

The London Evening Free Press

Western Ontario's Foremost Newspaper



WEATHER: Cloudy, Moderating

LONDON, ONTARIO, WEDNESDAY, JANUARY 16, 1946 — 22 PAGES

THREE CENTS

LONDON ACCLAIMS HUSSARS

Packhouse Workers Go On Strike Threatening U.S. With Meatless Diet

Record Crowd Welcomes Famous Fighting Unit

Supplies Fade As Housewives Crowd Stores

NEW YORK, Jan. 16 — (CP) — A meatless diet for most of the United States, just back to a normal meat supply following ending of rationing caused by war-time shortages, was threatened today by a walkout of 250,000 workers in nearly 150 packing plants. The strike would mean more than 900,000 of the number of Americans workers life because of labor disputes.

"Really on Way" (Continued from Page One)

Most of the men who were on the first C.P.A.C. to be on the street in July last year. They are now on their way home. They are now on their way home. They are now on their way home.

Many Western (Continued from Page One)

Best wishes for health, prosperity and happiness and appreciation of the people of London was expressed to them at the reception by Mayor McKittrick, who said that the people at home realized that they had a job to do.

Hitler Ordered Ukrainian Girls Taken To Reich

MURKIN, Jan. 16 — (AP) — Hitler ordered that Ukrainian girls who had been taken to the Reich during the war should be taken to the Reich.

"Really on Way Home" in Happy Theme Aboard Troop Train

BY J. BURKE MARTIN
Five From Staff Reporter
ABOARD THE FIRST HUSSARS

Hussars Phone Homes Free

Most of the First Hussars who have been in London since they landed in Great Britain, were able to talk to their loved ones by telephone. They were able to talk to their loved ones by telephone.

Many Western Ontario Men Arrive Here Along With London Regiment

Long awaited by their loved ones, the men of the London Regiment, came home today amid the acclaim of the active city. In the lightest weather a Canadian winter can offer, the happy warriors were greeted at the C.N.R. station by the largest throng yet to welcome returning veterans.

London Today Tanks Mobilized September, 1939

With the outbreak of war on September 3, 1939, London's streets were filled with tanks. The tanks were mobilized for the defense of the city.

Welcomes Home Heroic First Hussars For Awards, Decorations

A list of 22 names, including medals and decorations in the London Regiment, was presented to the First Hussars at a reception held at the City Hall.



W.O. Men in Ile de France

Many W.O. Men in Ile de France

Many Western Ontario men are in the Ile de France region of France. They are there for various reasons.



Welcome Home FIRST HUSSARS

Under their march unconquered, the march, battle-torn men of the London First Hussars. As they march down the street, they are met by a cheering crowd.

Clashes in China Despite Truce

CHUNGKING, Jan. 16 — (AP) — More reports of armed clashes in North China, in violation of the recently reached Szechwan-Chongqing truce, were reported today by the political commissariat.

RCAF Veterans Due Late Tonight

Members of the R.C.A.F. who returned from service overseas during the war, are expected to arrive in London late tonight.

Index of Stories, Features

- WATERS and leading news stories on page 1
- Index of Stories, Features
- Clashes in China Despite Truce
- RCAF Veterans Due Late Tonight
- Index of Stories, Features

Add Six Short-Turn To Ease Rush-Hour

Officials of the London Street Railway into service six additional short-turn buses in the pedestrian crowding at downtown bus stops late afternoon rush hour.

Published in the Public Interest by Simpsons London Limited

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This book contains all London Free Press newspaper clippings scanned and saved from the Gristey Collection. In addition, on DVD, is the book plus the entire 1946 London Free Press issue welcoming the regiment's return to London which in part is shown as the book's cover.

London, Ontario

June 6, 2019 (The 75th anniversary of D-Day.)

