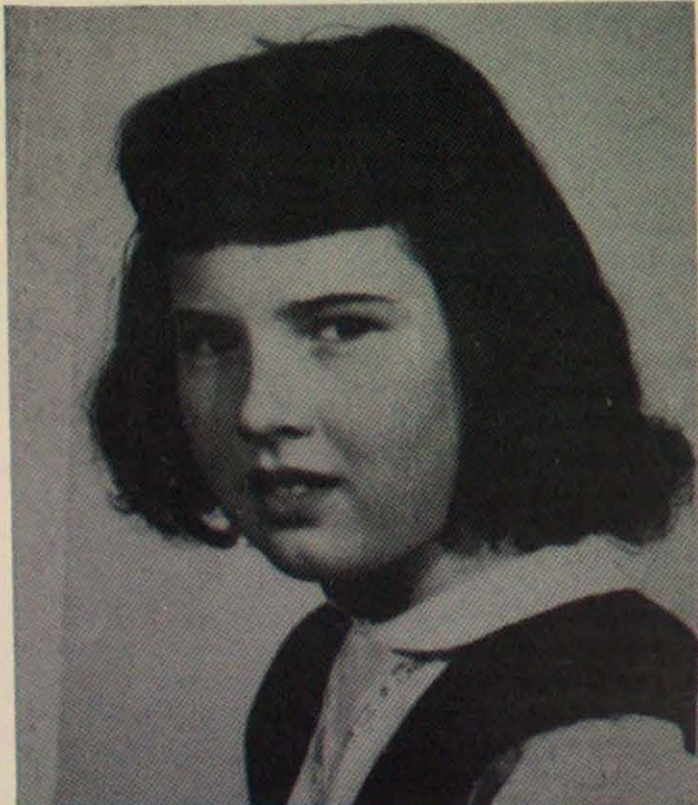
1. Photo courtesy of Douglas Kent Laurie



2. Photo courtesy of Douglas Kent Laurie



4. Photo courtesy of Douglas Kent Laurie



3. Photo courtesy of Douglas Kent Laurie

1. Fred Laurie's son, Douglas Kent, was born on September 22, 1941.
2. Fred Laurie's daughter, Mary Ann, was born on April 9 in 1942.
3. Fred Laurie is shown drilling some troops at No. 12 BTC., 1941.
4. The Salvation Army and the YMCA encouraged letter writing. Here is an envelope addressed to Fred Laurie.

He was posted once more to the front lines. Fighting their way across Holland and Germany, Fred and his men had the Germans on the run.

During the Battle of the Rhine, code named "Blockbuster", Fred distinguished himself in combat and earned the Military Cross. In the citation, his actions were described as:

On the capture of Kervenheim on 28 Feb. this officer was a platoon commander. On his company commander becoming wounded and the 2 i/c being killed he immediately assumed command of the company. With great skill and under perpetual enemy sniper fire he organized his company and was personally instrumental in beating back an enemy counter attack. Not content with defensive fighting he led fighting patrols against the Boche [German] counter-attack force and by his forceful leadership and skillful use of fire wrought havoc amongst the opposition. During the whole of the operation his leadership and disregard of danger were most conspicuous and the manner in which he accepted his new responsibilities and discharged his duties as company commander were commendable beyond words.

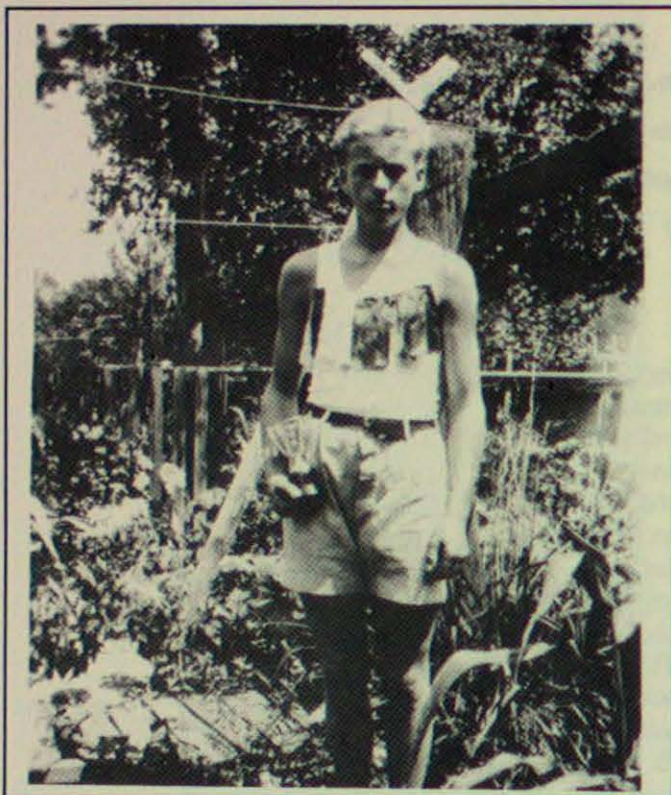
Near the Germany city of Bremen, his diary entries were stopped when a bullet took his life three weeks before the end of the war.

And now once more the legal machinery was set in motion to close the file on yet another brave Canadian. His final pay was forwarded to his widow and his two infant children -aged two and four years old.

Today his memory is honoured in several places in Chatham, the CAN-LOAN Memorial in Ottawa and in the hearts of his widow, children, and surviving brothers.

DONALD WILLIAM DYMOND

Donald William Dymond was born in Bideford, North Devon, England on December 11, 1919. To his family and friends, he was Don or "Duckie." His father, Robert William Dymond, and his mother, Dorothy, decided that the family's future lay in Canada rather than in England. The difficult decision to emigrate was made, and the family arrived in London, Ontario. Later, the Dymonds moved to Chatham. Here, a sister, Vera Kate, was born.



1. Photo courtesy of Phyllis (Dymond) Burton



2. Photo courtesy of Phyllis (Dymond) Burton



4. Photo courtesy of Phyllis (Dymond) Burton



3. Photo courtesy of Phyllis (Dymond) Burton

1. Don Dymond was already a track star at the age of 14.
2. Don Dymond (2nd from left) was tied for the junior championship at the annual Kent County Meet in Dresden. This photograph appeared in the Border Cities Star, September 29, 1934.
3. Phyllis Jackson and Don Dymond at Erie Beach, 1938.
4. Don and Phyllis Dymond's honeymoon in Toronto. Here they are at the CNE, on September 2, 1940.

Typical of many families during this time, the Dymonds kept moving. At various times they lived on Adelaide Street, at two different homes on Thames Street, and also on Lacroix Street. His father, Robert William Dymond, was a commercial traveler.

One focus for the family's activities was Christ Church on Wellington Street. Don was confirmed by Charles, Bishop of Huron, on Sunday, May 6, 1934, in Christ Church. His mom was a member of the choir, as was young Phyllis Jackson, who would later become Don's wife. The Anglican Young People's Association (AYPA) tried to keep the younger church members busy with wholesome group activities. Meetings, sports events and dances at the church were well attended by these younger church members. The Hallowe'en and Christmas dances were particularly looked forward to with intense anticipation. Even today, Phyllis Burton fondly remembers the 1938-39 social activities organized by the AYPA.

After graduating from elementary school, Don attended classes at the Chatham Collegiate Institute for 2.5 years. He then transferred to CVS.

An annual fair was held at the Central School grounds. Here Don, Phyllis, and Jim McLagan enjoyed the sights and sounds of the rides and the different booths.

Don appreciated a good time. He would put on his mom's hat and clown around. When visiting the Jackson house, he would tinker with the keys on Mrs. Jackson's piano, even though he could not play. Since Don had his driver's licence, he would borrow his dad's car and drive his friends to Erie Beach.

Don worked at the T. Eaton store on King Street from September, 1939, until January, 1940. As a clerk, his particular responsibilities were the fruits and groceries. He then worked as a typesetter and press feeder with Mercury Press until July, 1940.

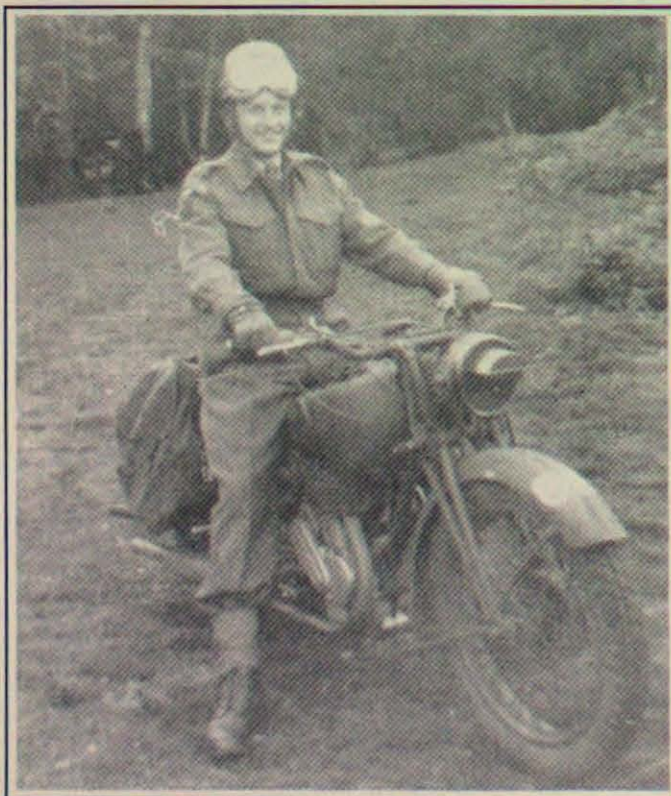
By this time, Don and Phyllis had become quite serious about their future intentions. They were engaged at Christmas, 1939. The war was making its presence felt and Don decided that he ought to join the army. Thus, on July 27, 1940, he joined the Kent Regiment. The record of his physical shows that he was 5' 7.5" tall, weighed 133 lbs., had a fair complexion, blue eyes, 20/20 vision, brown hair and good teeth.



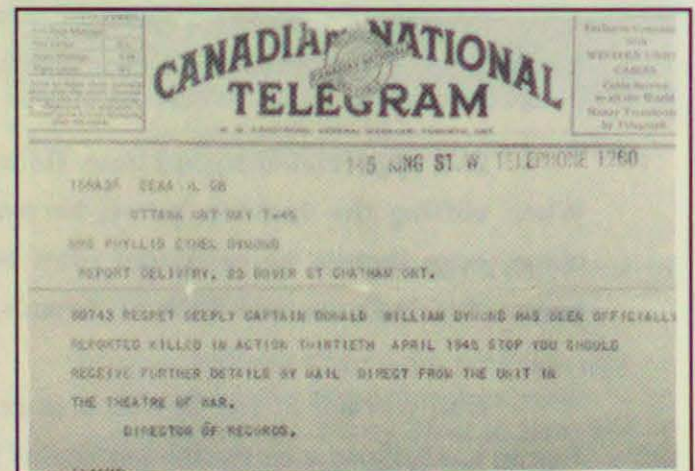
1. Photo courtesy of Phyllis (Dymond) Burton



2. Photo courtesy of Phyllis (Dymond) Burton



3. Photo courtesy of Phyllis (Dymond) Burton



4. Photo courtesy of Phyllis (Dymond) Burton

1. Phyllis Dymond and her children, Margot and Michael, in 1945.
2. Don is training at No. 12 BTC in 1940.
3. Don Dymond in England, 1942.
4. Phyllis Dymond received this dreaded telegram while Chatham and the rest of Canada were getting ready to celebrate the surrender of Germany (V-E Day) on the very next day.

On Monday, September 2, at 2:30 p.m., Phyllis and Don were married in a military ceremony in Christ Church. White and pink gladioli formed the floral setting for the ceremony which was performed by the rector, Rev. Roy D. Mess. Mrs. Cyril Luff played the wedding music. Phyllis wore a gown of pink net over satin with a pink silk turban, and she held a bouquet of cream roses. The Kent Regiment was well represented since the groomsman, Corporal William Mugridge, and the usher, Cyril Luff, were members of the local regiment.

After the reception, which was held in the Jackson home on Dover Street, the young couple left for their honeymoon in Toronto. The photographs taken at that time show that they visited the CNE.

While Don was training in London, he lived in the barracks at the end of Dundas Street. Phyllis moved to London and lived in an apartment for six months in order to be close to her husband. When Don left London, Phyllis moved into her in-law's house and occupied Don's former room.

In the army, Corporal Dymond saw a lot of Canada. He was stationed at different times in Kingston, Niagara, Nanaimo, New Westminster, Three Rivers, Camp Borden, St. Johns, P.Q., Terrace, B.C. and Windsor, N.S.

In the mean time, Phyllis had moved back home to 33 Dover Street. Don earned qualifications in many different courses and moved up in rank to Sergeant, II Lieutenant, I Lieutenant and Captain. Their first child was a daughter, Margo Lee, born on February 1, 1942. Don received special leave to see Phyllis and Margo in St. Joseph's Hospital. The next time he saw his daughter she was almost a year old. By the third visit, she could already walk. Don had been granted compassionate leave to visit his dad who had been hurt in an accident. His son Michael was born on November 15, 1943, but Don never had an opportunity to see him.

Don travelled to Windsor, N.S. and left for England on June 10, 1942. There he joined the Algonquin Regiment. July saw him facing action in France. The Germans were putting up very stubborn resistance against the Allied forces. Tough veterans of the *Wehrmacht* were reluctant to yield ground to these newcomers who, in many cases, were facing actual battlefield conditions for the first time.



Drawing by William Wyatt

Captain Donald Dymond goes on night reconnaissance

“Dear Mrs. Dymond,

Don was in command of ‘C’ Company. He had just taken over the company which had suffered heavy casualties in the crossing of the Küsten Canal. At about midnight..... Don with his two signallers began advancing with the second platoon. After proceeding a short distance they were challenged in German by a group of German officers and men who were making a reconnaissance....It was pretty dark, both sides opened fire and jumped for cover. The fighting lasted a few minutes only. Those of the Germans not hit were taken prisoner. During the exchange of fire Don was hit and died instantly.”

Major Lyle Mont; May 3, 1945

Don showed excellent leadership in the battles through France and Belgium. His leadership qualities and courage were noticed at headquarters. Captain Dymond had the distinction of being mentioned in dispatches.

The "Cinderella Army" on the left flank of the Allied advance to Germany was told to clear the ports, capture buzz bomb launching sites, and liberate the cities. Since the *Wehrmacht* had been given orders to fight to the last man in Holland, the fighting resulted in a large number of casualties. Places such as Almelo were small but bitterly contested enemy positions. The town of Wierden is a good example of the type of situation faced by the Canadians. The first assault, using flame-throwers, killed thirty Germans, but it took six more frontal attacks before the town was in Canadian hands. Wierden's capture cost the lives of seven Canadians and twenty-eight were wounded.

Even as the end of the war appeared imminent, the Algonquins continued to take heavy casualties. The next operation alone cost the Regiment 184 men. Among these casualties 39 were killed and 22 went missing.

The Germans were determined not to let the Canadians cross the Küsten Canal. All the trees along both banks had been cut down to allow for a clear field of fire against attackers. Co-ordinated movements with those of the air force, and ruthless use of flame-throwers allowed Canadians to make the perilous crossing and get a foothold on the opposite bank. Repeated counter-attacks by German paratroopers, some of the toughest troops in the German army, and self-propelled guns were beaten back at heavy cost to the Canadians. German losses were just as heavy. On one spot alone the flame-throwers killed 40 Germans, but the Canadian objective had been achieved. The Küsten Canal was behind them. The way north and east into Germany was ahead.

Back in Chatham, plans were in place to celebrate the end of the war in Europe. All that was needed was the official word from General Eisenhower's headquarters. Relatives of soldiers in the NW European theatre of war were following the progress of their loved ones on maps, dreading the possibility that their soldier might get hurt in these last few days. Phyllis was following the path of the Algonquin Regiment as published in the *Chatham Daily News*, when one day before V-E Day, two Legion members came to the door of her parents' Dover Street home to deliver THE telegram:

Ottawa Ont May 7-45
Mrs. Phyllis Ethel Dymond
23 Dover St Chatham Ont.
80743

Regret deeply Captain Donald William Dymond has been officially reported killed in action Thirtieth April 1945 STOP You should receive further details by mail direct from the unit in the theatre of war.

Director of Records

Later, a letter dated May 3 and addressed to Phyllis arrived. In it Major Lyle Mont wrote:

Don was in command of C Company. He had just taken over the company which had suffered heavy casualties in the crossing of the Küsten Canal. At about midnight the Company began moving into a new position -the area had been patrolled and found clear of the enemy. His first platoon had gone on ahead without contacting any enemy. Don with his two signallers began advancing with the second platoon. After proceeding a short distance they were challenged in German by what we found out later was a group of German officers and men who were making a reconnaissance and accidentally got in between Don and his leading platoon.

It was pretty dark, both sides opened fire and jumped for cover. The fighting lasted a few minutes only. Those of the Germans not hit were taken prisoner. During the exchange of fire Don was hit and died instantly. He did not suffer.

That night his men brought him out and we buried him with other of our men in a little temporary cemetery in the little German village of Edeweicht about eight miles west of Oldenburg.

Later on he will be moved and buried in one of the Canadian War Cemeteries and you will be notified of this location.

The padre Cap't Vallautique collected his personal things and they will be sent to you as soon as possible, with one exception. Pte Jimmy Docet, who was Don's batman and who was devoted to him has asked that he may keep his wrist watch. We feel you would not mind and I know Don would like it that way.

Her children, Margo and Michael, were too young to comprehend the news. Major the Rev. Roy Mess announced the sad news to the congregation of Christ Church.

HAROLD KEMP

Born in Chatham on September 9, 1925, Harold was another one of the young men whose formative years were dominated by the war.

Harold initially attended school in Louisville. A photograph of that time shows a group of attentive pupils and their teacher, Miss White. Moving to Chatham, to 103 Emma Street, he and his brother, Elmer, later attended Blessed Sacrament School.

The brothers enjoyed playing baseball, soccer and hockey. In fact, Harold would continue to carry the mark of a dedicated hockey player - a scar on the right cheek courtesy of a frozen puck. A more relaxing hobby involved the making of model air planes.

After graduation, he elected to attend CVS. Here he took a variety of shop courses including woodworking and auto mechanics. In the carpentry shop, he produced a side table that still has a place of honour in Elmer's living room.

Harold was a dependable worker for the *Chatham Daily News*. He delivered the newspaper for six years. After school and during school holidays, he worked as a clerk in Nelson and Wright Men's Wear.

The manpower shortage in Europe was getting critical. Volunteers for front line duty were needed desperately. Thus, Harold took the fateful step and went to get a medical examination. On April 14, 1944, he weighed 142 lbs, was 5'6 1/2 " tall, had brown hair and hazel eyes. The examiner also noted the scar on his right cheek.

Less than a month later, Harold enlisted in the army and received training in London. After stints at No. 12 BTC, No. 1 DD in Windsor and a course at Ipperwash, he was rushed out to No. 2 Transit Camp at Debert, N.S. by December 9. Leaving Canada on December 18, he disembarked in the U.K. on December 25.

He was flown to NW Europe (Holland) on February 12, 1945. Attached to the Lincoln and Welland Regiment, he immediately saw action against the Germans. He distinguished himself in the fighting for the crossing of the Twenthe Canal. Later, he

bravely tried to help another platoon that was in difficulties. The fighting around the Küsten Canal was fierce, and Harold chose to be right in the middle of it. Here he died as the official letter explains:

Dear Mrs. Kemp:

It is with deep regret that I write this letter. It is my sad duty to inform you of the circumstances which surrounded the death of your son Lance-Corporal Harold Kemp.

Following an attack on the afternoon of Saturday 21 Apr. '45 in the enlarging of the bridgehead over the Küsten Canal south of Edewecht in Germany Lcpl Kemp was hit in the face by a German sniper's bullet while scanning the ground with binoculars. A stretcher bearer named Sheddon from our B Coy ran to his aid and was instantly killed by the same sniper just as he was preparing to fix up your son's serious wound. There was nothing that could be done for L cpl Kemp and he died a few minutes later.

There is little that I can say to alleviate your suffering at this loss but I do offer you my sincerest sympathy. The written word cannot bring back your dearly beloved son.

Perhaps I may increase your pride in him who paid the supreme sacrifice by simply saying that he died a true Canadian soldier. It was just exactly a month ago today when we crossed Twenthe Canal in Holland and your son worked right alongside me through some very tough fighting. The following day he was promoted to Lance Corporal and he did some extremely fine work up through into Germany. On that particular Saturday 14 Platoon had taken their small objective and 15 Platoon were passing through us and to our left. There was very heavy enemy fire, both mortar and small arms, and 15 Platoon started to fall back. On his own initiative L cpl Kemp, whose section was on the left of our platoon, undertook to bolster 15 Platoon and he was working with them when he was hit. He was one of the most liked lads in 14 Platoon.

It required two more days of hard fighting before we advanced beyond the point where L cpl Kemp was killed but the advance has continued slowly against what is probably a last ditch stand of the Germans. The final convincing of the Germans to unconditional surrender is necessitating some very tough fighting in spots but an armistice leading to a third World War in the near future cannot be brooked. The making of a better world after the war cannot be accomplished without the efforts and sacrifices of men like your son.

The body is buried near the town of Friesoythe in Germany but after the war it will be removed to the common Canadian grave.

Those of us who still fight will never forget those who have given their lives. Please accept my deepest sympathy on the loss of so gallant a son.

Sincerely,
Lieutenant A.M. Sweeton

Friesoythe is near Oldenburg in northern Germany. A C.N. telegram was delivered to his mother Hazel. The message contained the usual sad news. Later his body was re-interred in Holten Cemetery in Holland.

A message from the Mayor's office in Holten describes best the reverence the Dutch have for "their Canadian boys":

Remembrance Day in Holten: this morning the members from Holten visited the graves of those who died in 1940. All the teachers from the school were present and they placed a large number of flowers on the graves and the monument erected in memory of those who died from that district in May 1940.

In the afternoon a lot of people gathered around the memorial square...behind them were [children from] public schools, in Holten, Kijkerhoek, Espelo, from the Catholic schools in Nieve, Heeton and Nijverdal.... a number of small children went amongst the graves placing floral decorations thereon, while others stood around quietly looking on....