Compiled and written by: Nick Corrie

London Free Press

-THE GRISTEY COLLECTION-

London's foremost newspaper began their WWII, wartime saga of the First Hussars, by reporting on all aspects of the regiment's development. Full accounts of recruiting drives, training in London and Camp Borden, were followed by lively coverage overseas as the Hussars trained for two and a half more years in Great Britain. The paper's coverage extended into battle from D-Day June 6, 1944, through eleven months of fighting across North-West Europe, culminating with victory in Germany on May 8, 1945. When the bulk of the regiment returned to Canada in January 1946, the newspaper's reporters were on hand to welcome them home.

The clippings seen in this book, mostly actual, not a facsimile, were carefully collected by Mary Gristey, wife of Sergeant Harry Gristey. They were married on September 9, 1939, one day before Canada declared war. Sergeant Gristey had been in the First Hussars Cavalry and immediately went "Active" for overseas duty.

Through Mary's diligent efforts, the regiment now has in addition to the three historical volumes written since 1945, a wonderful new book of day-to-day news reports on events as they happened during the war and read by subscribers back home. The **GRISTEY COLLECTION** is presented here under appropriate headings, read, enjoy and learn.



Mary Elizabeth Gristey: 1920 – 2012

Sergeant William Henry Gristey (Harry), A 219: 1917 – 1996

The First Hussars' Story in WWII: an Introduction

As citizens of this great country, Canada, we can take enormous satisfaction that in many instances we are responsible for remarkable achievements despite our sometimes poor leadership. Since the close of WWII, historians through careful, unabashed and unrestricted analysis, have exposed the ineptness of so many of our leaders at that time, political and military.

Recall the saying: "When the going gets tough - the tough get going." And so it was in Canada during the war as Canadians from coast to coast rose to the cause to bring about the "big win" at the end. This achievement was created for the most part, by an all volunteer army as distinct from our British and American allies' conscripted armies. But the wheels weren't greased, many obstacles impeded the good results eventually achieved by the citizenry.

As the nineteen thirties wound down and the depression faded into a "thank God it's gone" oblivion, the First Hussars were totally unprepared for a new war - unless it was to be fought as the last - in the trenches and with horses. The invasion of Poland only cracked that notion; nine months would pass before Dunkirk shattered it all together.

In pre-war peace time, the biggest issue facing the languid Hussar mood, was a lively discussion regarding the cap badge: why in the official description, was the crown, which wasn't a crown at all but a ducal coronet, surmounted by a horse rampant? (A big faux-pas in the coveted world of heraldry.) After an exchange between the Commanding Officer and National Defence Headquarters (NDHQ), the horse stayed and the crown became a coronet in the description.

Phew! Just in time. That wrangle concluded on September 1, 1939, and the next day, September 2, the entire temperament changed when the regiment was mobilised for war. It wasn't, however, the end of befuddlement emanating from NDHQ.

In the *Gallant Hussars*, 2004, Michael McNorgan makes the point that in every war "...from South Africa to the Gulf, someone in Ottawa determines that the best way to meet the crises is through the creation of ad hoc units. The second world war was no exception..." (p.71) The "Global War," 1939-1945, supplied plenty of evidence in support of McNorgan's observation.

While NDHQ was waffling about discharging arbitrary name changes, their masters, the Mackenzie King government, was exercising its political clout with a more determined goal: save votes - mainly in Quebec. The issue was conscription: "Conscription if necessary but not necessarily conscription." This beautiful piece of King obfuscation was the best he could muster as a war cry; it only created anger, confusion, embarrassment and ultimately – lives.

The two streams of hesitation and change from Ottawa's political and military bastions ran parallel, but at least the military had an legitimate excuse. From the war's outset they were flying blind, dragging in their tail wind the lessons of the last, outdated WWI experience, while further shackled by myopic, self centred politicians. "Politicians make war – soldiers just get to fight them." (Old soldier refrain).

The accompanying Free Press articles seen here, don't highlight these changes to both the regiment and what would ultimately become the Canadian Armoured Corps, but some are referenced by name without

comment. To fully understand the content offered herein, some explanation is warranted.

The Regiment:

In 1939 as hostilities began, the First Hussars still retained their well earned name and were a unit of Cavalry, the official designation for all mounted regiments.

In an *ad hoc* change in 1940, the First Hussars became: the First Canadian Cavalry Regiment (Mechanized)...1 CCR (M) and were part of: the Canadian Active Service Force...CASF. They reverted to First Hussars in January 1941 only to change for the last time in WWII to: 6th Canadian Armoured Regiment (1st Hussars) or simply as: 6 CAR. (All armoured regiments were similarly designated by a number.)

The home contingent of the regiment became: the Regimental Depot for The First Hussars, and a member of the: Non-Permanent Active Militia...NPAM. In keeping with the numerical designations for the CASF, the Depot in November 1940 became: 6th (Reserve) Armoured Regiment (1st Hussars).

Camp Borden and Corps:

Forming alongside the name-changes to all armoured regiments, grew new names for the Borden training school and the creation of a Corps name.

Londoners and especially Hussars, should take note that on November 1, 1936, in the Royal School Building at Wolseley Barracks, the soon to be well known, Major F.F. Worthington,* created the Canadian Tank School. Known famously as “Worthy” or “Fighting Frank,” he is rightly revered as the father of the Royal Canadian Armoured Corps.

*Major-General Frederick Franklin Worthington, MC, MM, CD (1884-1967)

In keeping with the seemingly whimsical changes so prevalent at this time, when armoured training moved to the newly constructed Camp Borden, posted at the gate was a new name: Canadian Armoured Fighting Vehicle School...CAFVS. After great deliberation by the proliferation of red tabbed officers housed in Ottawa, bent on displaying their authority and presence, "School" was replaced with "Centre" to become: CAFVC.

The date August 13, 1940, is significant for all armoured regiments in Canada. On that date better minds finally prevailed to create: the Canadian Armoured Corps. (Royal was added post war.)

The Army:

Traditionally, from 1855 to 1940, the regular army was: Permanent Active Militia (PAM) or simply: Permanent Force (PF).

As a matter of note: in 1939 the PF consisted of a paltry 455 officers and 3714 all ranks.

The reserve army was: Non Permanent Active Militia (NPAM).

In 1939 with mobilization, PF and NPAM were combined to become: Canadian Active Service Force (CASF).

In 1940, the CASF became: Canadian Army.

With the creation of the Canadian Army in 1940, attention was drawn to distinguish between different components. In that context, three distinctions were added:

Canadian Army (Overseas) - Canadian Army (Active) - Canadian Army (Reserve)

Politics:

Initially, the strong enlistment response of 1939 gave way to come up short, unable to satisfy the expected requirements which the war would demand. It didn't take long before a hue and cry arose from the military, political and civilian camps alike. The obvious solution to correct the shortage, was to enact conscription to fill the ranks. Against this push Mackenzie King was adamant – no conscription – but he reluctantly bent to do something.

Spurred on by the fall of France, his answer on June 21, 1940: the National Resources Mobilization Act (NRMA). By this act the government had power to deem all “...persons to place themselves, their services and their property at the disposal of His Majesty...*for the defence of Canada.*” (The italics are mine.) In other words, should the enemy be foolish enough to invade Canada, the country was prepared to defend our shores down to the last man. Never before or since, has such a ridiculous piece of legislation been enacted in this country. The intention to avoid trouble in conscription opposed Quebec, the bastion of secure Liberal party votes, was all too obvious to the rest of Canada, which by and large, was committed to the war. What a farce!

Eventually, some 60,000 NRMA troops were spread across the country giving rise to the creation of two groups: the “A” man who eventually volunteered for overseas service, and the “R” man who refused to leave. The “R” man became sneeringly, the pejorative - “Zombie.” The rancour arising from this partisan gesture by King, served in time of war to divide both the government and the country when unity was most needed.