[The mayor] said that for those who fell from Canada and for our own country we bend our heads in sorrow for those who suffered. The ground they lie on will always be held in reverence of those solid Canadian soldiers. We shall always look after these graves as though they belonged to our own boys.... Then the music played 'Wilhelmus' [the Dutch national anthem], and afterwards they went among the graves placing flowers on [them]. And slowly everyone departed to their separate destinations, while the sun sank in the west.

Today, Harold's brother, Elmer, still treasures the side-table made by Harold over sixty years ago in the carpentry shop at CVS.

JIM CLARK, part II

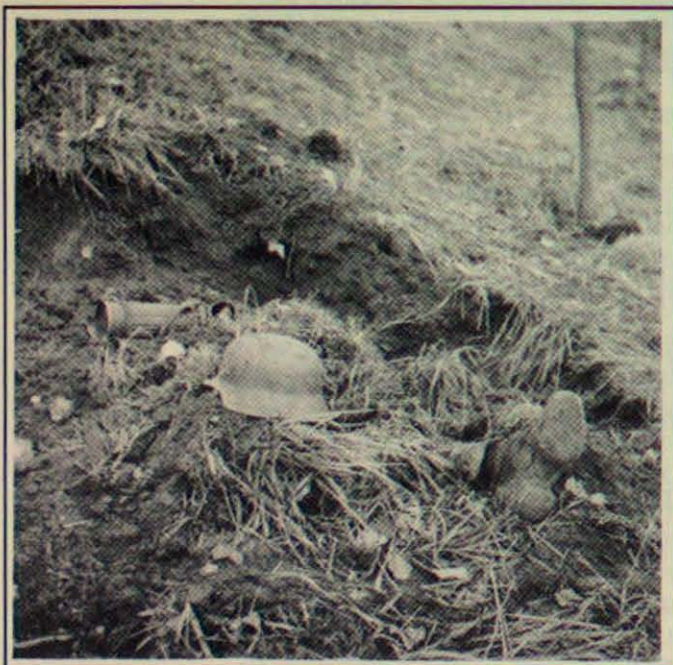
After crossing the Atlantic in eight days, Jim disembarked in the U.K. on January 18, 1945. Because of the heavy losses the Canadian army was taking in its drive through Holland, Jim was transferred to the Continent on March 17 and attached to the Essex Scottish Regiment, Royal Canadian Infantry Corps.



1. Photo courtesy of PAC 136820



2. Photo courtesy of PAC 140139



3. Photo courtesy of PAC 137205



4. Photo courtesy of PAC 136755

1. Canadian soldiers being given a last farewell in Holland, October 26, 1944.

2. Jeep ambulance, France, June 27, 1944. During W.W. II 53,145 Canadians were wounded.

3. A hastily buried German soldier: Holland, October 27, 1944.

4. A final salute from a teenager to his comrades, Holland, October 26, 1944.

According to his platoon leader, Lt. E. B. Thompson:

All day long on April 12th, we fought a hard running battle with the Hun and my platoon was leading the way into the outskirts of the city of Assen. At about midnight we were fired on by a machine gun which killed your husband almost instantly and wounded another man. ...Pte. Clark was buried the next day in a cemetery near the little Dutch village of Hooghalen, a few miles south of the city of Assen.

From Padre Joseph Cardy came the following message:

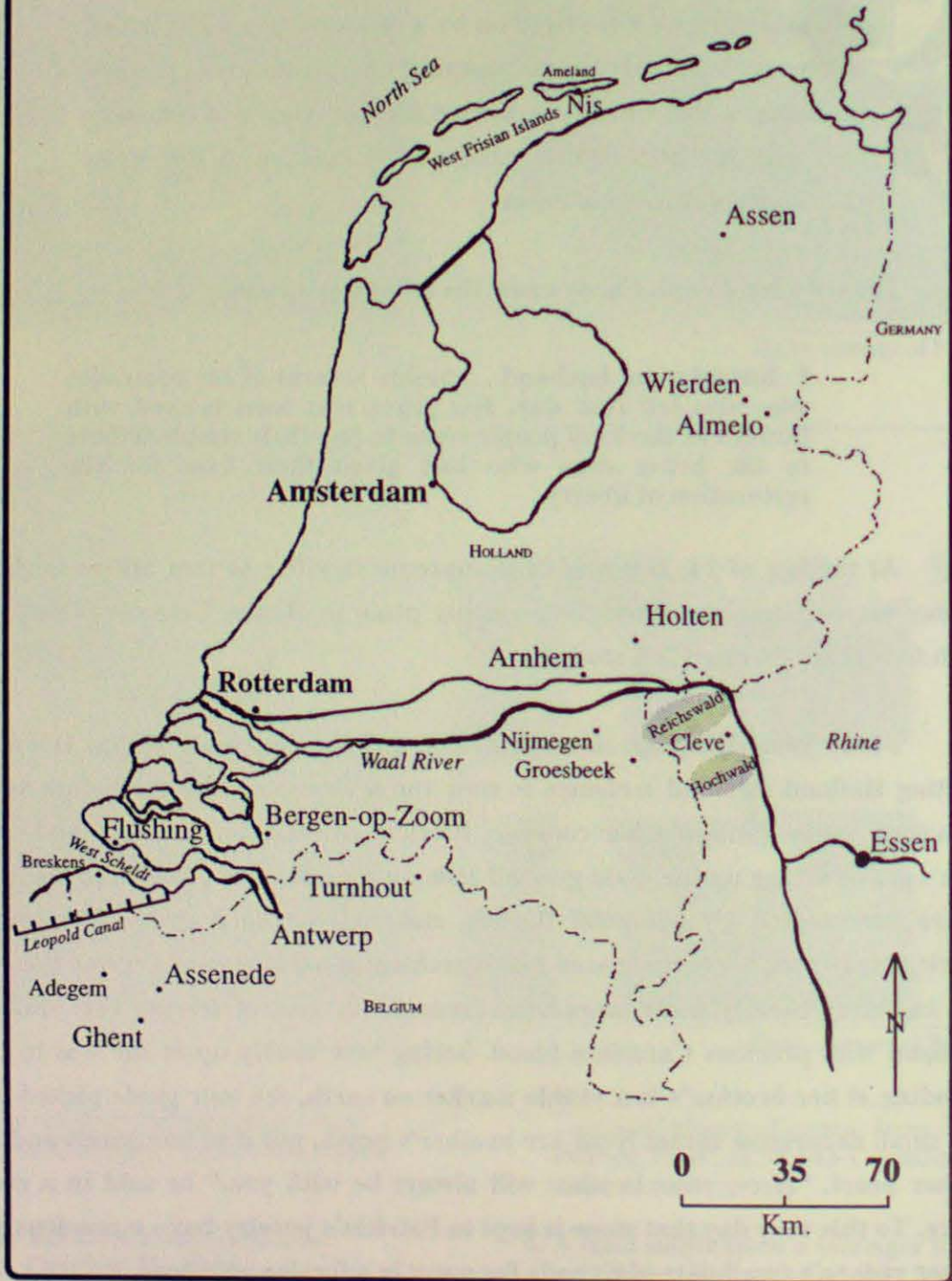
I buried your husbandbeside several of his comrades who also fell that day. His grave was soon heaped with flowers as the local people came to pay their simple tribute to the brave men who had given their lives for the restoration of liberty.

At the age of 24, Jim made the supreme sacrifice so that others might be free. Today his remains have their final resting place in Holten Cemetery, Holland along with four other former CVS students.

Many years later, his sister, Patricia, and her husband, Milton Dodman, were visiting Holland and had a chance to tour the area around Holten before visiting the cemetery. After gathering her courage, Patricia entered the cemetery and sought out Jim's grave. Going up the main grassed aisle on the left side in the back, she located the grave surrounded by beautiful flowers and well-groomed grass. The snow white vertical gravestones evenly spaced and marching in parallel ranks across this section of the cemetery merely underscored the tremendous cost of freeing this small part of Holland with precious Canadian blood. Seeing how visibly upset she was to be finally standing at her brother's last visible marker on earth, the tour guide picked up one of the small decorative stones from her brother's grave, put it in her hands and moved it to her heart. "Here, your brother will always be with you," he said in a comforting voice. To this very day that stone is kept in Patricia's jewelry box - a precious memento of her visit to a small part of Canada far away in a foreign country.

Belgium and Holland

(1944 - 1945)



EDWIN A. PRATT

Edwin was born in Chatham Township on May 23, 1924 to Anna and Arthur Pratt. He had six sisters and two brothers. They lived on his grandparents' hundred acre farm, but Edwin's father worked for the Township. Because the family had a car, they were able to drive to Louisville for the Sunday services at the Baptist Church.

The children had a lot of fun with their black and white collie named Sport. Farm children had to make their own entertainment. In the summer, they might hook up Sport to a kid's wagon and be driven around their Chatham Township farm yard. In the winter, Sport could be hitched up to a small sleigh for rides around the yard. The siblings also enjoyed playing cards and baseball.

The children had to help with the farm work as well. There was a vegetable garden to be looked after and fruit trees to be tended. For the eleven family members there was always a lot of bread that needed baking. The preparation of pies for dessert also called many willing hands. Harvest time meant many days of hard work for everyone in the family. When Mrs. Anna Pratt was canning, everyone had to pitch in.

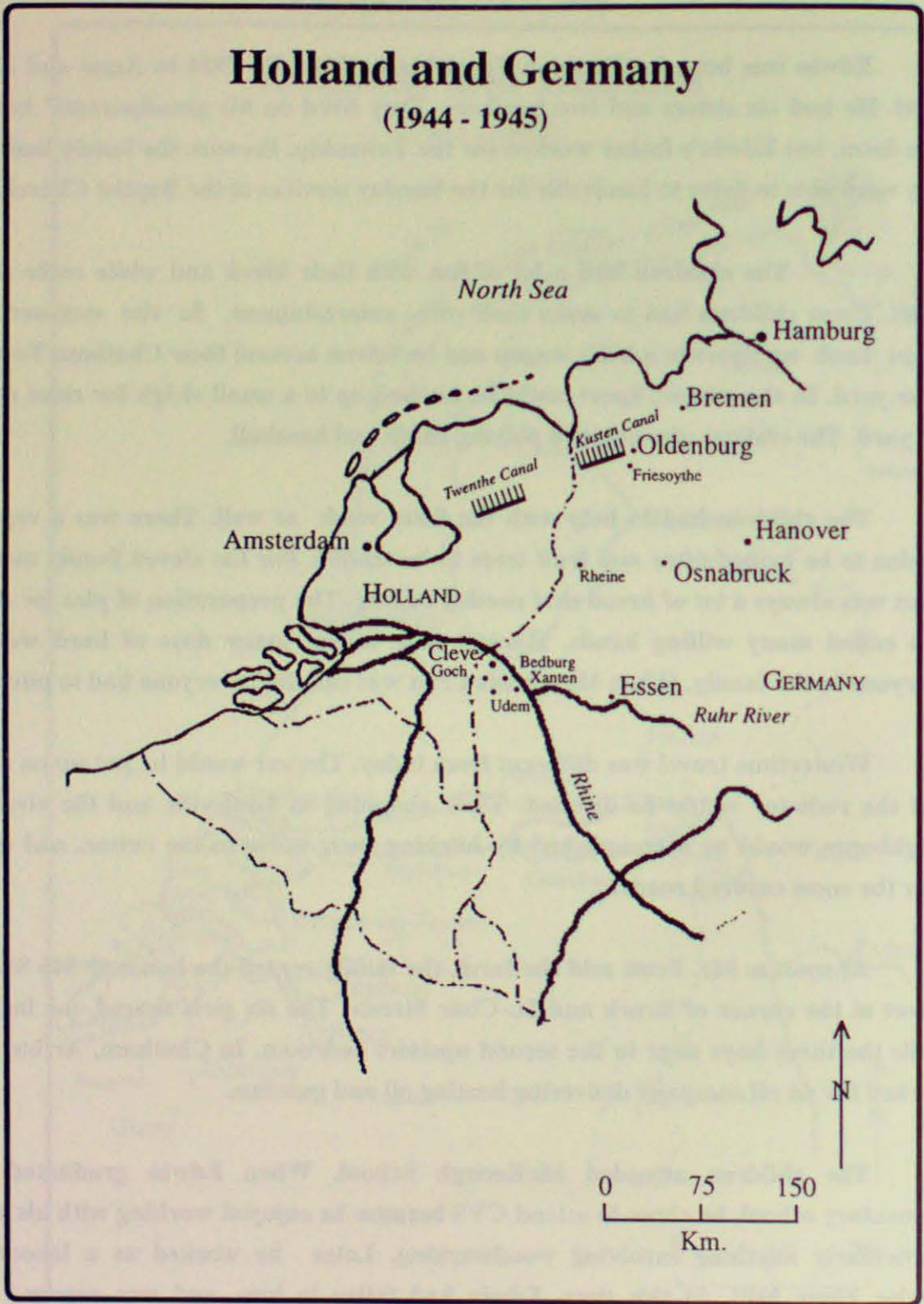
Wintertime travel was different from today. The car would be put up on blocks, and the radiator would be drained. Their shopping in Louisville and the visiting of neighbours would be accomplished by hitching their horse to the cutter, and gliding over the snow covered roads.

As soon as Mr. Pratt sold the farm, the family rented the house at 346 St. Clair Street at the corner of Brock and St. Clair Streets. The six girls shared one bedroom while the three boys slept in the second upstairs bedroom. In Chatham, Arthur Pratt worked for an oil company delivering heating oil and gasoline.

The children attended McKeough School. When Edwin graduated from elementary school, he chose to attend CVS because he enjoyed working with his hands, particularly anything involving woodworking. Later he worked as a labourer at Taylor Flour Mill. At this time, Edwin had fallen in love, and was engaged to be married. The wedding had been planned for sometime in the distant future.

Holland and Germany

(1944 - 1945)



One of the highlights of Edwin's life was the Orange Parade each July 12. The venue for the parade would alternate between Chatham and Wallaceburg. His sister remembers that Edwin was an eager participant.

Edwin enlisted in London on August 26, 1943. The medical report showed that he was 19 years old, was 5 feet 7 1/2 inches tall, weighed 124 lbs, and had blue eyes and light brown hair. It also noted that Edwin had a small circular scar on his forehead. The following month he was transferred to Shilo, Manitoba.

He sailed for England on April 30, 1944, and was rushed to France on August 12. Here he served with the 1st Canadian Rocket Unit of the Royal Canadian Artillery. Edwin wrote home regularly, and his family and fiancée eagerly anticipated the arrival of each letter. In return, the family would mail parcels to Edwin. Margaret Pratt made sure that her socks knitted for Edwin were included as well.

At the age of 20, he died under unfortunate circumstances. While dressing in his upper bunk to go on guard duty, his Sten gun discharged. Edwin died on the spot.

As part of his estate, the Canadian government forwarded Edwin's war service gratuity, \$222.11.

Initially buried in Turnhout Town Cemetery, Belgium, Edwin Pratt was re-interred at his final resting place at Bergen-op-Zoom in Holland. Enclosed by a beech hedge, and shaded by two rows of cherry trees, it has many flowering shrubs that grow profusely everywhere. For contrast, there are sugar maples, silver birch and golden Irish yew.

REGINALD ERNEST HORNE

Reg Horne was born in Chatham on June 13, 1914. At home he got along well with his two half brothers and two half sisters. His mother, Molly, and his step-father, John Howard, were not concerned about their son doing well. He had a fine physique, was very sociable, was intelligent, and loved the outdoors. Reg's dad, Private Frederick Horne, had been killed and buried in France during the First World War. Reg was a survivor and would be a success at any task he chose to complete.



1. Photo courtesy of Yvonne deLange



2. Photo courtesy of Diepgrond-Dikkeboom, Heerenveen



3. Photo courtesy of M. Baart, Utrecht



4. Photo courtesy of W.A. van Aken, Hilversum

1. Entertainment for Canadian troops in Holland; a small touch of home.
2. Amsterdam, Holland: May, 1945, a victory parade to celebrate freedom after four terrible years of oppression.
3. Baarn, Holland during the summer of 1945: at the railway station, the burial detail sign painter prepares for the day's work.
4. Medemblik, Holland: May, 1945, grateful Dutch children in a parade to show their gratitude for the Allied food drop during the "Hunger Winter" of 1944 - 45.

At school, he enjoyed playing football and baseball. Later, he was the catcher for the Anglican softball team. Reg attended Central School at School and Queen Streets in Chatham. His education was completed at age 13 after attending CVS for one year.

Reg was interested in military matters. That is why he was a member of the Kent Regiment from 1928 to 1937. This experience in the militia was to prove useful in the future.

He worked at Ontario Steel Products from June 10, 1928, until August 31, 1940, as a machinist. On the average he earned about \$30 a week. Starting in 1930, Reg was laid off for two years. To find employment, he travelled to Kirkland Lake and worked for the Kirkland Lake Pulp Company. His pay was \$14 a week while he worked in the bush.

Reg and his wife, Pearl Marie, had seven children. Their names were Frederick, Margaret, John, Molly, Bobby, Elizabeth and Ronnie. In August, 1940, a bar of steel punctured his left thigh. Despite the severity of it, it was healing well when he went to the army medical board in September.

At the time of his enlistment in September of 1940, Reg had been given a high rating in all the requisite categories. His PULHEMS was particularly impressive. This acronym stood for physique, upper extremities, lower extremities, hearing, eyesight, mental capacity, and stability. He was 5' 11" tall, weighed 176 lbs., and had green eyes, and brown hair. His recruiter recommended instructor training for him. Unfortunately, there was some family trouble. At this time, Reg and his wife had been separated for two years and divorce proceedings had started.

After completing the Advanced Infantry Instructor's Course in Listowel, Reg was asked to remain for a further two months as an instructor. Next, he had a course in Long Branch in Platoon Weapons. As a Sergeant Instructor in different BTCs, Reg comes to the favourable attention of his superiors. Some of the written comments include, "...smart looking NCO .. very conscientious and serious about his work ... plenty of self-confidence ..." Offered a commission, Reg refused, giving his domestic troubles as the reason.



Photo courtesy of PAC 128231

Women ambulance drivers in Holland, February 4, 1945. During World War Two 49,963 women served in Canada's armed forces.



Photo courtesy of PAC 130160

**A new grave in France: July 22, 1944.
"This part of France will forever be Canadian."**

In September, 1943, Reg was transferred to the No. 3 Canadian Infantry Reinforcement Unit in England. The following month he was posted to the Algonquin Regiment. On July 22, 1944 Reg and his regiment landed in France.

Reg was wounded in the bitter fighting just outside Caen, Normandy. Shortly after, he led his men into action again.

From Belgium, he mailed a letter on September 14 to his family. He mentioned that the Canadians were advancing at a good pace. Most Belgians could not contain their enthusiasm when liberated by our troops. Usually there were many people lining the sides of the street. Inevitably, there would be copious quantities of cider, beer, cognac, benedictine and calvados to help celebrate the occasion. Since a convoy speed of ten miles per hour had to be maintained, the consumption of all these beverages had to be done quickly. On his passage through the towns, Reg also noted signs of quick revenge of the local population against collaborators: furniture being tossed out of windows, girls with cropped hair, and handcuffed men pushed and beaten in the streets.

The Algonquins were ordered north to Ghent and the Belgian-Dutch border. Their objective was to clear the way to the Leopold Canal and establish a bridgehead on the north side of the Canal. The Germans resisted the Canadian advance with intimidating firepower. Sometimes, vicious house-to-house fighting was necessary to clear the town of Germans. Often, under the cover of darkness, the enemy would return, and the whole operation had to be repeated.

On September 17, "A" Company and Sergeant Horne were ordered to "clear" the town of Assenede, located about two miles south of the Leopold Canal. A combined tank and infantry attack managed to reach the town centre. Reg Horne was exemplary in leading his men through the town ferreting out the enemy. The next day, Assende was in Canadian hands. The fighting had resulted in the capture of fifteen German prisoners and twenty-three casualties to the Company. The two fatalities were the result of the bitter house-to-house fighting and the concentrated mortar fire from the German line. Sergeant Horne was one of the two soldiers who had given their life to free Assenede.



1. Photo courtesy of Dorothy Provost



2. Photo courtesy of Dorothy Provost



4. Photo courtesy of Dorothy Provost



3. Photo courtesy of Dorothy Provost

1. Bill Vester (14 years old) and his sister, Lily (aged 16), 1926.
2. The Vesters: Bill and Lily (front), Percy (middle), Ralph (L) and Lloyd (back).
3. Bill and Dorothy Vester's wedding, 1935.
4. The Vester family: (L to R) Bill, foster mother Emily, sister Lily, wife Dorothy and foster father, George.

Shortly after, this letter from the front reached Reg's mother:

Dear Mrs. Howard,

...I am the officer in command of 8 Platoon "A" Company of the Algonquin Regiment ...

Sergeant Horne was killed instantly in a successful attack on a town in Belgium. He was well-liked by the men and in action showed that initiative and daring so becoming a good Canadian soldier. ... It is unfortunate these incidents have to occur in order that the remainder of the world may live in peace. The men over here are doing the job cheerfully and expect their next of kin to keep their chins up.

Sincerely,

Lieut. D.W. McDonald

A similar message of condolence came from the city of Chatham:

Dear Mrs. Horne,

It was with deep regret that the Chatham City Council heard the news of the loss of your husband, Sergt. Reginald Horne while serving with the Canadian forces in France [sic].

May I on behalf of the Chatham City Council and the citizens generally extend to you our sincere sympathy. We hope the realization that your husband gave his life for the cause of justice and humanity and a better world will be a source of consolation to you in this time of sorrow.

Yours sincerely,

C.L. Goddard

Mayor

Today Sergeant Horne lies in the company of 1,121 comrades, 844 of them Canadians, in Adegem Canadian War Cemetery. The cemetery has been landscaped to give an air of spaciousness. A wide grass path leads from the red brick entrance to the Cross of Sacrifice. Large beds of heather are just inside the wrought-iron gates, while the dark green of two long rows of English yew separate the two main sections of headstones.

WILLIAM VESTER

William Highfield Vester was born in his parents' home on September 26, 1912. Two years later his father died at age 55 and his mother died at age 43 on April 21, 1918. His uncle George and aunt Emily willingly took the orphan into their home on



Photo courtesy of PAC 137035

Abandoned German position in the Hochwald Forest, March 13, 1945.



Photo courtesy of PAC 137040

Xanten, Germany, March 12, 1945: another Canadian grave in foreign soil.



author's collection

Two days prior to the arrival of Allied troops in Hanover, 154 Russian soldiers as well as 232 Belgian, French, Greek, Italian, Serbian, Dutch, Polish and Soviet forced labourers were executed by the *Gestapo*.

173 Grand Avenue in Chatham. William's foster family came complete with siblings: Lily Leona, Ernest Aubrey , Lloyd Verne, Ralph Ashfield and Percy Oswald.

William attended CCI for two years and CVS for two years.

On Saturday, October 5, 1935, William and Dorothy Marguerite Moore of Leamington were married in Christ Church. Present at the ceremony was her sister, Maye, of Kingsville. The bride was given away by her brother, Ronald, also of Kingsville. The reception following the ceremony was held at the Witherspoon home of Mr. and Mrs. Alfred Moore. Mr. Douglas Gaw, of 29 Bedford Street, was the best man.

William worked as a trimmer at the International Harvester Plant on Grand Avenue for seven and one half years.

On May 1, 1942, 29 year old William travelled to Windsor to enlist. His medical report noted his particulars:

Height: 5' 6" Weight: 127 lbs
Eyes: blue Hair: dark brown
Complexion: medium
scar (1") right eyebrow

William's training started at No. 1 District Depot (D.D.) in Windsor. He received further training in other parts of Canada until July 20, 1944. He was stationed in the UK from July 1944 until March 2, 1945.

He was transferred to NW Europe on March 3, 1945 to join the Essex Scottish Regiment. He was killed in action at Xanten (on the Rhine) on March 8, 1945. His sister Lily wrote in the family Bible, "William Highfield Vester killed overseas on Thursday, March 8, 1945 - age 32 years, 5 months, 10 days."

In a letter dated March 21, the padre, Captain Joseph Cardy, wrote to Dorothy:

....Your husband was killed in action on the 8th day of March while serving with "C" Company of this Regiment.

Your husband had been with us only a short while, but his Company Commander Major Doyle McIntyre told me of the splendid leadership he gave the men of his platoon.

On the 8th the Regiment put in an attack on strong enemy positions at Xanten. The resistance was fierce and fanatical, but despite this the company gained all their objectives and won a victory. But victory is never

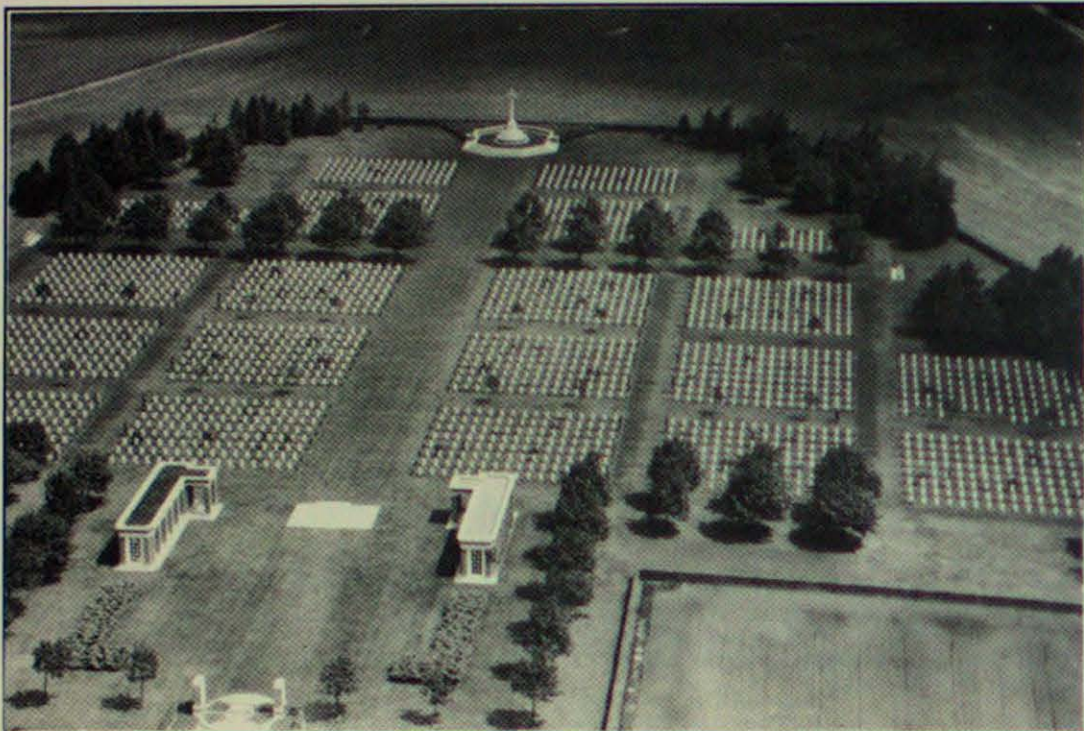


Photo courtesy of the Department of Veterans Affairs
Groesbeek Canadian War Cemetery, in the Dutch province of Gelderland, is very close to the German border. The 2,338 Canadian soldiers who died during the Battle of the Rhineland and 142 airmen are buried here.



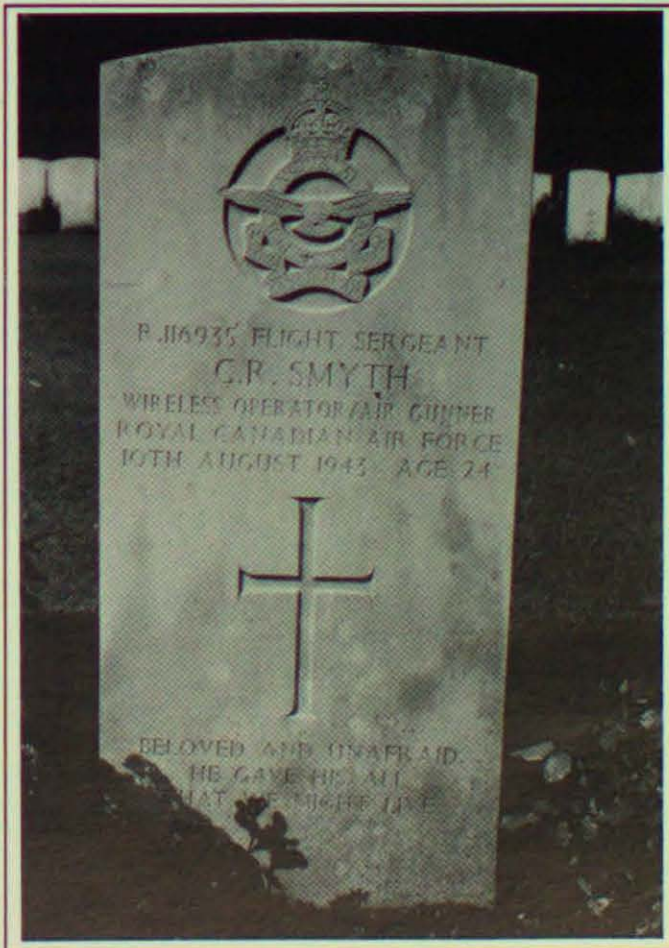
Photo courtesy of the PMO; photographer: Jean-Marc Carisse

Jean Chrétien, Queen Elizabeth II and other leaders of the former Allied countries met in Normandy on June 6, 1994 to commemorate the 50th anniversary of D-Day.

achieved except at a price and your husband was among those who fell.

I buried your husband at the fourth Brigade Cemetery on the outskirts of Xanten. He was given full military honours and the Brigade Commander, the commanding officer and many officers and men from this battalion came to stand at his grave and pay their tribute to the courageous determination of these our fallen comrades.

Today William Highfield Vester lies in the company of three other former CVS students and 2,585 comrades in Groesbeek Canadian War Cemetery in Holland.



author's collection

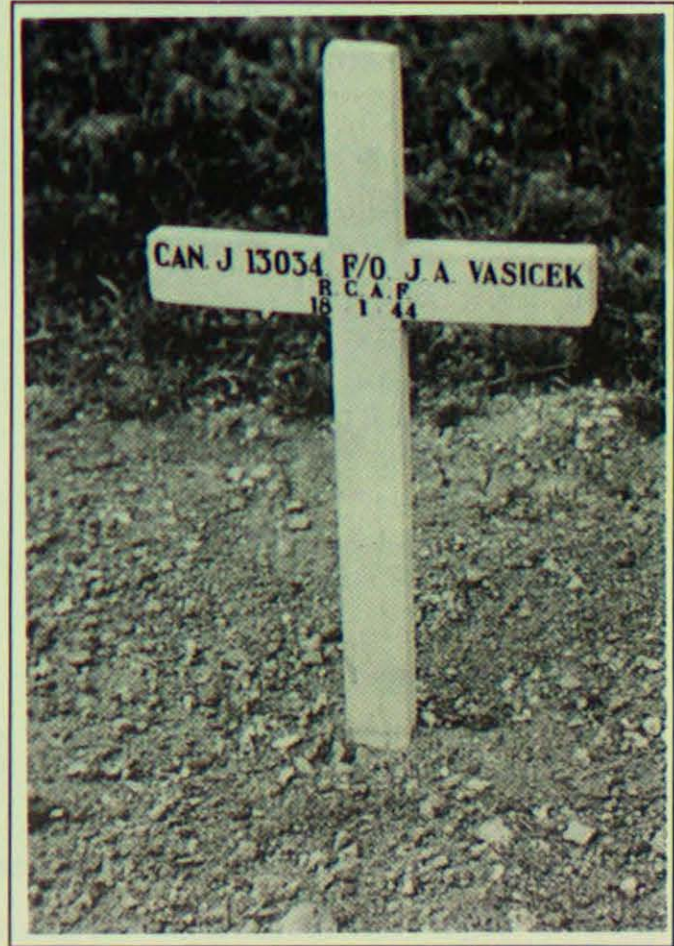
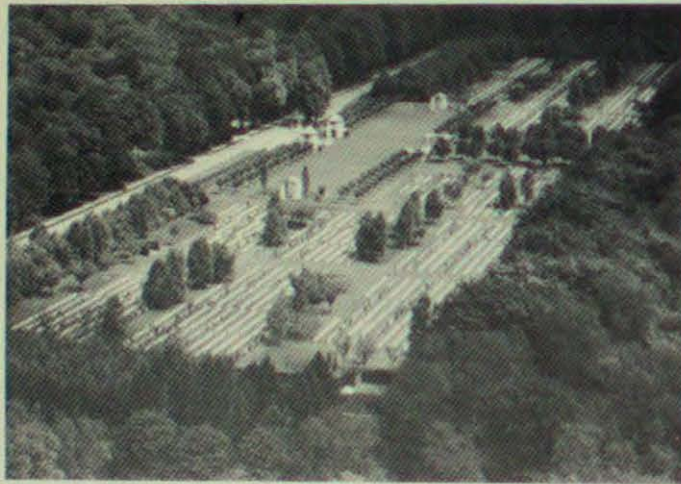


Photo courtesy Charles Vasicek

10

Lest We Forget



**“God has taken him home.
May He bless our son.
We are proud.
Your duty done.**

R. I. P. ”

**from Flight Sergeant Stanley Raymond Lupton’s headstone
Groesbeek Canadian War Cemetery, Holland**

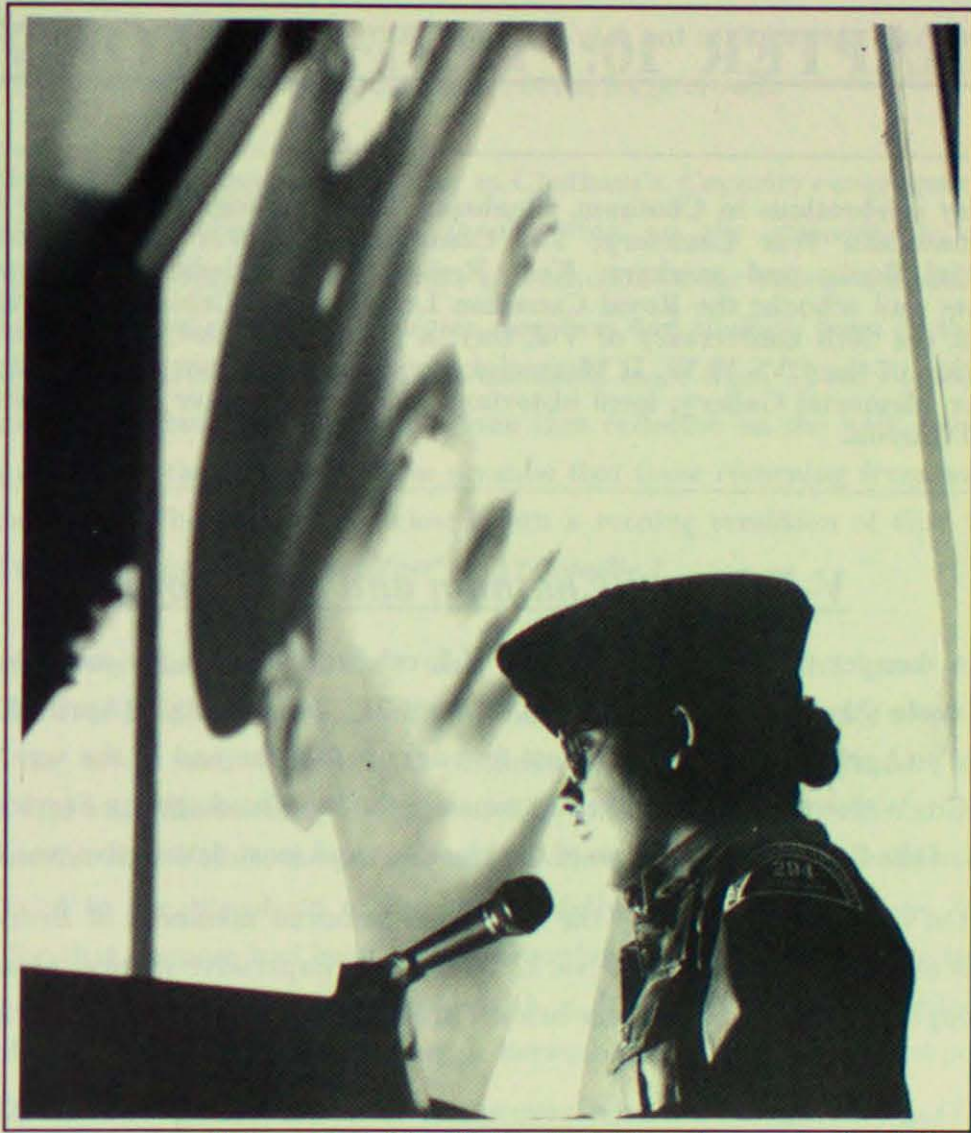


Photo courtesy of the *Chatham Daily News*: photographer Dan Janisse

The annual Remembrance Day assembly at CKSS is dedicated to preserving the memory of the 44 former CVS students who fought and died in World War Two and to impress upon the students the high price that was paid to preserve liberty and the Canadian way of life.

Every year dozens of students are involved to make the assembly a meaningful experience for all students, staff and guests.

Shown above is Janet Devadason reading the honour roll during the most moving part of the ceremony while photographs of the men are projected onto the screen behind her. Displayed here is a picture of RCAF Flying Officer Nick Tuchtie. Janet read the honour roll in 1993 and 1994. In 1995, she did a superb job as MC for the Remembrance assembly. Other MCs over the years have included Chris Grant (1986), Tracy Summerfield (1987), Shane Flaglor (1988), Karyn Byatt (1990), Jason McDonnell (1991), Jenna Dennis (1992), Chris Arthur (1993) and Shelby Verboven (1994).

CHAPTER 10: LEST WE FORGET

V-E Day celebrations in Chatham, Blenheim, Tilbury, Ridgetown; a visit to Holten Commonwealth War Cemetery; The Commonwealth War Graves Commission; Memorial Books and markers; Kent Regiment Mess dedication; memorials in churches and schools; the Royal Canadian Legion; Civic Centre; memorial sites in Ottawa; the 50th anniversary of V-E Day; a grateful Dutch-Canadian community; dedication of the CVS W.W. II Memorial; unveiling of various plaques; the Charles Lenover Memorial Gallery; local historians Jim Purdy, Victor Jewiss, John Kostuk and Ed Carron.

V-E Day in Chatham and Kent County

A damper was put on Chatham's V-E celebrations with the announcements of Bill Vester's (March 8), Harold Kemp's (April 21), John Beaty's (April 29) and Don Dymond's (April 30) deaths in the last few days before the end of the war. All of the Maple City's churches were packed to capacity for the Thanksgiving Services to mark the end of the European campaign of the bloodiest and most destructive war to date.

On the morning of May the 8th, three hundred members of Branch 28 and veterans of both wars paraded to No. 12 BTC for an impressive service. Along the way, they stopped at the cenotaph where branch president Robert George placed a wreath.

That evening, six hundred veterans of both wars along with the Kiltie Band, City Council, Branch 28, the Legion of Frontiersmen, the Czechoslovakian National Alliance and many other city organizations joined the victory parade to the BTC's drill hall (today's Kinsmen Auditorium). The interior was suitably decorated with bunting and many different flags of the United Nations. From the stage, patriotic speeches filled the evening.

Blenheim's V-E celebrations were more spontaneous and exuberant. There the public expressed its satisfaction at the ending of the war with the ringing of church bells, the sounding of car and truck horns, the blasts of sirens and the explosions of firecrackers. The fire trucks paraded along the main street, and the people gathered on the sidewalks for the show. The parade, led by mayor Roy Warwick and Hon. W.G. Thompson, proceeded to the Blenheim United Church where over 1, 500 people were gathered. Daylight fireworks were followed in the evening by more fireworks at the

Memorial Park where a large effigy of Hitler was also put to the torch. The roar of the bonfire was drowned out by the joyous cheers of the large crowd.

Tilbury's celebrations were similar to Chatham's. Capacity congregations at all town churches reflected with quiet thanksgiving on the momentous task just accomplished in Europe. Then at 2 p.m., a procession of air cadets, members of the Second Kent Regiment, Branch 206 Legion members and students from all the schools walked to the Memorial Park gates. Here hundreds more from Tilbury and area had already gathered. Many speeches were given that reflected on the past, present and future. A consistent theme was the firm promise that those returning from war would be well cared for. The proceedings closed with a rousing rendition of God Save the King and the sounding of the "Last Post" and "Reveille."

Ridgetown marked V-E Day with one of the biggest and most successful celebrations ever held in that community. While the sequence of events was similar to those of the towns and cities across Canada -church service, parade, speeches, fireworks and even the burning of Hitler's effigy- there was one significant departure from the norm. At 3 o'clock the parade and all other activities ceased, while the whole town listened to the broadcast of the speech delivered by King George VI. Loud speakers for that purpose had been set up throughout the main part of the town. The celebrations ended very late that night with a free dance at the auditorium. A memorable conclusion to the titanic struggle between the Axis and the Allied powers.

Near the end of May in 1945, Harry Collins made public a proposal to turn CVS's lobby into a memorial hall for all CVS students who had served in the war. He estimated that the cost for the tablet would be about one thousand dollars. Almost \$600 had already been donated, and the Chatham Board of Education had already budgeted \$100 for just such a purpose. Using the skills of students in the carpentry and sheet metal shops, the Lobby Memorial was speedily hand-made and dedicated to honour the memory of the school's fallen heroes.



1. Photo courtesy of Yvonne deLange



2. Photo courtesy of Al Shackleton



3. Photo courtesy of Yvonne deLange



4. Photo courtesy of Chatham-Kent Museum



5. Photo courtesy of Al Shackleton

1. A Dutch mother and her child tending Corporal Young's grave.
2. V-J Day: 5:00 a.m., August 15, 1945 at Leeming, Yorkshire.
3. Dutch families adopted graves and tended them for the overseas Canadian families.
4. The Thames River was still flooding Chatham: April, 1947.
5. Tholthorpe, Yorkshire: the control tower today. Returning veterans have difficulty in locating their former bases.

REMEMBERING THE FALLEN

Close to the German border in the Dutch province of Overijssel, just a few kilometres north of busy Highway A1, lies the quiet little town of Holten. After driving past the railway station and following the rectangular green and white "Commonwealth War Cemetery" signs for two km, one comes to gently rolling hills covered with forest. Past an inviting inn and a few turns along the road through the thick woodlands, a large, cleared rectangle appears - Holten Canadian War Cemetery.

This, then, is the last resting place for the majority of Canadians who died during the last stages of the war in Holland and Germany. After 1945, their remains were brought together into this cemetery. Of the 1,394 graves here, 1,351 belong to Canadians who had served in the army. Resting with their comrades are John Beaty, Harold Kemp, John Laurie, Lloyd Clark and Don Dymond.

Among great clumps of rhododendrons and many kinds of pine, large beds of heather have been planted. There are more than sixteen varieties in a profusion of bloom. Silver birches, with lime trees in the rear, line the walk to the cross of sacrifice. The back half of the cemetery is terraced. Two-storey entrance buildings of brick and stone flank the gate and protect the register books.

The following information is provided by courtesy of the Commonwealth War Graves Commission. The origin of War Cemeteries across Europe and the rest of the world is not generally known by the public. The establishment of cemeteries such as Holten's had its roots in the Herculean task of trying to record and maintain the many graves of the W.W. I fallen.

Fabian Ware took on this responsibility. Eventually his Graves Registration Commission evolved into the Imperial War Graves Commission.

Pioneering work in the identification of the remains of dead soldiers had been done after the First World War. Now, the task was to reconcile the records, exhume and move the fallen World War II heroes from their temporary burial sites to their final resting places. Particular care was taken that positive identification was made before the final burial.

In the immediate years after 1945, the Imperial War Graves Commission (later the Commonwealth War Graves Commission) was busy negotiating with the governments of the U.K., Italy, France, Belgium, the Netherlands and Germany for permanent resting places for the fallen.

According to the commission's policy, a headstone with a simple pattern would mark each grave. Every man, rich or poor, general or private would be honoured in the same way. Every headstone was planned to stand 2'8" above ground, and to be 1'3" wide and 3" thick. The face was to be inscribed with a badge and religious emblem and the service particulars of the deceased. At the foot of the stone was a space for an inscription. This message could not exceed 60 letters. Relatives were consulted for their decision on the wording of the headstones. The swords of sacrifice, altars of remembrance and shelters for the books of remembrance were commissioned. Gardeners were hired to landscape the cemeteries. Photographs of the headstones were taken and distributed to the grieving families.