As pressure across Canada built demanding service overseas, King acquiesced to hold a plebiscite in April 1942 to allow a release from the "home" only provision in the NRMA. Four to one outside Quebec said yes; four to one in Quebec said no. The release was carried - and yet it wasn't.

Two more years would pass before 16,000 NRMA men in November 1944, were singled out for overseas service. By war's end, only 2500 of this number actually saw front line action. This number is too small to challenge the claim proclaimed in Canadian military history, that our country was the only one of our three allies (a fourth would be Russia) which fielded an all volunteer army. This boast is the compensation we are left to proudly assert because it was accomplished by Canadian citizens alone, despite, and overcoming, government partisan treachery.

In summary, Canada in WWII had three distinct armies: Canadian Army (Regular); Canadian Army (Reserve); and the army comprised from the National Resources Mobilization Act. As such, the result was a fragmented force top-heavy in administration and training cadres. The last two singled out, the Reserve and NRMA bunch, were two armies that would never see action and were upon analysis in the end, totally unsuited for war despite all the attention they courted. Historians assert today, that their very existence distracted men and material from Regular units which could have benefited from the added input. This single fact alone, contributed greatly to the shortage of replacements encountered as the war casualties mounted. The fault and shame for this debacle lies at the feet of the Mackenzie King government.

Historians frequently describe Canadians as un-war-like, then they complete their assessment by acknowledging that when the chips are down, Canadians respond and show their mettle. In WWII, all three armed services punched above their weight. On land, the Canadian Army in general and the First Hussars in particular, never flinched or failed to do their duty. At war's end, Canadian regiments proudly sewed on to their Colours and Guidons, battle honours from Sicily, Italy, North-West Europe and South-East Asia.

Twice each year, on June 6-11 and November 11, Remembrance Day, the First Hussars pay tribute to our veterans from all wars in which the regiment fought. As we parade to Victoria park and stand near the Holy Roller tank, we especially remember the 196 Hussars who died in eleven months of action from Normandy to Germany.

We will remember them



HODIE NON CRAS

Recruiting and Training

This London Free Press story below displaying two mounted contingents, “A” and “B” Squadrons of the First Hussars during their happy cavalry days (begun officially in 1856) could be entitled: “The Passing Parade.” The caption details a change begun in 1939 which is still evident today: from *Horses to Horsepower* - cavalry to armour.



In short order, the regiment began recruitment drives throughout Southwestern Ontario, including the creation of a new squadron in Exeter. The switch from horses to mechanized, became so ingrained in the regiment that cavalry equipment was sold on a first-come basis.

Corporal Jim Fisher, A 525, was only too happy to pay \$5.00 for a cavalry sword which he proudly carried about throughout the war – especially in his tank “Bad Boy.”

The picture below (undated) for the sale of War Savings Certificates, illustrates money campaigns which folded in nicely with the recruitment drives. In this picture, standing prominently centre while wearing the uniform of the First Hussars, is Major E. L. Booth. The Major would go on to become Brigadier Booth, and unhappily become one of the two highest ranking Canadian officers killed in WWII.



Note: Brigadier E. L. Booth, DSO, MiD, ED. KIA, 14 August 1944.

His medals reside in the regiment's museum.

The recruitment drives were relentless. The Canadian Active Service Force, CASF, needed men, but not just a male body; they wanted capable men with acquired skills, especially mechanical. Knowing the horse was gone and armour was the future, their search was not unreasonable. Farriers and veterinarians became forgotten friends.

Realising early on that the pool of trained mechanics was not inexhaustible, a mechanical training syllabus was instituted and retained in Canada and Great Britain for the entire war. The enlistment officers were forever challenged to detect in a recruit, some mechanical ability for development. Corporal Jim Fisher mentioned above, was a tool and die maker gainfully employed in Sarnia. On that basis, he was approached as a prospective armour recruit; he joined the Hussars in 1940. While undergoing tank training in Britain, he was selected for some advanced instruction in his chosen trade. How the army expected a trained tool and die maker to make good use of his skills as a crew-man in a tank, is a good example of over exuberance in the selection process.