It has been over fifty years now since those forty-four former students from the Chatham Vocational School made the supreme sacrifice during the Second World War. Their permanent resting places from the verdant hills of Scotland to the rocky mountain tops of Sicily are lovingly cared for by caretakers hired and paid for by the Commission. The Canadian Agency is headquartered in Ottawa and provides competent and fast service to all seekers, be they relatives, friends or researchers. In chapter 11 is a biographical summary of each man. In "Appendix C" is a listing of all cemeteries and memorials honouring their names.

In Chatham and Kent Country, memorial books and markers were also commissioned. The cenotaph on King Street received the additional wording:

1939 - 1945
Rededicated 1948 for the Second Great War. For freedom
Canadians fought in the battles of Atlantic, Pacific, Mediterranean,
Britain, Africa, India and Europe.
In memory of those who made the supreme sacrifice. 'At the going
down of the sun and in the morning We shall remember them.'

The IODE unveiled and dedicated the Memory Book, along with the Record Books of the City of Chatham (Enlistments of the Second World War) in a public ceremony on Sunday, May 22, 1949, at 12:30 p.m. in the Chatham Armoury at Tecumseh Park. Each Chathamite who joined the Canadian armed forces during the

war was recognized with a photograph and a brief biography. Each of five red leather bound books holds the names of 357 men. One book bound in blue leather contains the names, records, and pictures of all enlisted women. The Memory Book honours those who made the supreme sacrifice, and is bound in purple. This book is embellished with several illuminated pages. A handsome display case made out of walnut was also part of this recognition of Chatham's war effort.

After introductory remarks for the dedication were made by Lt Col. W.H. Poile, officer in charge of the Kent Regiment, the address was given by Mrs. C.F. Wright, regent of the IODE. The books were accepted by Mr. C.D. Sulman, vice-president of the Chatham-Kent Museum Board. Present at this solemn ceremony were representatives from the Kent Regiment, CCI Cadets, CVS Cadets, R.C.L. Branches 28 and 431, the IODE, and many citizens from the city and surrounding area.

Dedication and unveiling ceremonies in the officers' mess of the Chatham Armouries took place in 1950. Members of the Kent Regiment and their guests watched as photographs of Kent Regiment officers who died on active service during World War II were unveiled by Lt. Col. Thomas Codlin. Among the photographs was one of Don Dymond.

In Windsor, the dedication of a memorial plaque to honour the memory of officers of the Essex Scottish Regiment who gave their lives during World War II was made on the weekend nearest to the 11th anniversary of V-E Day - Friday, May 11, 1956. That plaque, cast in bronze and mounted on a base of white oak, was affixed to the wall in the lounge room of the Officers' Mess in the Windsor Armouries. On it, we find the names of Lieutenant William H. Vester and 35 other Essex Scottish officers.

Added to the Sons of England World War One monument in Tecumseh Park was a plaque honouring the sacrifice of two Chathamites during the Second World War. One of the two names is A.J. Down.

Located on the sixth floor of the Eaton Centre in Toronto, are large bronze tablets honouring company employees who died during the war. One of the engraved names is C.A. Wright.

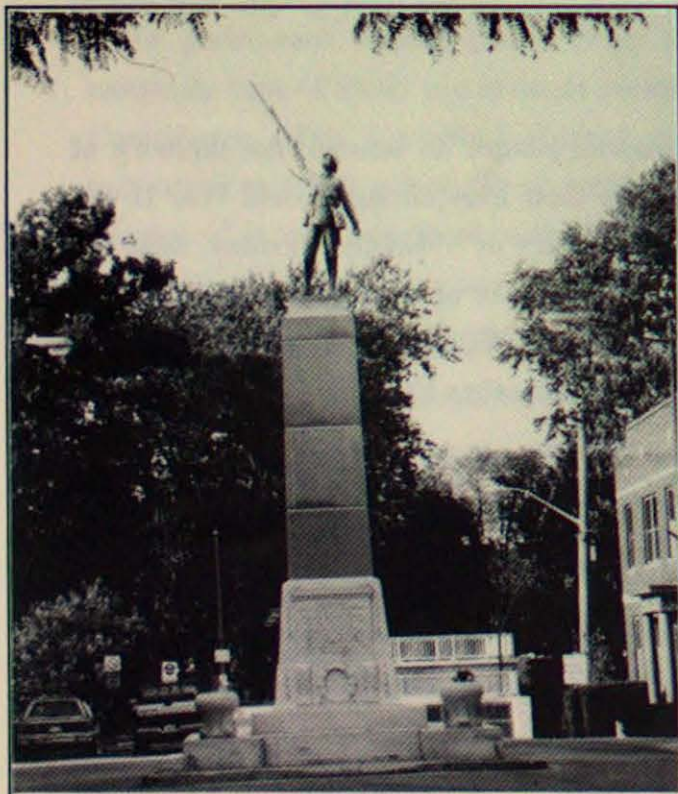
All churches honoured members of their congregation by displaying the rolls of honour certificates or commissioning bronze plaques to be cast. The names of CVS students so honored are found in St. Andrew's U.C., Park Street U.C., Christ Church,



1. author's collection



2. Photo courtesy of Yvonne deLange



3. author's collection



4. author's collection

1. The "Thank You, Canada" Memorial, in the Legion Memorial Garden along the Thames River, was dedicated in October, 1995.
2. During the Second World War, 44,927 Canadians of all faiths and colours gave their lives to free the world from the tyranny of the Axis powers.
3. The cenotaph, opposite the Chatham Downtown Centre, has inscriptions honouring the men and women of Canada who participated in both World Wars, the Korean Conflict, and in United Nations peacekeeping missions.
4. The Friends and Alumni of CVS Committee responsible for the plaque affixed to the Murray Street entrance of the Kiwanis Theatre: (L to R) Carol Stover, Jim Wilcox, the author. Absent: Barry Burke and Gord Pugh.

First Presbyterian Church, the Chatham Baptist Church, and Victoria Avenue U.C. In Tilbury, Moffat U.C. has a plaque with the "names of the boys" on it. Merlin has its cenotaph in Kinsmen Park.

The Chatham elementary schools honoured their former students in a similar fashion. Until, recently, McKeough was the only school that still had its original certificate on display. Blessed Sacrament School had an honour roll donated by Mrs. W. Benore, sister of William DeHaw, a former student. Recently Tony Ondrovcik discovered the large, original 1945 Blessed Sacrament Honour Roll. Tony and his son Michael have spent considerable time and effort in restoring this certificate to its original appearance. This treasured memento to former Blessed Sacrament pupils was officially returned to its present principal, Mr. Mike Matteis, on May 14, 1996.

Chatham Collegiate Institute has two magnificent Rolls of Honour flanking the main entrance of the school. On it are listed the names of its former students who served and died in World War II, some of whom had also attended CVS. The calligraphy was done by Artis (Shreve) Lane, a CCI student at that time.

The Jack St. Dennis Memorial Trophy was presented to CVS by Mr. and Mrs. A.A. Spurgeon in 1960. This trophy was awarded annually to the best all round athlete at CVS. Today at CKSS that tradition continues. The first recipient was Jack Moon. In the following year, this trophy was presented to Ferguson "Fergie" Jenkins. Other names inscribed on the trophy include Ron Franko and Tim Brisco.

The Royal Canadian Legions have been unstinting in their support to keep alive the flame of remembrance. The names of Branch 28, Hon. Ray Lawson, and Branch 628, Lt Col. W. Ivan Nurse, recall individuals who have served in war. Names and photographs are on display in the legion halls. At Merlin's Legion, Branch 465, are displayed the names of local heroes among whom is James Ritchie.

First at Harrison Hall, and later transferred to the Chatham Civic Centre, the roll of honour listed all of Chatham's participants in the war. In Chatham's Memorial Arena on the north wall, there is a black granite stone with a dedication to the fallen.

At Maple Leaf Cemetery, the Carder, DeHaw, Down, Tuchtie and Hoskins families added the names of their fallen heroes to the family headstones. At the Kent Bridge Arnold Cemetery, the grieving Hughes family added Raymond's name to the headstone.

At Blenheim, we find the names of George Hitchcock and John Vasicek on the roll of honour in Branch 185. This RCL branch is named after Corporal Harry Miner, V.C.

The Commonwealth Air Forces Ottawa Memorial, erected along Sussex Drive near Ottawa's City Hall, contains the names of air crew who have no known grave. Located on Green Island, it is in the form of a huge bronze globe. This memorial, high above the Ottawa River and surrounded by lawns, occupies an impressive site. Here is inscribed James Hackett's name.

On the south side of the street is the Can-Loan Memorial dedicated in honour of those Canadian officers who died while serving with the British army. John Alfred Laurie's name is among them.

The 50th Anniversary of V-E Day

For as long as there have been soldiers, there have been ways of honouring them. In Australia and New Zealand, April 25, Anzac Day, marks the national day of remembrance. For Russians, May 9th is set aside to honour their war dead.

Germany's national Day of Mourning is November 17. Serbians commemorate *Vidov Dan*, the day to remember their freedom fighters, every June 28. Japan honours its civilian war dead on August 6.

In Canada, our Remembrance Day observance evolved out of the armistice that ended the First World War. Those brave men who were killed left their broken bodies in ten million marked and unmarked graves scattered all over Europe and the rest of the world. Resting among them are 66 000 Canadians who made the supreme sacrifice.

Originally, this day marking the end of the First World War was called Armistice Day. From 1923 until 1930, it was merged with our October Thanksgiving Day. Since 1931 it has been called Remembrance Day and is observed on November 11.

What of the act of remembrance today? Overseas, the Dutch continue to honour the graves of the Canadian fallen with reverence and dedication that is truly unique. Inculcating succeeding generations with stories of the harshness of war and the joy of liberation, the 1995 "Thank You Canada" ceremonies were characterized by grateful Dutch citizens of all ages, even toddlers.

A letter from Joe Shortland, a World War II RAF veteran, explains that England also honours the sacrifice made by those young Canadians so long ago:

There are 1,000 buried in Harrogate's Airmen's Cemetery and 666 of those are Canadians... THEIR NAMES LIVETH FOR EVERMORE.

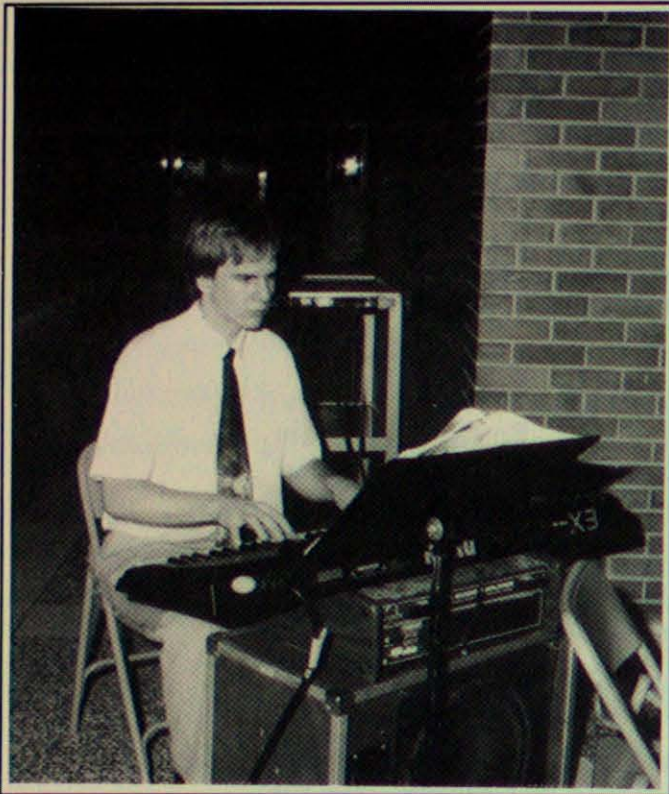
Each year in September my (Harrogate) Branch of the Royal Air Forces Association holds a Battle of Britain Commemorative Service in the Cemetery. ... Sept. 8th some 150 people attended including their Worships the Mayors of Harrogate, Knaresborough, and Ripon. The Air Training Corps provided the Guard of Honour, and four RAF men stood sentry at the corners of the Stone of Remembrance. Twenty-one Standards were present, including two Canadian (one from Manchester, and the other from Wigan). Both represented Bomber Command.

The Service was conducted by the Rt. Rev. Derek Rawcliffe OBE, B.A., the former Bishop of Glasgow, and the wreath was placed on the Stone of Remembrance by Air Commodore C.G. Terry OBE., RAF - President of Harrogate Branch RAFA. The local War Graves Commission Representative also attended, and the Band was provided by the Salvation Army.

Inexorably, the wartime generation will fade away and their children and grandchildren, beneficiaries of their ancestors' work and sacrifice, will have to carry on without the guidance of those who have personally experienced war.

The different Royal Canadian Legion branches encourage our young people to become involved in poster and poetry contests. In 1995, CKSS student Andrea Lee represented Canada's young people at the Remembrance Day ceremony in Ottawa. As winner of the RCL National Poster competition, Andrea is a fine example of the next generation willing to carry on the task of honouring our war dead.

The Kent Regiment Association placed a new memorial marker in Tecumseh Park in 1993. It recalls the contribution made by members of the Kent Regiment. The Association has also donated a plaque to the County of Kent. On display in the main lobby of the County Building on Grand Avenue West in Chatham, the message proclaims:



1. Photo courtesy of Balbinder Dorka



2. Photo courtesy of Roy Nishizaki



4. author's collection



3. Photo courtesy of Yvonne deLange

1. Marty Smyth, a splendid musician, has been generous in sharing his gift of music at both memorial dedications, the Citizenship assembly and the CKSS musical (held at the Cultural Centre).
2. Every year CKSS sends student representatives to lay a wreath at the Armoury on November 11th. RCAFA Wing 411 member Bill Patterson and CKSS student Josh Hind give the salute in memory of the fallen.
3. Rachel deLange and Michael Medenblik have represented the Dutch - Canadian community at the CK Remembrance Day assembly and at both memorial dedications.
4. A grateful Dutch - Canadian community provided a memorable series of events to mark the 50th anniversary of the liberation of Holland.

Dedicated to the memory of the men and women of Kent County who served their county in time of war and national danger.

The Legion Memorial Garden on the north side of the Thames River provides a dignified landscaped setting for the cairns marking Canadian military involvement from the Boer War in South Africa at the turn of the century to present-day peacekeeping missions. These eighteen cairns surrounded by individual floral displays recall battlefields and U.N. operations in faraway lands that cost the lives of over 100,000 Canadians.

The Dutch-Canadian community expressed its gratitude on the 50th anniversary of the liberation of Holland with their "Thank you Canada" celebration. The May festivities in 1995 culminated with an impressive banquet at the Kinsmen Auditorium, the former No. 12 BTC drill hall, and an extensive parade through the streets of Chatham. In October, the committee unveiled the Wall of Honour in the Legion Garden along the Thames River. The focal point of this monument is a superb etching fashioned on black Canadian granite by Michel Binette.

On September 23, 1995, the Chatham Vocational School World War II Memorial was dedicated and unveiled at Chatham-Kent Secondary School. As part of his address Tony Ondrovcik remarked:

... you will see a Memorial unveiled that honours and keeps bright the memory of 44 former Chatham Vocational School students who offered their lives in the service of Canada.

It would seem fitting that after a 32 year absence we can dedicate this Memorial on the ... 50th Anniversary of the cessation of W.W. II.

It is our sincere hope that this Memorial will serve, always, as a reminder to each succeeding generation of students and teaching staff of the high price paid in the preservation of peace and the pursuit of life with human dignity.

The dedication was attended by grateful relatives and friends of the men so honoured. This project is merely the first phase of a larger memorial site dedicated to the former CVS students. The installation of leaded, stained windows to enhance the memorial will be the next phase of CKSS' continuing effort to honour those who made the supreme sacrifice.



Photo courtesy of *Chatham This Week*

The dedication of the *Chatham Vocational School World War Two Memorial* at CKSS on September 23, 1995 marked the long-overdue re-appearance of a site dedicated to those 44 brave students of CVS who gave their lives so that we may live in freedom. Shown above are Tony Ondrovcik (right) and the author.

Attended by over one hundred and fifty guests, the solemn ceremony demonstrated, in a very visual fashion, to the younger generations the tremendous cost of life entailed in waging war.

The remaining pieces of the former CVS Memorial have now found a permanent home at CKSS. These tablets, made of solid walnut and displaying the name of every CVS student who went off to war, are now firmly affixed to the wall. On the opposite side of the display case is the original Roll of Honour naming the CVS students who went off to war and did not return.

With the help of public donations, a leaded, stained glass window will be installed in the near future. Please contact the CVS World War Two Memorial Committee at the school for further details.

A bronze plaque marks the occasion of the unveiling:

This memorial was dedicated in September, 1995 to honour the memory of the former students of the Chatham Vocational School who died in action during the Second World War. They are being honoured here to impress on today's students the magnitude of the price necessary to preserve liberty and democracy.....

A worthwhile project sponsored by the federal government involved a contest asking high school students to videotape an interview with a veteran. At CKSS, Cory Davidson and Lawrence Lee video-taped an interview with Charles Moon at the school and in his home. The edited tape was forwarded to Ottawa. Contact between the two generations was established, and maybe, just maybe, a greater appreciation or insight into the contribution of the previous generation resulted. A certificate of appreciation from Ottawa was presented to the two students.

On May 5, Battle of the Atlantic Sunday, 1996, the inaugural parade of the Royal Canadian Naval Association was held under the presidency of Jack Mitchinson. In a moving ceremony held in the Legion Memorial Garden, the names of Canadian ships sunk during World War II were read. Each name was accompanied by the tolling of a ship's bell. A blue carnation was placed on the waters of the Thames River by a naval cadet in honour of each ship. A wreath-placing ceremony concluded the service.

In June, 1996, the official dedication of the Charles Lenover Memorial Gallery at CKSS allowed students of the school, and the public as well, to see sixteen of the memorials and Commonwealth War Cemeteries dedicated to those who made the supreme sacrifice during W.W. II. In addition, there are also on display five of the annual remembrance day posters issued by the Department of Veteran Affairs. Jack Lenover spoke on behalf of the Lenover families. The guest of Honour at the dedication was Bruce Weaver from Niagara Falls. The former bomb aimer and co-pilot from Chuck's plane, Bruce is one of the two survivors of that air crew.



author's collection

Jack Lenover (L) and Bruce Weaver, from Niagara Falls, at the *Charles Lenover Memorial Gallery* dedication at CKSS on June 8, 1996. Bruce was the bomb aimer and co-pilot of the plane that was shot down by a German night-fighter.



author's collection

Participating at the dedication were: (L to R): Jesse Henley, Jason Lemak, Beth Morrow, Rachel deLange, Michael Medenblik, Jack Lenover, Gerry Glover and Nick Tremblay. Absent: C. Richmond, Lori Carroll, Kim Quesnel.

A bronze plaque gives some information about Charles Lenover and his family:

Charles Stephen Lenover

(1916 - 1942)

The second oldest of six children Charles (Chuck) Lenover was born in Chatham on February 26, 1916 to Mable (née Brown) and James Albert Lenover. Widowed early, his mother raised her children alone: Eva, Charles, Gerald, Walter, Keith and John.

A graduate of Central School in Chatham, Chuck also attended the Chatham Vocational School as well as Joliet High School in Illinois.

After the outbreak of hostilities in 1939, four of the brothers joined Canada's armed forces: Gerald, Can. Army; Chuck, R.C.A.F.; Walter and John, R.C.N. Upon completing his B.C.A.T.P. courses in 1941, Chuck married June Bechard.

Transferred to the U.K., he joined the R.A.F. 156 Squadron as a W/AG. Shot down over Belgium on August 12, 1942 he now lies buried in the local churchyard at Tildonk.

In September, 1996, there will be a homecoming for all alumni and friends of CVS. One highlight of the programme will be the official unveiling of a plaque to their former high school:

The Chatham Vocational School

(1924 - 1963)

Once the site of the Hotel Sanita, this building became the Chatham Vocational School in 1924. Under the leadership of its first principal, Harry Collins, attaining technical skills became a respected educational endeavour in Chatham and Kent County. By 1929, the shop wing, auditorium and gymnasium were added.

Thousands of students attended classes learning to become proficient in secretarial practice, domestic science, drafting, carpentry, electricity, machine shop and motor mechanics.

During World War II, staff and students of C.V.S. participated in all facets of the war effort from training cadets to offering night classes in necessary war related occupations.



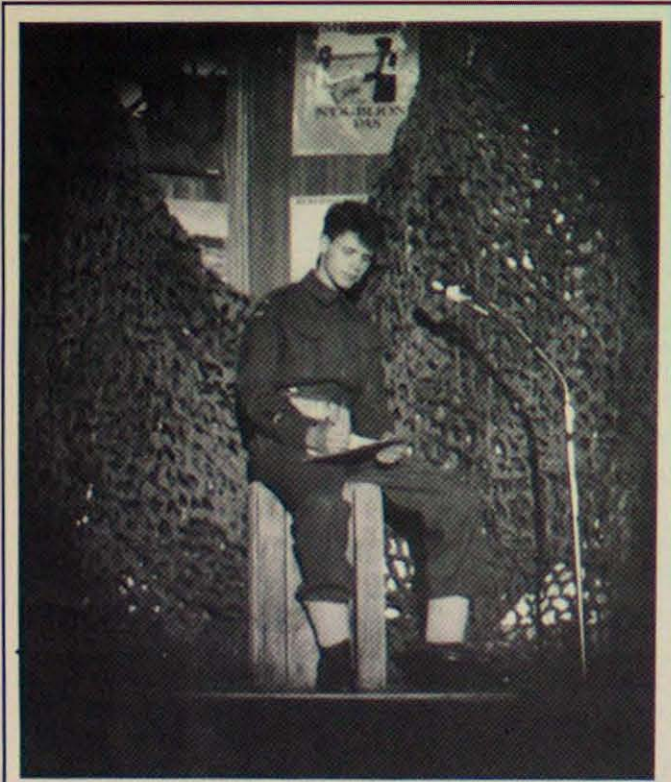
1. Photo courtesy of *Chatham This Week*



2. Photo courtesy of Roy Nishizaki



4. author's collection



3. Photo courtesy of Jules Deroo

1. CKSS students reciting *In Flanders Fields* at the November, 1995 assembly: (front to back) James Wallace, Jeff Escott, Sheri Carroll and Scott Gilbert.
2. Josh Hind and Laina Majnovic represented CKSS at the Amoury on November 11, 1994.
3. Paul King portrayed Second World War Signalman James Rhodes, who wrote his mother in Chatham about his D-Day experiences in France, 1944.
4. Mary (Tuchie) Borowsky and her daughter Lesia at the CVS W.W. II Memorial dedication, September, 1995.

In 1963, staff and students transferred to the newly opened Chatham-Kent Secondary School. A group of public-spirited citizens purchased the building to serve as a focus for the arts. Eventually most of the school building was demolished, with the exception of the workshops, which became the art studios, the auditorium, now the Kiwanis Theatre and the gymnasium, today's Art Gallery. In 1980 this Cultural Centre was acquired by the City of Chatham.

ERECTED BY FRIENDS AND ALUMNI OF C.V.S.

November 11 is no longer a school holiday. Requests from different organizations, including the RCL, convinced the Ministry of Education that the act of remembrance could best be honoured and practiced in the schools. Rising to the challenge, teachers and staff in Chatham and Kent County try their best to involve their pupils and students in respectful yet meaningful ceremonies. Please show your support by attending the ceremony at your local school.

The efforts of Jim Purdy, Victor Jewiss, John Kostuk, and Ed Carron are to be commended. Their work in preserving the past and attempting to reach a wider audience is to be applauded. Their museums are an important step in keeping vivid the memories of the past. May they continue to receive the fullest support from the Canadian public and appreciation by our government.

Pilgrimages to the cemeteries and former battlefields are fully sponsored by the Royal Canadian Legion's Dominion Command. Nominations for these annual visits to the Commonwealth War Cemeteries and former battlefields come from Legion Districts all across Canada. One hundred and forty young adults, between the ages 18 - 40, are selected and escorted by knowledgeable tour guides and veterans to see the graves of Canadians in NW Europe. There they will experience the true meaning of remembrance during the ceremonies held at each cemetery.

Other visits to Europe are organized by different regiments. Cliff and Dorothy Scott from Chatham went with their former comrades from the Lincoln and Welland Regiment on a tour of Belgium, Holland and Germany in October and November of 1994.



Photo courtesy of the *Chatham Daily News*; photographer: Bob Boughner

Cathy Misener has graciously donated, on permanent loan, her father's World War Two uniform to a proposed museum at Chatham-Kent Secondary School. This museum is to complement the existing memorials to the 44 CVS students who made the supreme sacrifice during W.W. II.

Here Jack "the barber" Robertson trims a wig on the mannequin which will display Mr. Judd's uniform. The late Jim Andrews donated the *Maple Leaf* victory edition which is reproduced on the back end paper. Other items, particularly a naval and an air force uniform, are still required. Please contact the author at the school for further details.

Some travel agencies specialize in offering organized tours to Europe. They can also custom design tours for those with particular destinations in mind.

Cecil Massender, Phoebe and Gerry McDonell, and Victor Jewiss are only a few of the tens of thousands of veterans who have travelled to Europe. Immensely emotional for the veterans and their spouses, these visits might encourage the participants on their return to Canada to share their experiences with our young people.

We must pass on our traditions and our sense of gratitude to the new generation for the great sacrifices made so long ago. The Dutch have conveyed their feeling of reverence to "their Canadian boys" successfully to the next generations.

Can we do any less?



In May of 1995, thousands of Canadian veterans made one last pilgrimage to the battlefields and cemeteries of Europe. For many, it was their last chance to participate in a significant anniversary of World War Two and to say a final farewell to their fallen comrades. Here, at Holten, Tony Ondrovcik pays respect to his friends and comrades and contemplates the changes that have taken place in the world since 1945.

Chatham - Kent Secondary School

REMEMBRANCE DAY PROGRAMME

Thursday, November 9, 1995

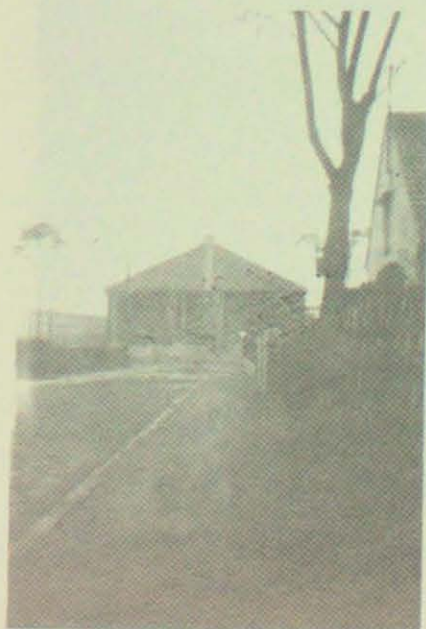
1. C.K.S.S. Band * Mr. Torau
2. Welcome: Mr. R. G. North
Janet Devadason
3. Br. 28 Pipe Band escorts Legion members in;
Piper to backstage area.
4. Invocation: Rev. Dr. M. Allan McDowell
St. Andrew's United Church
5. M.C.'s Introduction: Janet Devadason
6. VE Day: May 8, 1945
Biographies of: Capt. D. Dymond,
Pte. A. Sedgman,
Narrators: Toni Stanojevic, Jeff Escott
Laina Majnovic, James Wallace
7. Film: "Cinderella on the Left"
8. Poem: *In Flanders Fields*
James Wallace, Sheri Carroll
Jeff Escott, Scott Gilbert
9. Film: "Mamayev: Mother Russia"
10. Slides: "Canadian War Cemeteries"
Poem: *For the Fallen*
Sheri Carroll
11. Raise screen, open front curtain.
Technical crew:
Josh Hind, Stevan Tuinstra,
Brent Phillips, Colin Arthur,
Rachel Macfadyen
Mr. J. Deroo, Nick Tremblay
Lawrence Lee
Photographers:
12. Branch 28 Legion Pipe Band, Colour Party,
RCMP, CKSS Air & Army Cadets.
13. Placing of Wreaths
Kathleen Garrett, Ron Sparks
Rachel deLange,
Michael Medenblik
Kevin Leach
14. Honour Roll:
Poppies: Min Kwon, Kevin Grant
15. Introduction to the Last Post
Janet Devadason
Last Post
Melissa Torau
Piper's Lament
Mr. Walter Tomaszewski
Reveille
Shannon Anderson
16. "O Canada"
Gerry Glover
School Choir
Janet Devadason
17. Conclusion:
18. Branch 28 Legion Band escorts Colour Party,
RCMP, cadets and guests out.
Close all curtains.
19. Dismissal: Janet Devadason
20. C.K.S.S. Band * Mr. Torau

*SUPPORTED BY BRANCH 628

PRODUCED / DIRECTED by Mr. Stanojevic



Queen Mary School, 1913 - 1983



Close to residential areas in Germany, were massive air raid shelters for the civilian population.

After the war, these air raid shelters or *bunkers* were very difficult to remove. Imaginative minds have found novel uses for these structures.

This *bunker* in Hanover houses a youth club. Weekly dances attract lots of young people.



Photo courtesy of Clifford Scott

In the fall of 1994, the veterans of the Lincoln and Welland Regiment, were feted by the grateful citizens of Belgium and Holland. At the end of October, they paid their respects to comrades who fell in battle fifty years ago. Chathamite Clifford Scott (2nd from left) was part of a pilgrimage to Holten War Cemetery to honour those who made the supreme sacrifice.

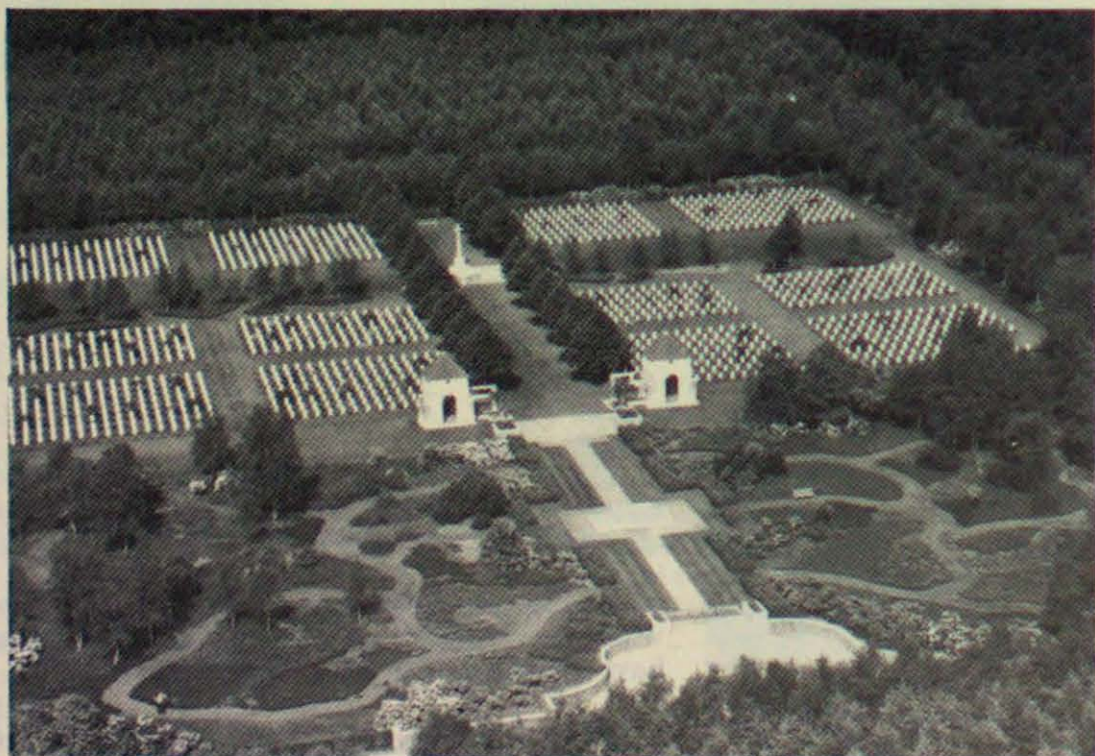


Photo courtesy of the Department of Veteran Affairs

Holten Canadian War Cemetery, in the Dutch province of Overijssel, is the last resting place for 1,343 Canadian soldiers, one sailor and three airmen who died at the end of the Second World War. The cemetery is in a forest, remote from towns and close to the German border.

11

Biographical Summaries



**“Not lost but gone before.
He lives with us in memory
and will for evermore.”**

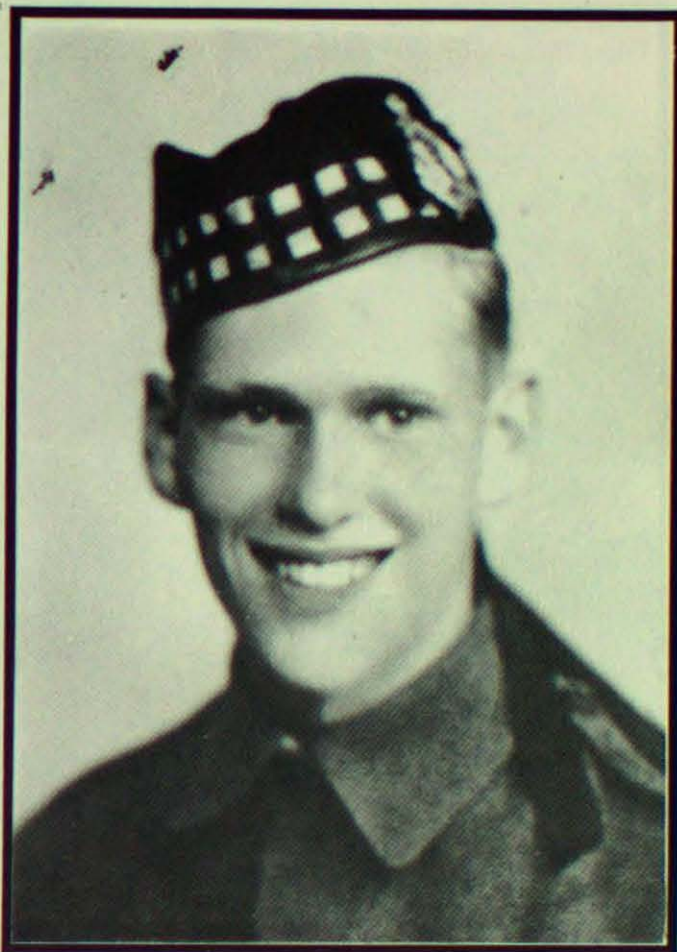
from Flight Sergeant Alfred James Down's headstone
Ameland General Cemetery, Holland

Robert (Rocky) Anderson



Service No.:	A-3044
Rank:	Lance Sergeant
Branch:	Army
Born:	January 17, 1920 ; Keithley, England
Enlisted:	September 12, 1939 ; London, Ontario
Served In:	Canada, Britain, Mediterranean area
Medals and Decorations:	1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of Death:	Died on September 1, 1944 while serving with the 4th Reconnaissance Regiment
Age:	24
Buried:	Montecchio Commonwealth War Cemetery Italy

Wayne Lorne Ankcorn



Service No.:	A-28763
Rank:	Private
Branch:	Canadian Army
Born:	10 July 1923; Chatham, Ont.
Enlisted:	2 February 1942; London, Ont.
Served In:	Canada, Britain and Central Mediterranean
Medals and Decorations:	1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 23 May 1944 while serving with the Royal Canadian Regiment
Age:	20
Buried:	Cassino War Cemetery Italy

William James Banner



Service No.: R-127993
Rank: Flight Sergeant
Branch: Royal Canadian Air Force
Born: 17 February 1920; Chatham, Ont.
Enlisted: 26 August 1941; Toronto, Ont.
Served In: Canada and Overseas
Medals and Decorations: Defence Medal, CVS Medal with clasp, War Medal 1939-45
Awarded Wireless Operator/Air Gunner's Badge
Circumstances: Died on 8 June 1944 as the result of a flying accident while serving with 1666 Heavy Conversion Unit
Age: 24
Buried: Harrogate Cemetery, England

John Howard Beaty



Service No.: B-78979
Rank: Private
Branch: Canadian Army
Born: 16 January 1906; St.Catharines, Ont.
Enlisted: 22 June 1940; Toronto, Ont.
Served In: Canada, Britain, Central Mediterranean Area and Northwest Europe
Medals and Decorations: 1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances: Killed in action on 29 April 1945 while serving with the Irish Regiment of Canada
Age: 39
Buried: Holten Canadian War Cemetery, Holland

Alexander Ray Belanger



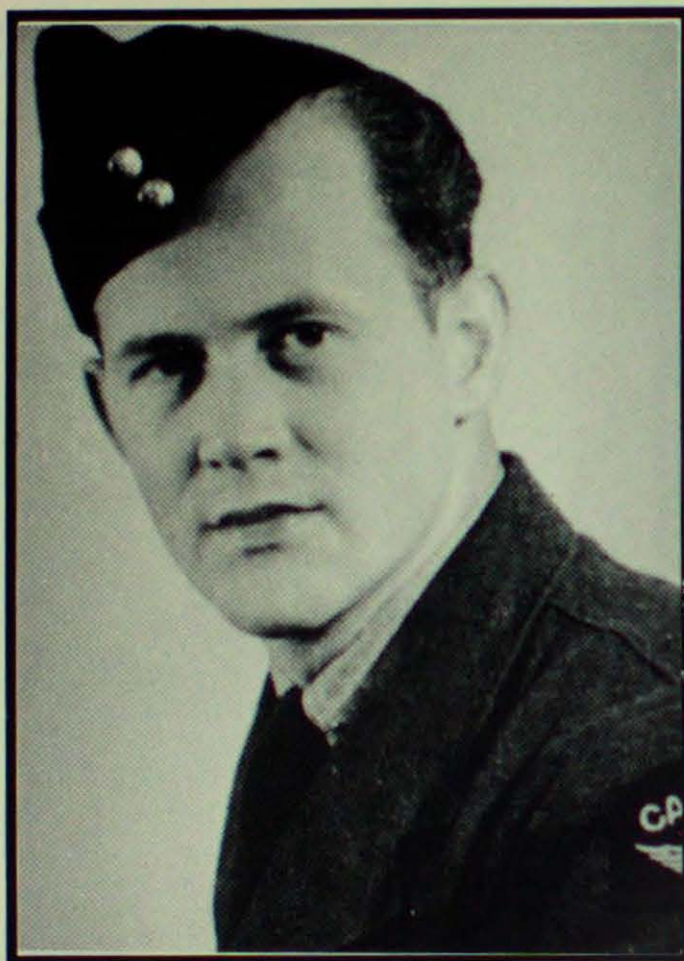
Service No.:	V-82824
Rank:	Stoker 2nd class
Branch:	Royal Canadian Naval Volunteer Reserve
Born:	31 August 1926; Chatham, Ont.
Enlisted:	29 March 1944; Windsor, Ont.
Served In:	Canada
Medals and Decorations:	CVS Medal , War Medal 1939-45
Circumstances of death:	Died from accidental drowning on 28 September 1944 while serving in Digby, Nova Scotia
Age:	18
Buried:	Lost at sea

Donald Matthew Bishop



Service No.:	A - 49584
Rank:	Private
Branch:	Canadian Army
Born:	22 April 1921; Chatham, Ont.
Enlisted:	29 July 1940; Chatham, Ont.
Served In:	Canada, Britain and Mediterranean area
Medals and Decorations:	1939-45 Star, Italy Star, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 20 December 1943, while serving with the Royal Canadian Regiment
Age:	22
Buried:	Moro River Canadian War Cemetery, Italy

Roy Harris Bradley



Service No.: R-83115
Rank: Flight Sergeant
Branch: Royal Canadian Air Force
Born: 7 November 1917; Jeannettes Creek, Ont.
Enlisted: 17 December 1940; Windsor, Ont.
Served In: Canada and Overseas
Medals and Decorations: Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death: Awarded Pilot's Flying Badge
Died on 21 August 1942 as the result of a flying accident while serving with No. 9 Advance Flying Unit
Age: 24
Buried: Kirkiner Cemetery, Scotland

Wilfred Walter Carder

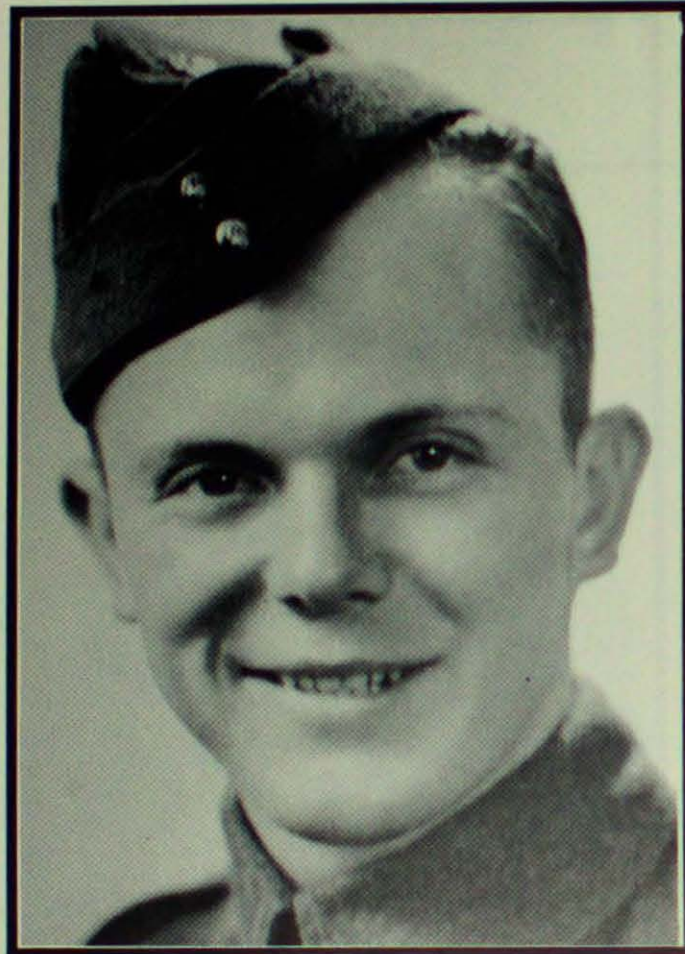


Service No.: V-62462
Rank: Able Seaman
Branch: Royal Canadian Naval Volunteer Reserve
Born: 1 May 1925; Chatham, Ont.
Enlisted: 27 May 1943; Windsor, Ont.
Served In: Canada and on the High Seas
Medals and Decorations: 1939-45 Star, France and Germany Star with Atlantic Clasp, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: killed in action on 21 August 1944 when the ship on which he was serving, H.M.C.S. Alberni, was sunk in the English Channel by a German submarine

Age: 19
Buried: lost at sea

Lloyd Frederick Clark

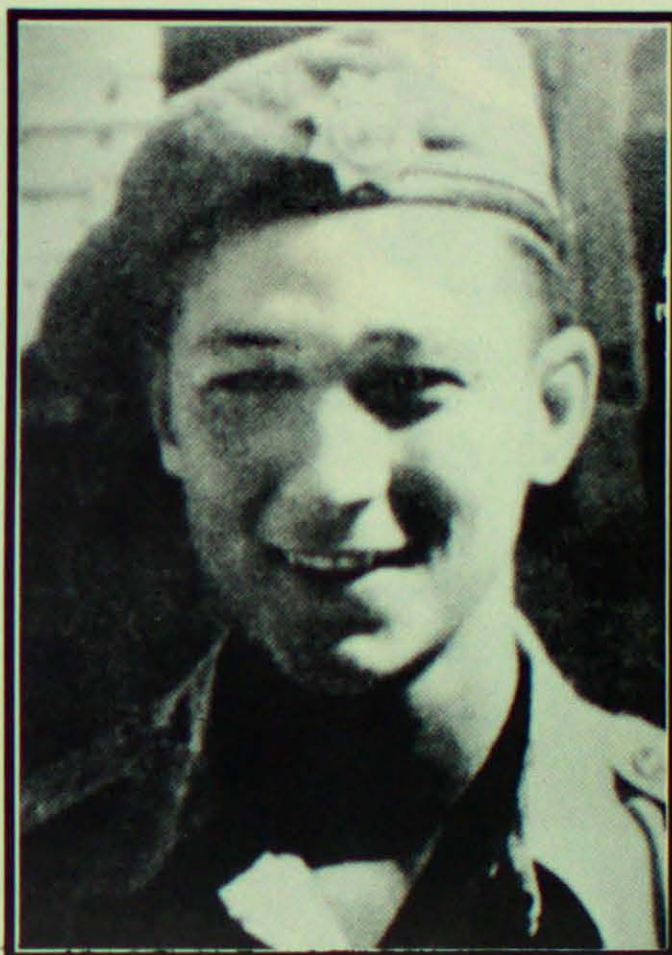


Service No.: A-606797
Rank: Private
Branch: Canadian Army
(National Resources Mobilization Act of 1940)
Born: 7 February 1922; Chatham, Ont.
Enlisted: 24 August 1942; Windsor, Ont.
Served In: Canada, Britain and Northwest Europe
Medals and Decorations: 1939-45 Star, France and Germany Star and War Medal 1939-45