**ACTIVE ARMY IS
AFTER RECRUITS**

Nearly 300 Required, of Whom
100 Must Be Tradesmen

MUST EXERCISE CARE

Enlistment Officers Warned To
Be Careful Picking Men

The Canadian Army (Active) is now recruiting men in this district and the recruits are being selected with considerable care for various units.

At the present time nearly 300 soldiers are required for active service. The list for Western Ontario includes about 120 for the Royal Canadian Engineers, 20 for the Royal Canadian Artillery, 55 for infantry formations, 50 for the Royal Canadian Army Service Corps, and a smaller number for the Royal Canadian Ordnance Corps and Royal Canadian Medical Corps.

Of the total more than 100 must be tradesmen. The list of tradesmen required includes carpenters and joiners, clerks, cooks, concrete workers, electricians, motor mechanics, engine hands, painters, a tinsmith, a storeman, fitters and driver mechanics.

The men are required for almost immediate enlistment but recruiting officers have been asked to exercise care in selecting the proper type of men.

It has been pointed out that it has been necessary to discharge too many soldiers after a few months of service by reason of medical unfitness or inability of the recruit to make a good soldier.

This has resulted in needless cost to the Government and waste of effort in training. Recruiting officers have been advised that they should be satisfied that the prospective recruit is mentally and morally the type who will make a good soldier before sending him before a medical board.

The whole story is that the army needs men and must have men who are physically fit and mentally alert, capable of absorbing intensive training and retaining good common sense in any emergency.

FIRST HUSSARS IS RE-FORMED

Non-Permanent Active Armored
Car Regiment

RECRUIT EACH NIGHT

Headquarters and Two Squad-
rons in This City

Formation of the 1st Hussars, Non-Permanent Active Militia, was announced here today.

The unit will be commanded by Lt.-Col. Thomas Sanderson, E.D., and will have headquarters and two squadrons in this city and one squadron in Exeter.

The 1st Hussars will be located in the old Medical School building at the corner of Waterloo and York streets and will begin recruiting at once.

The unit will hold training parades at the old Medical School building each Tuesday and Thursday evening and will train in armored cars as soon as they are made available by the Government.

It will be remembered that the 1st Hussars mobilized here last September and trained throughout the winter, going to Camp Borden early in May. At Camp Borden the 1st Hussars as such were disbanded to form the 1st Canadian Cavalry Regiment (Mechanized).

Now the 1st Hussars is reformed as an armored car regiment.

RECRUIT NIGHTLY

The unit will recruit for the headquarters and two local squadrons every night at the old Medical School or armory annex. It is hoped to have the regiment recruited to a strength of about 40 within a couple of weeks.

Plans for the formation of the squadron at Exeter are also well advanced and it is expected that officers for the unit will be announced within a short time.

Lt.-Col. Sanderson has been associated with the 1st Hussars for many years and commanded the former 1st Hussar Regiment from January of 1938 until last fall. He has served as camp commandant at the Queen's Park barracks and officer commanding the 1st Canadian Cavalry Regiment depot.

Requirements for recruits in the new 1st Hussars Regiment are similar to requirements for entry to other militia units but since the members of this unit will train with armored cars, trucks and transporters should be valu-

SELECT GROUP FOR TANK CORPS

Prospective Officers and Other
Ranks Are Interviewed

BOARD VISITS DISTRICT

Men From Essex Regiment May
Join Armored Outfit

A board of senior officers of the Canadian Armored Corps at Camp Borden is touring Military District No. 1 with a view to selecting officers and other rank personnel for that corps.

Lt.-Col. A. C. Spencer, of this city, and commander of the 1st Canadian Cavalry Regiment (1st Hussars), is president of the board and members are Lt.-Col. C. Y. Masson, Windsor, formerly of the Essex Regiment (Tank) and now officer commanding the Ontario Regiment (Tank), and Capt. C. Sale formerly of the Essex Regiment (Tank), Windsor.