Circumstances of death: Killed in action on 13 April 1945 while serving with the Essex Scottish Regiment

Age: 23
Buried: Holten Canadian War Cemetery, Holland

William Aloysius DeHaw



Service No.:	A-107685
Rank:	Private
Branch:	Canadian Army
Born:	31 October 1923; Chatham, Ont.
Enlisted:	11 August 1943; London, Ont.
Served In:	Canada, Britain and Central Mediterranean
Medals and Decorations:	1939-45 Star, Italy Star, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Died on 13 December 1944 as the result of wounds received in action while serving with the Royal Canadian Regiment
Age:	21
Buried:	Ravenna War Cemetery, Italy

Alfred James Down



Service No.:	R-109725
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	28 November 1922; Chatham, Ont.
Enlisted:	11 July 1941; Windsor, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Air Crew Europe Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Awarded Air Gunner's Badge and RCAF Operational Wings killed in action on 2 March 1943 while serving with his 115 Squadron
Age:	20
Buried:	Ameland General Cemetery, Holland

Donald William Dymond



Service No.:	A 49506
Rank:	Captain
Branch:	Canadian Army
Born:	11 December 1919; Bideford, England
Enlisted:	26 July 1940; Chatham, Ont.
Served In:	Canada, Britain and Northwest Europe
Medals and Decorations:	1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 30 April 1945 while serving with the Algonquin Regiment
Age:	25
Buried:	Holten Canadian War Cemetery, Holland

William Albert Garner



Service No.: M-11959
Rank: Corporal
Branch: Canadian Army
Born: 12 February 1921; Chatham, Ont.
Enlisted: 25 June 1940; Fairview, Alberta
Served In: Canada, Britain and Northwest Europe
Medals and Decorations: 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Died accidentally on 1 July 1944 while serving with the 1st Canadian Scottish Regiment

Age: 23
Buried: Beny-Sur-Mer Canadian War Cemetery, France

Douglas Gordon-Kay



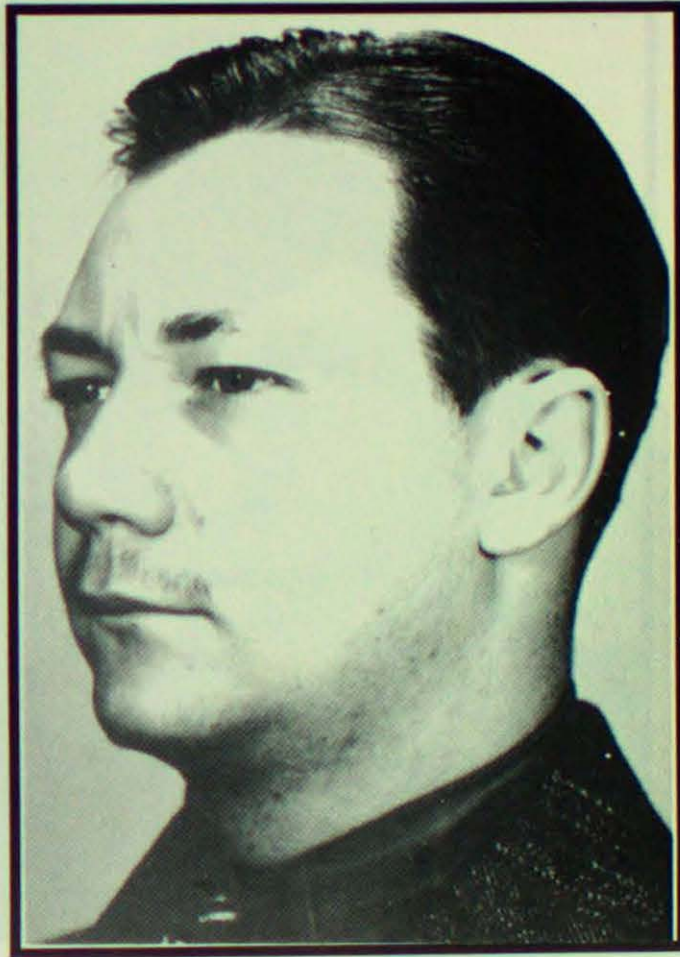
Service No.:	R-109531
Rank:	Sergeant
Branch:	Royal Canadian Air Force
Born:	23 September 1919; Tilbury, Ont.
Enlisted:	17 June 1941; Windsor, Ont.
Served In:	Canada and Europe
Medals and Decorations:	Defence Medal, CVS Medal with Clasp, War Medal 1939-45 Awarded Air Observer's Badge
Circumstances of death:	Killed on 6 November 1942 as the result of a flying accident while serving with No. 10 Operational Training Unit
Age:	23
Buried:	Brookwood Military Cemetery, England

James Alfred Hackett



Service No.: J-12097
Rank: Pilot Officer
Branch: Royal Canadian Air Force
Born: 3 November 1920; Stratford, Ont.
Enlisted: 13 March 1941; Toronto, Ont.
Served In: Canada
Medals and Decorations: CVS Medal , War Medal 1939-45
Circumstances: Awarded Air Gunner's Badge
Reported missing and for official purposes presumed to have died on 13 September 1942 while serving with No. 31 Operational Training Unit
Age: 22
Buried: unknown location; mission had left from Deberts, Nova Scotia

George Edwin Hitchcock



Service No.:	R-146998
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	18 September 1920; Chatham, Ont.
Enlisted:	22 December 1941; Toronto, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Air Crew Europe Star with France and Germany Clasp, Defence Medal, CVS Medal with Clasp, War Medal 1939-45 Awarded Air Bomber's Badge and RCAF Operational Wings
Circumstances of death:	Reported missing and for official purposes presumed to have died on 8 June 1944 while serving with 115 Squadron
Age:	23
Buried:	Houdan Communal Cemetery, France

Reginald Ernest Horne



Service No.: A - 57242
Rank: Sergeant
Branch: Canadian Army
Born: 13 June 1914; Chatham, Ont.
Enlisted: 4 September 1940; Chatham, Ont.
Served In: Canada, Britain and Northwest Europe
Medals and Decorations: 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Killed in action on 19 September 1944, while serving with the Algonquin Regiment

Age: 30
Buried: Adegem Canadian War Cemetery, Belgium

Donald Dunk Hoskins



Service No.:	R-259913
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	16 June 1925; Chatham, Ont.
Enlisted:	20 August 1943; Chatham, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45 Awarded Air Gunner's Badge and RCAF Operational Wings
Circumstances of death:	Killed in action on 2 January 1945 while serving with 153 Squadron
Age:	19
Buried:	Harrogate Cemetery, England

Raymond Woods Hughes



Service No.: R-99971
Rank: Flight Sergeant
Branch: Royal Canadian Air Force
Born: 9 December 1918; Kent Bridge, Ont.
Enlisted: 25 June 1941; London, Ont.
Served In: Canada and Europe
Medals and Decorations: 1939-45 Star, Air Crew Europe Star, CVS Medal with Clasp, War Medal 1939-45
Awarded Air Gunner's Badge and RCAF Operational Wings
Circumstances of death: Reported missing and for official purposes presumed to have died on 10 September 1942 while serving with No. 22 Operational Training Unit
Age: 23
Buried: Flushing (Vlissingen) Northern Cemetery, Holland

Joseph Henry Ivison



Service No.:	A-50204
Rank:	Sergeant
Branch:	Canadian Army
Born:	10 September 1908; Chatham, Ont.
Enlisted:	14 August 1940; Chatham, Ont.
Served In:	Canada, Britain and Northwest Europe
Medals and Decorations:	1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 21 July 1944 while serving with the Essex Scottish Regiment
Age:	35
Buried:	Bretteville-sur-Laize Canadian War Cemetery, France

Edmund Alfred Jewiss



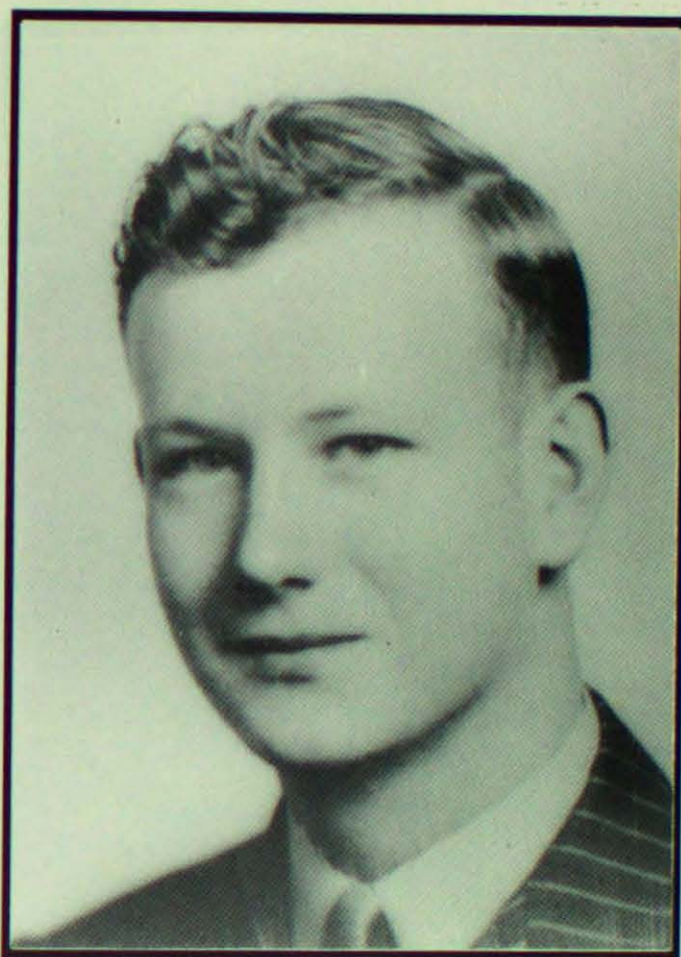
Service No.: A-59173
Rank: Private
Branch: Canadian Army
Born: 7 August 1921; Chatham, Ont.
Enlisted: 5 January 1942; London, Ont.
Served In: Canada, Britain and Central Mediterranean
Medals and Decorations: 1939-45 Star, Italy Star, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Killed in action on 7 October, 1943 while serving with the Carleton and York Regiment

Age: 22

Buried: Moro River Canadian War Cemetery, Italy

Harold David Kemp



Service No.:	A-110863
Rank:	Lance Corporal
Branch:	Canadian Army
Born:	9 September 1925; Chatham, Ont.
Enlisted:	11 July 1944; London, Ont.
Served In:	Canada, Britain and Northwest Europe
Medals and Decorations:	1939-45 Star, France and Germany Star, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 21 April 1945 while serving with th Lincoln and Welland Regiment
Age:	19
Buried:	Holten Canadian War Cemetery, Holland

John Alfred Laurie



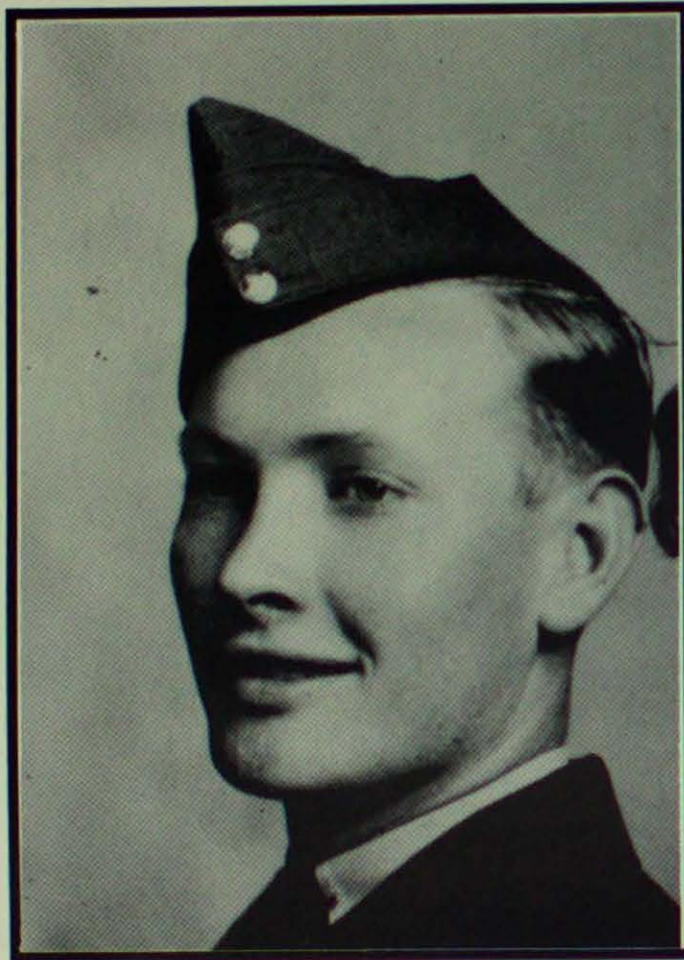
Service No.:	A 49507
Rank:	Lieutenant
Branch:	Canadian Army
Born:	12 March 1920; Stirling, Scotland
Enlisted:	26 July 1940; Chatham, Ont.
Served In:	Canada, Britain and Northwest Europe
Medals and Decorations:	Military Cross, 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 16 April 1945 while serving as part of Can-Loan with 1st Battalion, The Royal Norfolk Regiment
Age:	25
Buried:	Holten Canadian War Cemetery, Holland

Charles Stephen Lenover



Service No.:	J-15980
Rank:	Pilot Officer
Branch:	Royal Canadian Air Force
Born:	26 February 1916; Chatham, Ont.
Enlisted:	10 February 1941; London, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Air Crew Europe Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
	Awarded Air Gunner's Badge and RCAF Operational Wings
Circumstances of death:	Reported missing and for official purposes presumed to have died on 12 August 1942 while serving with 156 Squadron
Age:	26
Buried:	Tildonk Churchyard, Belgium

James Lundy



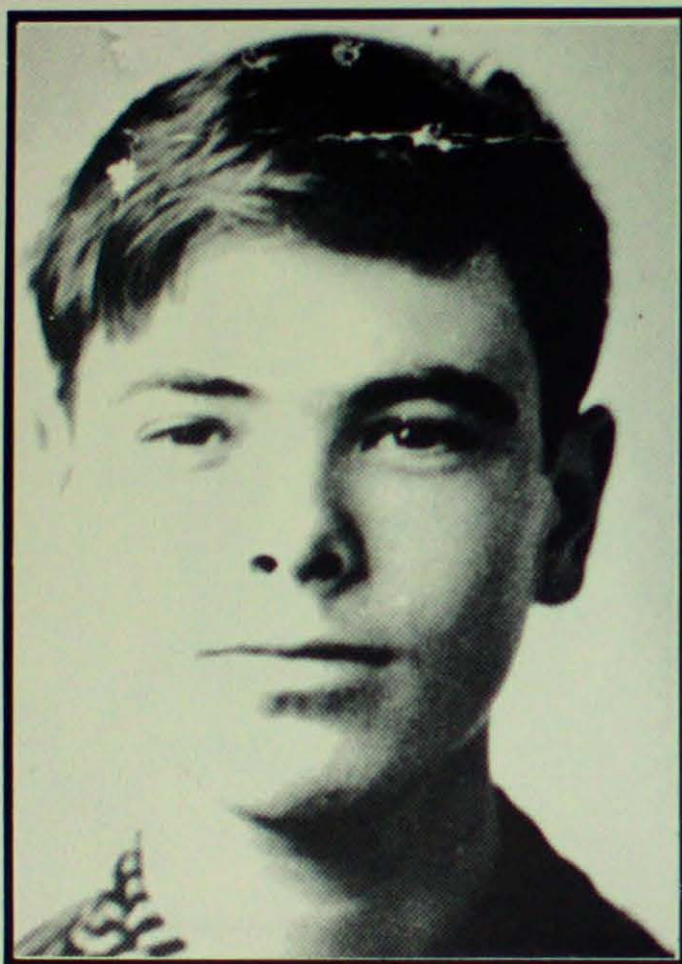
Service No.: R - 187630
Rank: Sergeant
Branch: Royal Canadian Air Force
Born: 30 December 1920; MacGregor, Manitoba
Enlisted: 28 September 1942; Windsor, Ont.
Served In: Canada and Europe
Medals and Decorations: 1939-45 Star, Air Crew Europe Star, CVS Medal with Clasp, War Medal 1939-45
Awarded Air Gunner's Badge and RCAF Operational Wings
Circumstances of death: killed in action 3 October 1943 during air operations over Germany, while serving with 428 Squadron
Age: 22
Buried: Hanover (Limmer) British Military Cemetery, Germany

Stanley Raymond Lupton



Service No.:	R-63733
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	13 March 1921; Chatham, Ont.
Enlisted:	5 June 1940; London, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, CVS Medal with Clasp, War Medal 1939-45 Awarded Air Gunner's Badge
Circumstances of death:	Reported missing and for official purposes presumed to have died on 6 August 1942 while serving with 102 Squadron
Age:	21
Buried:	Groesbeek Canadian War Cemetery, Holland

Raymond Newington

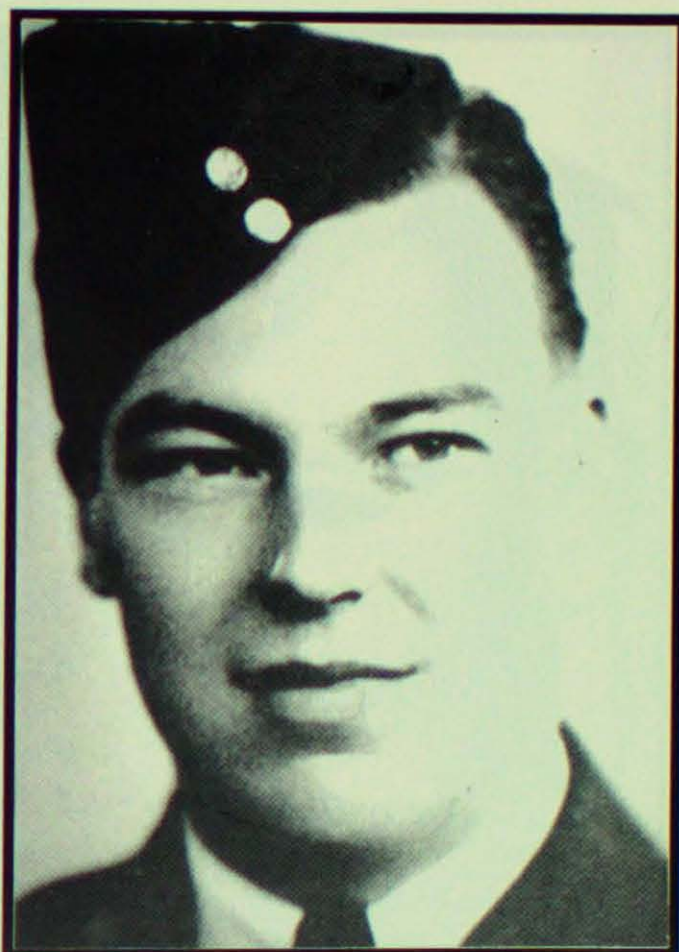


Service No.: A-107681
Rank: Private
Branch: Canadian Army
Born: 14 April 1925; London, England
Enlisted: 11 August 1943; London, Ont.
Served In: Canada, Britain and Northwest Europe

Medals and Decorations: 1939-45 Star, France and Germany Star, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death: Died on 12 August 1944 as the result of wounds received in action while serving with the Highland Light Infantry of Canada

Age: 19
Buried: Beny-sur-Mer Canadian War Cemetery, Holland

Leslie Arthur Peers



Service No.:	J-85070
Rank:	Pilot Officer
Branch:	Royal Canadian Air Force
Born:	4 May 1917; Chatham, Ont.
Enlisted:	12 May 1941; Windsor, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45 Awarded Pilot's Flying Badge and RCAF Operational Wings
Circumstances of death:	Reported missing and for official purposes presumed to have died on 14 July 1944 while serving with 624 Squadron
Age:	27
Buried:	grave in Nistos, France; name on Runnymede Memorial, England

Edwin Arthur Pratt



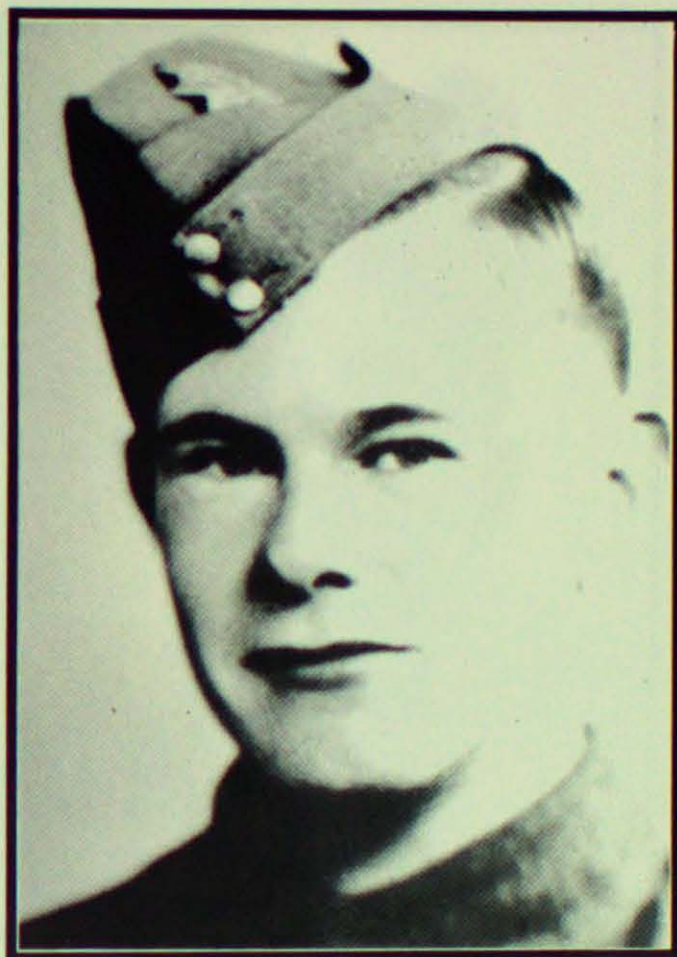
Service No.: A-107911
Rank: Gunner
Branch: Canadian Army
Born: 23 May 1924; Chatham, Ont.
Enlisted: 26 August 1943; London, Ont.
Served In: Canada, Britain and Northwest Europe

Medals and Decorations: 1939-45 Star, France and Germany Star, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Died accidentally on 27 January, 1945 while serving with 1st Canadian Rocket Unit, Royal Canadian Artillery

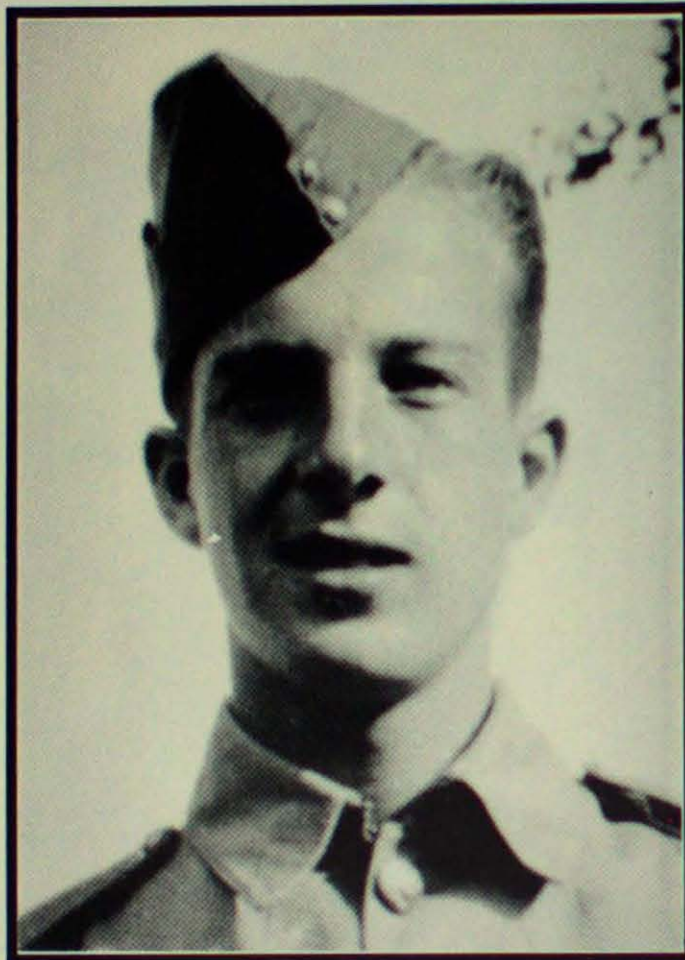
Age: 20
Buried: Bergen-op-Zoom Canadian War Cemetery, Holland

William Herbert Reeve



Service No.:	A-49525
Rank:	Private
Branch:	Canadian Army
Born:	27 November 1919; Lethbridge, Alta.
Enlisted:	26 July 1940; Chatham, Ont.
Served In:	Canada, Britain and Northwest Europe
Medals and Decorations:	1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 8 July 1944 while serving with the Highland Light Infantry of Canada
Age:	24
Buried:	Beny-sur-Mer Canadian War Cemetery, France

James Robert Rhodes



Service No.: A-55970
Rank: Signalman
Branch: Canadian Army
Born: 22 September 1923; Chatham, Ont.
Enlisted: 31 December 1941; Windsor, Ont.
Served In: Canada, Britain and Northwest Europe

Medals and Decorations: 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Died of wounds on 23 July 1944 while serving with the 2nd Infantry Divisional Signals, Royal Canadian Corps of Signals

Age: 20
Buried: Beny-sur-Mer Canadian War Cemetery, France

James Leigh Ritchie



Service No.: J-23721
Rank: Flying Officer
Branch: Royal Canadian Air Force
Born: 23 August 1912; Chatham, Ont.
Enlisted: 16 April 1942; Hamilton, Ont.
Served In: Canada and Europe
Medals and Decorations: 1939-45 Star, Air Crew Europe Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Awarded Air Observer's Badge and RCAF Operational Wings
Circumstances of death: Reported missing and for official purposes presumed to have died on 4 May 1944 while serving with 582 Squadron
Age: 31
Buried: Montdidier French National Cemetery, France

Albert McKay Ruthven



Service No.:	J- 23615
Rank:	Flying Officer
Branch:	Royal Canadian Air Force
Born:	15 March 1920; Alliston, Ont.
Enlisted:	6 November 1941; Windsor, Ont.
Served In:	Canada and Overseas
Medals and Decorations:	1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45 Awarded Pilot's Flying Badge
Circumstances of death:	Died accidentally on 1 October 1943 as the result of a flying accident while serving with No.2 Operational Training Unit
Age:	23
Buried:	Harrogate Cemetery, England

James Roy Ruthven



Service No.: R-169893
Rank: Sergeant
Branch: Royal Canadian Air Force
Born: 16 July 1922; Alliston, Ont.
Enlisted: 15 July 1942; London, Ont.
Served In: Canada and Europe
Medals and Decorations: 1939-45 Star, Air Crew Europe Star, CVS Medal with Clasp, War Medal 1939-45 Awarded Air Gunner's Badge and RCAF Operational Wings
Circumstances of death: Reported missing and for official purposes presumed to have died on 29 December 1943 while serving with 431 Squadron
Age: 21
Buried: Berlin 1939 - 1945 War Cemetery, Germany

Alfred Thomas Sedgman

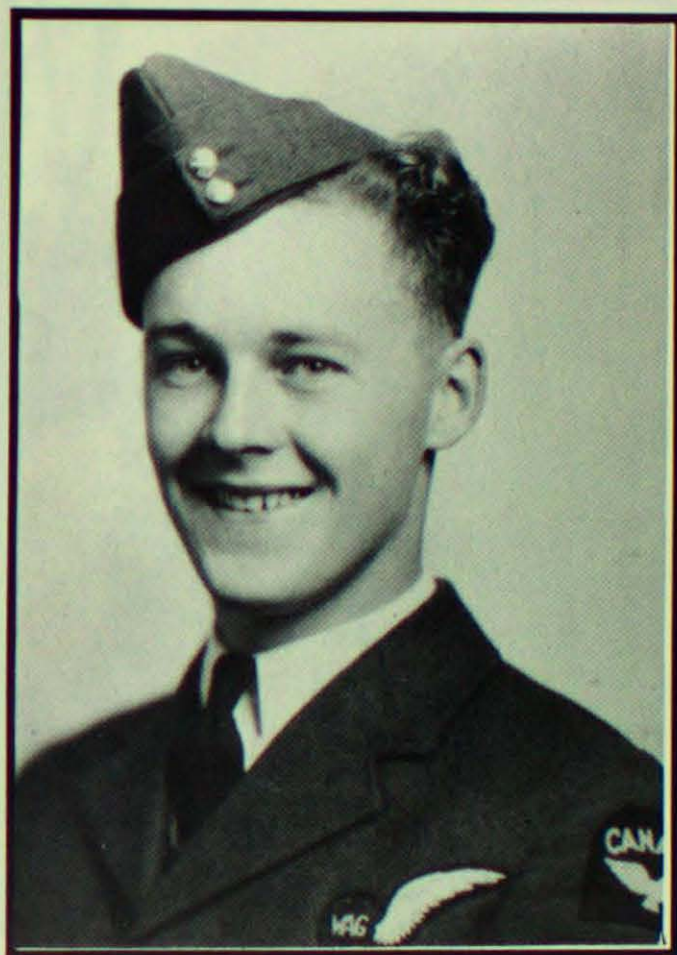


Service No.: A-49582
Rank: Private
Branch: Canadian Army
Born: 10 July 1920; Truro, England
Enlisted: 29 July 1940; Chatham, Ont.
Served In: Canada, Britain and Northwest Europe
Medals and Decorations: 1939-45 Star, France and Germany Star, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Died on 26 February 1945 as the result of wounds received in action while serving with the Argyll and Sutherland Highlanders of Canada (Princess Louise's)

Age: 24
Buried: Groesbeek Canadian War Cemetery, Holland

Clarence Reginald Smyth



Service No.:	R-116935
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	15 July 1919; Harwich Twp., Ont.
Enlisted:	20 August 1941; London, Ont.
Served In:	Canada and Overseas
Medals and Decorations:	1939-45 Star, Air Crew Europe Star, CVS Medal with Clasp, War Medal 1939-45 Awarded RCAF Operational Wings
Circumstances of death:	Reported missing and for official purposes presumed to have died on 10 August 1943 while serving with 419 Squadron
Age:	24
Buried:	Dürnbach War Cemetery, Germany

Jack St. Dennis



Service No.: A-102056
Rank: Private
Branch: Canadian Army
Born: 30 May 1924; Chatham, Ont.
Enlisted: 20 April 1942; Windsor, Ont.
Served In: Canada, Britain and Northwest Europe
Medals and Decorations: 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Died on 24 March 1945 as the result of wounds received in action while serving with the Essex Scottish Regiment

Age: 20
Buried: Groesbeek Canadian War Cemetery, Holland

William Gordon Taylor



Service No.:	A - 21888
Rank:	Sergeant
Branch:	Canadian Army
Born:	4 July 1919; Chatham, Ont.
Enlisted:	18 September 1939; Windsor, Ont.
Served In:	Canada, Britain and France (Dieppe)
Medals and Decorations:	1939-45 Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed in action on 19 August 1942 at Dieppe, while serving with the Essex Scottish Regiment
Age:	23
Buried:	Calais Canadian War Cemetery, France

William Howard Taylor



Service No.:	J - 17662
Rank:	Pilot Officer
Branch:	Royal Canadian Air Force
Born:	21 January 1919; Chatham, Ont.
Enlisted:	23 September 1941; London, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Circumstances of death:	Killed on 4 July 1943 while serving on air operations with 83 Squadron in Europe
Age:	24
Buried:	Maubeuge Centre Cemetery, France

George Nelson Towart



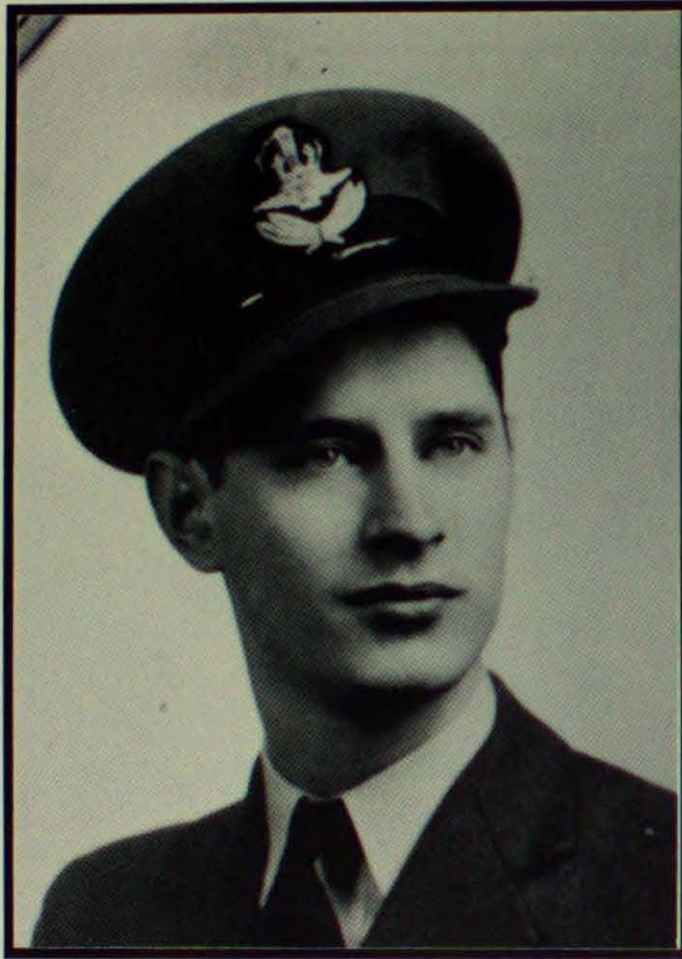
Service No.: A-49992
Rank: Private
Branch: Canadian Army
Born: 27 June 1921; Transcona, Man.
Enlisted: 10 August 1940; Chatham, Ont.
Served In: Canada, Britain and Central Mediterranean

Medals and Decorations: 1939-45 Star, Italy Star, CVS Medal with Clasp, War Medal 1939-45

Circumstances of death: Killed in action on 24 July 1943 while serving with the Royal Canadian Regiment

Age: 22
Buried: Agira Canadian War Cemetery, Italy

Nicholas John Tuchtie



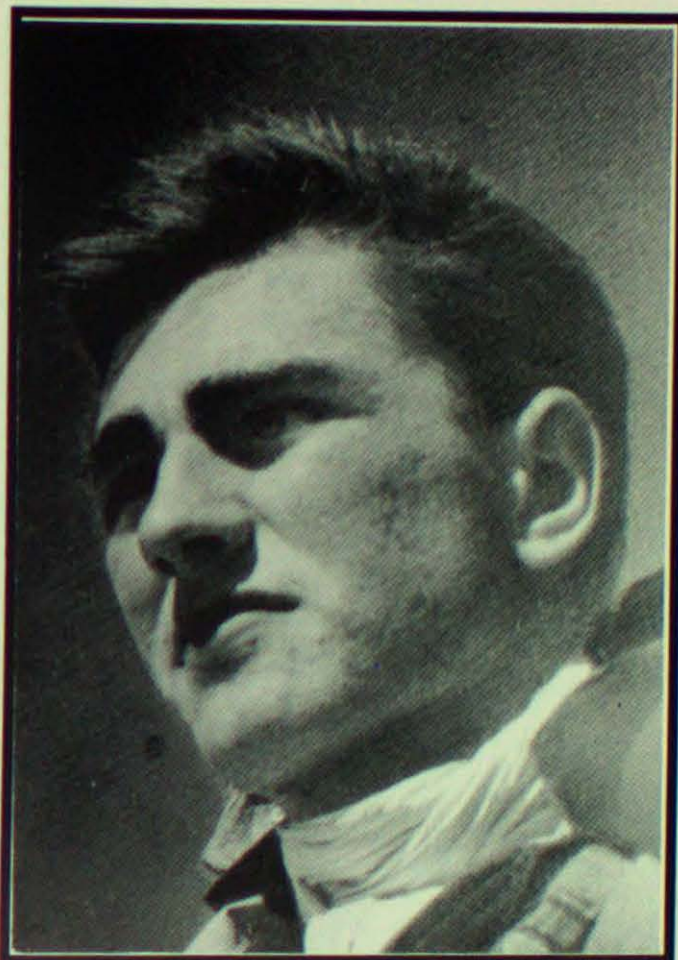
Service No.: J-20180
Rank: Flying Officer
Branch: Royal Canadian Air Force
Born: 7 January 1920; Hamilton, Ont.
Enlisted: 26 August 1941; Windsor, Ont.
Served In: Canada and Europe

Medals and Decorations: 1939-45 Star, Atlantic Star, CVS Medal with Clasp, War Medal 1939-45
Awarded Pilot's Flying Badge

Circumstances of death: Died on 13 August 1943 as the result of a flying accident while serving with 407 Squadron

Age: 23
Buried: Heanton Punchardon (St. Augustine)
Churchyard, England

John Anthony Vasicek



Service No.: J-13034
Rank: Flying Officer
Branch: Royal Canadian Air Force
Born: 5 March 1923; Liderovie, Czechoslovakia
Enlisted: 13 September 1941; Windsor, Ont.
Served In: Canada and Europe
Medals and Decorations: 1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Awarded Pilot's Flying Badge on 31 July 1942
Awarded RCAF Operational Wings in recognition of gallant service in action against the enemy
Circumstances of death: Killed on 18 January 1944 while serving on overseas air operations with 683 Squadron
Age: 20
Buried: Minturno War Cemetery, Italy

William Highfield Vester



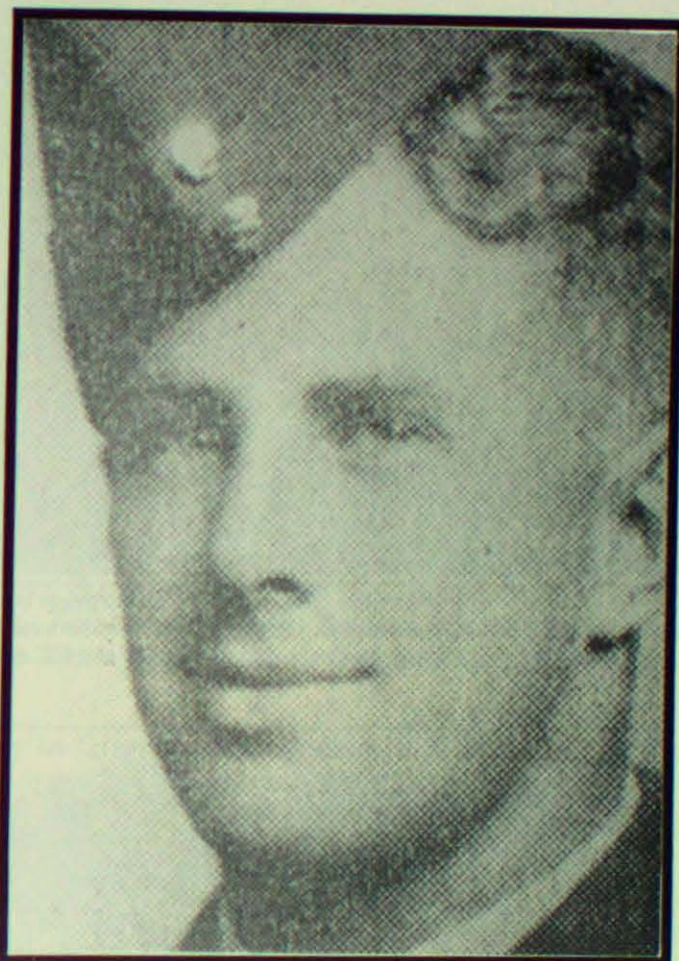
Service No.: A - 102093
Rank: Lieutenant
Branch: Canadian Army
Born: 26 September 1912; Erieau, Ont.
Enlisted: 1 May 1942; Windsor, Ont.
Served In: Canada, Britain and Northwest Europe

Medals and Decorations: 1939-45 Star, France and Germany Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45

Circumstances: Killed in action on 8 March 1945 while serving with the Essex Scottish Regiment

Age: 32
Buried: Groesbeek Canadian War Cemetery, Holland

Harry Raeburn Watson



Service No.:	R-98140
Rank:	Flight Sergeant
Branch:	Royal Canadian Air Force
Born:	10 September 1921; Chatham, Ont.
Enlisted:	22 April 1941; Windsor, Ont.
Served In:	Canada and Europe
Medals and Decorations:	1939-45 Star, Air Crew Europe Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
	Awarded Air Gunner's Badge and RCAF Operational Wings in recognition of gallant service in action against the enemy
Circumstances of death:	Killed on 11 September 1942 while serving on overseas air operations with 83 Squadron
Age:	21
Buried:	Reichswald War Cemetery, Germany

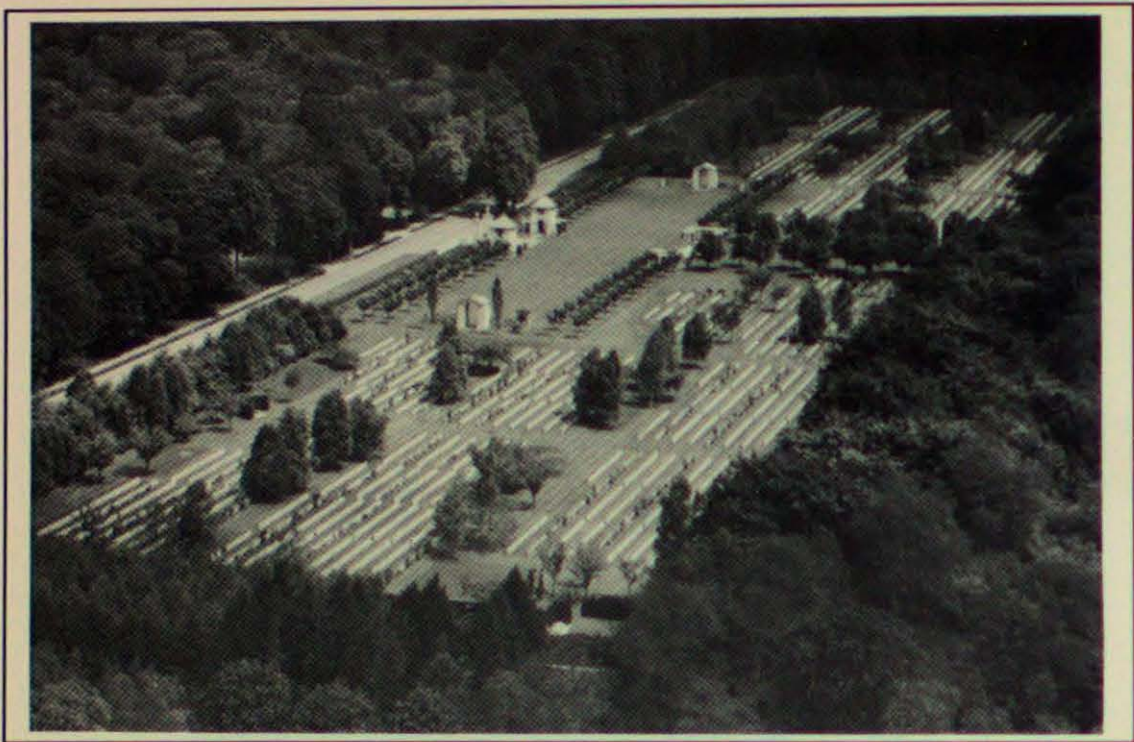


Photo courtesy of the Department of Veterans Affairs
Reichswald Forest War Cemetery is the largest Commonwealth war cemetery in the world. Resting here are 7, 653 Allied war dead, among them 705 airmen of the RCAF.



Photo courtesy of the Department of Veteran Affairs
Beny-Sur-Mer Canadian War Cemetery, near the village of Reviere, is in the Department of the Calvados, 9 miles NW of Caen and 11 miles east of Bayeux. The battle dead of D-Day and the Normandy campaign are buried here. Four former CVS students share this serene place with over 2, 000 comrades from all parts of Canada.

Acknowledgements

A book such as this is, by its very nature, a collaborative effort. Friends and relatives of the men honoured as well as my colleagues and friends have willingly given of their time, shared information and applied their expertise to produce this unique record of a typical group of Kent County teenagers growing up during the Depression.

While it is impossible to name all of you, I would like to extend to each one of you my gratitude for all your help and encouraging words. In particular, I must mention Ted Lawrance who suggested that my Remembrance Day Assembly information should be made into a book and acted as a facilitator with Branch 628. The president at that time, John Bell, and his executive took a chance and invested in the future so that the past could be chronicled. Their trust in me and their continued financial support, gave me the impetus to continue my research. Without the Royal Canadian Legion, Branch 628, this work would not have commenced.

My thanks also go out to the Jackman Foundation for their generous support and to Canon Ken Anderson of Christ Church and Dan Peltier of the Kent Historical Society who smoothed the way for getting the Toronto funds to Chatham. Unexpected support came from Keith and Gerald Lenover, and Mrs. May Paul who offered unsolicited support. I can't express how much their spontaneous gestures meant to me.

Toiling away in Ottawa, was a dedicated group of individuals who truly know the meaning of the word service. Members of the Canadian Agency, Commonwealth War Graves Commission, Veteran Affairs Canada and the Personnel Records Centre, PAC, Ottawa, provided fast and accurate information, quite often on very short notice. Our official records are indeed in competent and caring hands. Included in that group would be a former student of mine who photocopied many of the necessary documents, Cosette Kazarian.

We are just as fortunate to have similarly dedicated individuals as civil servants here in the Chatham-Kent Museum. Over the past ten years Judy Liddle, Kathryn Schwenger, David Benson and Lynn Nettleton have opened my eyes to what valuable resources exist locally.

It is really a shame that many of us take for granted those institutions that define who we are or can help us achieve personal growth. In fact, so complacent have we become that what we ought to honour and cherish has been allowed to wither. In the name of some nebulous, ill defined "bottom-line" objectives, we are sacrificing something that generations have worked hard to achieve. For the sake of private profits, we are relinquishing a sacred trust. The Chatham Public Library is the place to go. Here works the friendliest group of ladies in the city. They are always ready to help, always friendly, always supportive. May they be allowed to serve us for many years. May they be given the tools to do their job right.

Kathryn Schwenger designed the title page, Irene Arthur looked after the indexing and Karen Small of Graphic Effects screened the hundreds of photographs. I was truly grateful for their dedication to getting their tasks completed.

Thank you to my relatives, friends, acquaintances and students who were a constant source of information and encouragement. Without your co-operation, I

could not have carried on. The Kent County Board of Education provided some storage facilities and the CKSS Computer Enrichment Society, under the able leadership of *Captain* Graham Smyth, always had a helpful expert available in the Pirates' Lounge. Jim Purdy provided an encyclopedic insight into Chatham's past.

Working directly with me were the illustrators, cartographers and the poet. Keep on reading and you will find out more about them shortly. Without my dozen proofreaders I would not have had the nerve to publish my manuscript. Their names are proudly incorporated on the copyright page (2). A heartfelt "Thanks" to all of them; of course, any mistakes still remaining are my very own.

Lastly, and of late, they always seem to come last, I would like ask Sonia, my patient wife, and my children to forgive me for: monopolizing the computer, dragging them off to cemeteries and museums, living in another world, having a very limited repertoire of conversational topics, and for cluttering-up the dining and living rooms. "Thank you, Toni!" for typing the biographical data.

PNS

About the artists

William Wyatt

Bill was born in Brantford in 1946 after his father returned home from England as a captain at the end of the war. While in high school in Brantford and university at Toronto, he spent five years in the reserves, first as a gunner and lance bombardier and then as an officer cadet and lieutenant. After university, he came to Chatham in January of 1971 to teach at John McGregor Secondary School where he is presently the head of the Visual Arts Department.

Bill's work has been exhibited in galleries since high school. His work has been seen almost yearly at the Thames Art Gallery since 1973. He has been given an Award of Excellence twice at the Eye for Art exhibitions as well as prizes in the Local Architectural Conservation Advisory Committee competition. His work has been accepted into Sarnia's LOOK exhibitions and London's South West Regional Exhibitions. Although he works occasionally in other media, most of his works are done in watercolour. Locally his work is to be found in the Second Storey Gallery in Chatham.

William Howe

Bill Howe's collection of sketches to date consist of several local structures including the Carnegie Library, Old Post Office, Fire Hall, Police Station, Harrison Hall and historic schools - all cherished in memory.

"I began doing pencil sketching as early as my public school days in Ridgetown, Ontario, mostly comic book characters and sports figures. I believe that in each and every one of us there is a God given talent. I did not take this artistic talent seriously until 1980, when I took some evening classes at the J. Chandler School of Art. This was my first attempt at black and white Ink Sketching. My first sketches consisted of the Old Chatham Post Office and Central School. I received considerable encouragement from these classes and continued to sketch major buildings in our city that no longer exist. People began to relate to those buildings which hold a lot of memories for them.

We all live in a different era, but there is always that nostalgia of past architecture. By continuing in this field of art, I feel that I can contribute something to preserving these memories at least on paper and record this past majestic architecture that is no longer physically with us."

Edward Arthur

The oldest of a family of six children, Ted was raised on a dairy farm near St. Marys, Ontario. After attending a one room country school, he graduated from St. Marys and District Collegiate and Vocational Institute.

Ted attended Humber College in Toronto and graduated in 1971 with a diploma in Environmental Metal Arts. In 1971 he moved to Chatham where he has worked at Siemen's Automotive for the past 25 years as a model maker using both metals and plastics.

While working and raising a family, Ted enrolled in extension courses offered by the University of Windsor. In, 1982, he graduated with a B.A. in Fine Arts.

Married and the father of three sons, his interests include Scouts Canada, as a leader, renovating a century old home, and assisting in various set constructions for Theatre Kent and CKSS. His leisure activities include photography, reading, gardening, and pen and ink architectural drawings. Ted has drawn several commissioned pieces.

About the cartographers

Edward Haydon

Ed was born in born in Chatham in 1939. He attended Queen Mary School and CCI before leaving for London and the University of Western Ontario. After graduating in 1961 with an Honours Geology degree, he worked for a year for the Geological Survey of Canada. He then returned to Western to take further courses to become a Specialist in geography. In the fall of 1963 when Chatham-Kent Secondary School opened its doors for the first time, he was one of the original staff members.

During 33 years of teaching geography and geology at Chatham-Kent, Ed was involved with the Student Council, the Student Athletic Association, cross country running, the CK Booster Club and many other school activities. Professionally, he was actively involved with the OSSTF as staff representative, District II (Kent) secretary, District treasurer, and a member of the District Education Leave Fund Committee for many years. In June of 1996, Ed retired from teaching at Chatham-Kent, having been head of the Geography Department since 1965.

Giacomo (Jack) Barei

Jack was born in Windsor in 1954, the second of three children of immigrant parents from Italy and the United States. He holds a diploma in applied arts from Conestoga College in Broadcasting and worked briefly in the National Radio Newsroom of the Canadian Broadcasting Corporation before returning to his studies. Jack has undergraduate and graduate degrees from the University of Windsor and the University of Toronto in History and International Relations. He has co-authored a number of papers on the role of the media in the making of foreign policy in Canada.

Jack moved to Chatham in 1990 to take a position at Chatham-Kent Secondary School where he teaches history, economics, and business studies. Married with three young children, he also writes children's stories and mysteries in his spare time.

About the poet

Brian Hornick

Born in Windsor in 1944, Brian had to wait until 1946 to see his father who was demobbed from the Royal Canadian Navy. He was active in the RCAC and became drum major of the cadet band at Walkerville Collegiate.

Brian has had many stories published and has eleven musical comedy plays to his credit under the name Sea-Horn Music. His plays have been produced across North America since 1981. He has taught English since 1967.



author's collection

Jim and Vera Purdy graciously share their home and artifacts with CKSS students.

APPENDIX "A" Other Schools Attended

Chatham Collegiate Institute

Donald Bishop
Alfred Down
Don Dymond
James Hackett
Don Hoskins
Raymond Hughes
William Reeve
Jimmy Rhodes
Roy Ruthven
Clarence Smyth
William G. Taylor
William H. Taylor
William Vester
Harry Watson

Tilbury High School

Roy Bradley

Queen Mary School (1913 - 1983)

Wayne Ankorn
Raymond Belanger
Donald Bishop
Wilfred Carder
Jim Clark
Donald Dymond
William Garner
George Hitchcock
Donald Hoskins
Edmund Jewiss
John Alfred Laurie
Raymond Newington
Leslie Peers
James Ritchie
Albert Ruthven
Roy Ruthven
William H. Taylor

Central School (1895 - 1953)

Robert Anderson
Wayne Ankorn
Jim Clark
Alfred Down
Don Dymond
Reginald Horne
Joseph Ivison
Charles Lenover
Raymond Newington
James Ritchie
Jack St. Dennis
Harry Watson

McKeough School

Wilfrid Carder
James Hackett
Stanley Lupton
Edwin Pratt
Fred Sedgman
Clarence Smyth
William G. Taylor
George Towart
Nick Tuchtie

Blessed Sacrament School

Bill DeHaw
Harold Kemp

St. Joseph's School

James Banner

St. Agnes School

Nick Tuchtie

U.S.S. # 11, Oungah Public School, Chatham and Dover Townships

James Lundy

S.S. # 3, Chatham Twp. Louisville Public School

Harold Kemp

S. S. # 1, Chatham Twp. Charteris School

Edwin Pratt

S. S. # 8, Dover Twp. Zion School,

John Vasicek

S. S. # 7, Tilbury-East Twp. Jeannette's Creek Public School,

Roy Bradley

U.S.S. # 8, Kent Bridge School, Camden-Chatham Townships,

Raymond Hughes

S.S. # 1, Harwich Twp. Wilson School

Jimmy Rhodes

Harbord Collegiate, Toronto

James Hackett

APPENDIX "B"

Churches Attended

St. Andrew's United Church

Robert Anderson
Don Bishop
Wilfred Carder
George Hitchcock
Edmund Jewiss
Fred Laurie
Leslie Peers
William Reeve
William Howard Taylor
Harry Watson

Park Street United Church

Edwin Pratt
Jim Rhodes
Albert Ruthven
Roy Ruthven
Harry Watson

Victoria Avenue United Church

Fred Sedgman
Clarence Smyth
George Towart

Christ Church

Ray Belanger
Wilfred Carder
Alfred Down
Don Dymond
George Hitchcock
Don Hoskins
Joe Ivison
Ed Jewiss
Fred Laurie

First Presbyterian Church

William Gordon Taylor

Chatham Baptist Church

Wayne Ankcorn
Jack St.Dennis

Blessed Sacrament R.C. Church

Bill DeHaw
Harold Kemp

St. Joseph's R.C. Church

James Banner
Nick Tuchtie

Darrel S. Moffat United Church (Tilbury)

Roy Bradley

Knox Presbyterian Church (Kent Bridge)

Raymond Hughes

Baptist Church (Louisville)

Edwin Pratt

St. Mary's R.C. Church (Blenheim)

John Vasicek

APPENDIX "C"

These are the last resting places and memorials for 44 former CVS students:

ITALY

- Agira
 - Cassino
 - Ravenna
 - Moro River
 - Minturno
 - Montecchio
- G. Towart
 - W. Ankcorn
 - W. DeHaw
 - E. Jewiss, D. Bishop
 - J. Vasicck
 - R. Anderson

UNITED KINGDOM

- Harrogate
 - Kirkinner
 - Runnymede
 - St. Augustine
 - Brookwood
- W. Banner, D. Hoskins, A. Ruthven
 - R. Bradley
 - L. Peers
 - N. Tuchtie
 - D. Gordon-Kay

FRANCE

- Beny-sur-Mer
 - Calais
 - Houdan
 - Maubeuge
 - Mondidier
 - Bretteville-sur-Laize
- W. Garner, W. Reeve, J. Rhodes
 - R. Newington
 - W. G. Taylor
 - G. Hitchcock
 - W. H. Taylor
 - J. Ritchie
 - J. Ivison

BELGIUM

- Adegem
 - Tildonk
- R. Horne
 - C. Lenover

HOLLAND

- Ameland
 - Bergen-op-Zoom
 - Flushing
 - Groesbeek
- A. Down
 - E. Pratt
 - R. Hughes
 - S. Lupton, A. Sedgman, J. St.Dennis,
 - W. Vester, H. Beaty, H. Kemp, J. Laurie,
 - L. Clark, D. Dymond

GERMANY

- Berlin
 - Dürnbach
 - Reichswald
 - Hanover
- R. Ruthven
 - C. Smyth
 - H. Watson
 - J. Lundy

MEMORIALS IN CANADA

- Halifax
 - Ottawa
- R. Belanger, W. Carder
 - J. Hackett

APPENDIX "D" : The Human Cost of World War II

USSR:	28 000 000
Germany and Austria:	6 500 000
Poland:	6 000 000
China:	2 200 000
Japan:	2 000 000
Yugoslavia:	1 600 000
France:	600 000
Hungary:	600 000
Romania:	600 000
Italy:	600 000
Britain:	390 000
USA:	300 000
Czechoslovakia:	270 000
Greece:	200 000
The Netherlands:	200 000
Canada:	40 000
Belgium:	30 000

Included in the above figures:

Jews murdered in German concentration camps:	5 500 000
Serbians civilians murdered by Germans and Croatians:	1 300 000
German civilians killed in Anglo-American bombing raids:	550 000
Czech civilians murdered by the Germans:	250 000
British civilians killed in German air raids:	60 000

APPENDIX "E": Ranks in the Canadian Armed Forces

<u>Canadian Navy</u>	<u>Canadian Army</u>	<u>Royal Canadian Air Force</u>
Admiral	General	Air Chief Marshal
Vice Admiral	Lieutenant General	Air Marshal
Rear Admiral	Major General	Air Vice Marshal
Commodore	Brigadier	Air Commodore
Captain	Colonel	Group Captain
Commander	Lieutenant Colonel	Wing Commander
Lieutenant Commander	Major	Squadron Leader
Lieutenant	Captain	Flight Lieutenant
Sub Lieutenant	Lieutenant	Flying Officer
Midshipman	2nd Lieutenant	Pilot Officer
Chief Petty Officer	Warrent Officer I	Warrent Officer I
Petty Officer	Warrent Officer II	Warrent Officer II
Leading Seaman	Staff Sergeant	Flight Sergeant
Able Seaman	Sergeant	Sergeant
Ordinary Seaman	Corporal	Corporal
	Lance Corporal	Leading Aircraftman
	Private	Aircraftman First Class
		Aircraftman Second Class

APPENDIX "F" : Glossary

A & P	The Great Atlantic and Pacific supermarket stores
ASDIC	a British echo-sounding device used in anti-submarine warfare; called Sonar in the U.S.
ATS	Auxilliary Territorial Services
AXIS POWERS	1930s alliance of Germany, Italy and Japan; later included Hungary, Romania, Bulgaria, Slovakia and Croatia.
AYPA	Anglican Young People's Association
BCATP	The British Commonwealth Air Training Plan
Boche	German (derogatory)
Bren	light machine gun
BTC	(Canadian Army) Basic Training Centre
CBC	The Canadian Broadcasting Corporation
CCI	Chatham Collegiate Institute
CPR	Canadian Pacific Railways operated trains, hotels and delivered telegrams
Coy.	company
CKSS	Chatham-Kent Secondary School
CVS	Chatham Vocational School
CVSM	W. W. II, Canadian Volunteer Service Medal
CWAC	Canadian Women's Army Corps
CYO	Catholic Youth Organization
DVA	Department of Veterans Affairs
88-mm	German 88-mm anti-aircraft and anti-tank gun
EFTS	Elementary Flying Traing School
FLAK	German anti-aircraft gun (<i>Fliegerabwehrkanone</i>)
HQ	headquarters
HUN	German (derogatory)
IRC	International Red Cross
ITS	Initial Training School
ME-109	German airplane from the Messerschmitt company
MTB	Motor Torpedo Boat
NCO	non-commissioned officer
NPAM	Non-Permanent Active Militia
NRMA	National Resources Mobilization Act; World War II conscription

APPENDIX "F" : Glossary

POW	prisoner of war
PT (or PE)	physical training or physical education
PGH	Public General Hospital, Chatham
RAF	(British) Royal Air Force
RAFA	(British) Royal Air Force Association
RCL	Royal Canadian Legion
RCN	Royal Canadian Navy
RCNVR	Royal Canadian Navy Volunteer Reserve ("Wavy Navy")
RCOC	Royal Canadian Ordnance Corps
SFTS	Service Flying Training Schools
SHRAPNEL	bomb fragments and debris thrown out by an explosion
SOS	struck off strength
STEN GUN	Commonwealth 9-mm submachine gun used in W. W. II and later
U-BOAT	German submarine, (<i>Unterseeboot</i>)
V-E	Victory in Europe, May 8, 1945
V-J	Victory in Japan, August 10, 1945
V-2	<i>Vergeltungswaffe</i> , German rocket
WOSSA	Western Ontario Secondary Schools Association
ZOMBIES	W.W.II conscripted soldiers who did not volunteer to go overseas
ZOOT SUIT RIOTS	In 1943 and 1944 riots broke out in Toronto and Hamilton between service men and "hepcats" who wore long baggy trousers belted high on the chest, and long jackets that draped to the knees.

SOURCES

Maps showing locations of BCATP stations are reprinted from *The Creation of a National Air Force*, by W.A.B. Douglas, vol. 2 (Toronto: University of Toronto Press, 1986).

The Dieppe Raid map is reprinted from *The Raid on Dieppe, 50th Anniversary Commemoration brochure*, Government of Canada, Department of Veterans Affairs.

These maps are used with the permission of the Minister of Public Works and Government Services Canada, 1996.

Canadian Agency, Commonwealth War Graves Commission, Ottawa.

PRC: Personnel Records Centre, Tunney's Pasture, Ottawa.

PAC: Public Archives of Canada, Ottawa.

FRGA: Federal Republic of Germany Archives, Koblenz.

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C

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CKSS (see Chatham-Kent Secondary School)
CNR (see Canadian National Railways)
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Vocational School

Chatham, Ont. June 25 1940

Officer Commanding,
R.C.A.F. Enlistment.

Dear Sir:

This is to certify that John Vasicik has attended the Chatham Vocational School for a period of four years. During this period he has taken the regular academic subjects and has also specialized in Motor Mechanics.

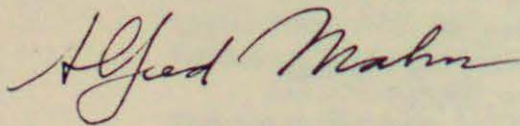
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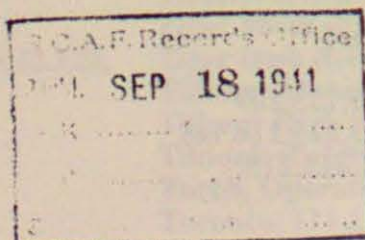
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*One Full Year's Training Must Take Place Before
Going on Combat Duty*

ALL Canadian men who have reached their eighteenth birthday may now enlist in the Canadian Active Army. That means from the day you pass your physical tests and sign up you will receive standard rates of soldier's pay and your dependents will receive standard separation allowances. It also means that each enlisted man will receive free dental and medical care. But, it does not mean that you will be sent on combat duty at once, for each enlisted man will receive one full year's training before taking his place in the fighting line.

Here is an opportunity for young Canadians of eighteen to receive a full year of training, a real conditioning period in which muscles will be toughened, minds made more alert. A year in which to prepare for the biggest task that has yet faced us—a job of assuring freedom for ourselves and liberating millions more. It means, too, a full year's training that will make you fit and keep you fit. Regular meals, regular hours, and regular training that will put you in the pink of condition. So, if this year you have reached your eighteenth birthday, apply to your nearest Recruiting Office.

FREE YEAR IN UNIVERSITY

1200 young men between the ages of 17 and 22 who have university entrance and who have successfully passed physical tests will be selected for one year's university tuition. This year will apply on their B.A. or B.Sc. on return from duty overseas. Your nearest Recruiting Office will give you particulars.

THE DEPARTMENT OF NATIONAL DEFENCE (ARMY)

BOOK OF REMEMBRANCE

UPON THESE PAGES ARE
WRITTEN IN PROUD AND EVERLASTING MEMORY THE
NAMES OF THE MEN AND WOMEN OF OUR NAVY, ARMY
AND AIR FORCE, & OF THOSE CANADIANS IN THE ARMED
SERVICES OF THE OTHER NATIONS AND ALLIES OF THE
BRITISH COMMONWEALTH, WHO, IN THE SECOND WORLD
WAR, GAVE THEIR LIVES FOR CANADA AND IN DEFENCE

Cpl Rye, Ernest Charles RWpgRif
Sgt Ryne, Stanley Edward
Cameron's of C

Pte Saare, Uno Atos RCEME
Sgt Sabean, Harold Gordon
Carl & York R

FS Sabine, John Ernest RCAF
Pte Sabo, Andrew Joseph A&SH of C
Spr Sack, Daniel RCE

L/Sgt Sager, William Franklin
HLL of C

Cpl St. Cyr, Angus Arthur Westmr R
Sgt St. Denis, Rodolphe RCASC

Pte St. Dennis, Jack Harris Essex Scot
Pte St. John, Moses CH of O

Pte St. Laurent, Lucien Fus MR

Pte St-Onge, Jean-Marie Fus MR

O/P St-Pierre, Armand Léon Joseph
RCAF

Mat 2cc St-Pierre, Jean-Paul RCNVR

F/L Sales, James Ernest RCAF

Pte Salisbury, Walter Grant
Linc & Well'd R

Pte Sallows, Robert Henry Essex Scot

Rfn Salmi, Anton Michael RWpgRif

Spr Salmon, Homer Stewart RCE

Pte Salmon, Jean-Paul Ir-RC

L/Cpl Salmons, Alfred Charles HLL of C



FOR CANADIAN FORCES IN ACTION



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