The officers are interviewing officers of reserve units and formations in this district with a view to selecting additional officers for the armored corps. Most of the officers being interviewed have made application and been recommended for transfer to the armored corps. The board spent yesterday in Windsor and today with the University of Western Ontario Contingent, C. O. T. C.

Members in the ranks of the Essex Regiment (Tank) were interviewed and it is expected that a number will be called for enlistment in the ranks of the armored corps. Care is taken in selecting men with mechanical ability or background in recruiting for this corps.

MOTORIZED DRIVE DRAWS RECRUITS

Army Trucks and Cycles Tour-
ing District

SOLDIERS GIVEN TRAINING

Mobile Convoy Has Attracted
Wide Attention

Success is marking the novel recruiting campaign conducted by a special motorized column of the 6th Armored Regiment (1st Hussars) Camp Borden, which is touring through Southwestern Ontario centres this week, it was reported today.

The mobile recruiting convoy, which consists of 25 army trucks and 10 motorcycle escorts, has attracted widespread attention on the first three legs of the tour, Kingsville, Leamington and Harrow, and the nature of the trip is said to be giving the soldiers valuable training in convoy exercises, road movement, march discipline and tactical exercises.

Ridgetown is the host of the caravan today and tomorrow. Saturday the column will push on to St. Thomas, where it will remain until Monday. Tillsonburg will be visited Tuesday and Woodstock on Wednesday and Thursday. From this city it is likely that the column will continue on to its Camp Borden base.

At the present time the 6th Armored Regiment requires about 175 recruits, but on this trip the recruiting column is also enlisting men who prefer to join other branches of the Active Force.

These three clippings provide good descriptions of the many recruiting drives carried out in the regiment's area.

On the left, the reader learns about some of the many name changes the Hussars coped with for the first few years and the

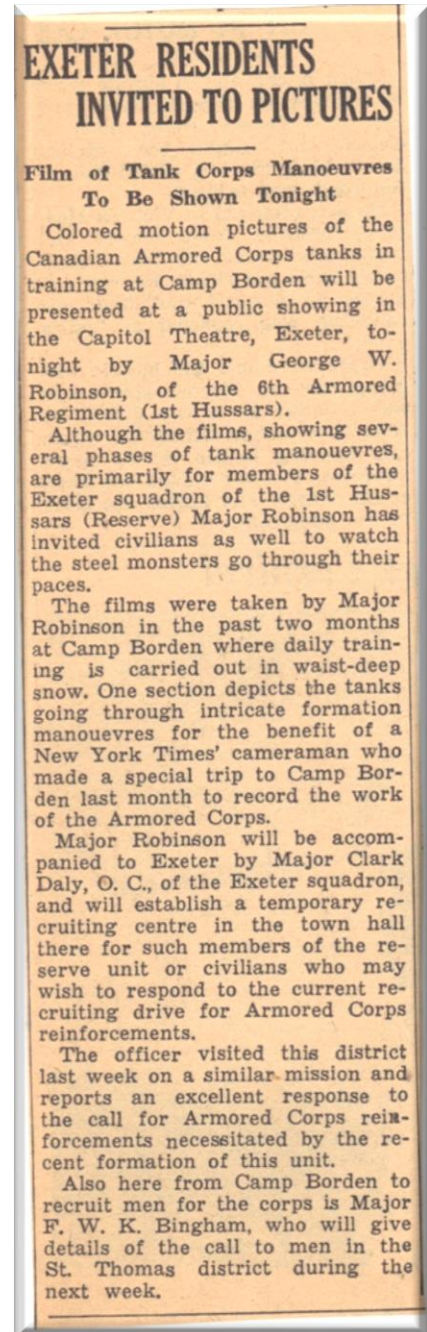
use of an annex to the Armouries in the old Medical School building at York and Waterloo Streets. The Exeter Squadron is mentioned also.

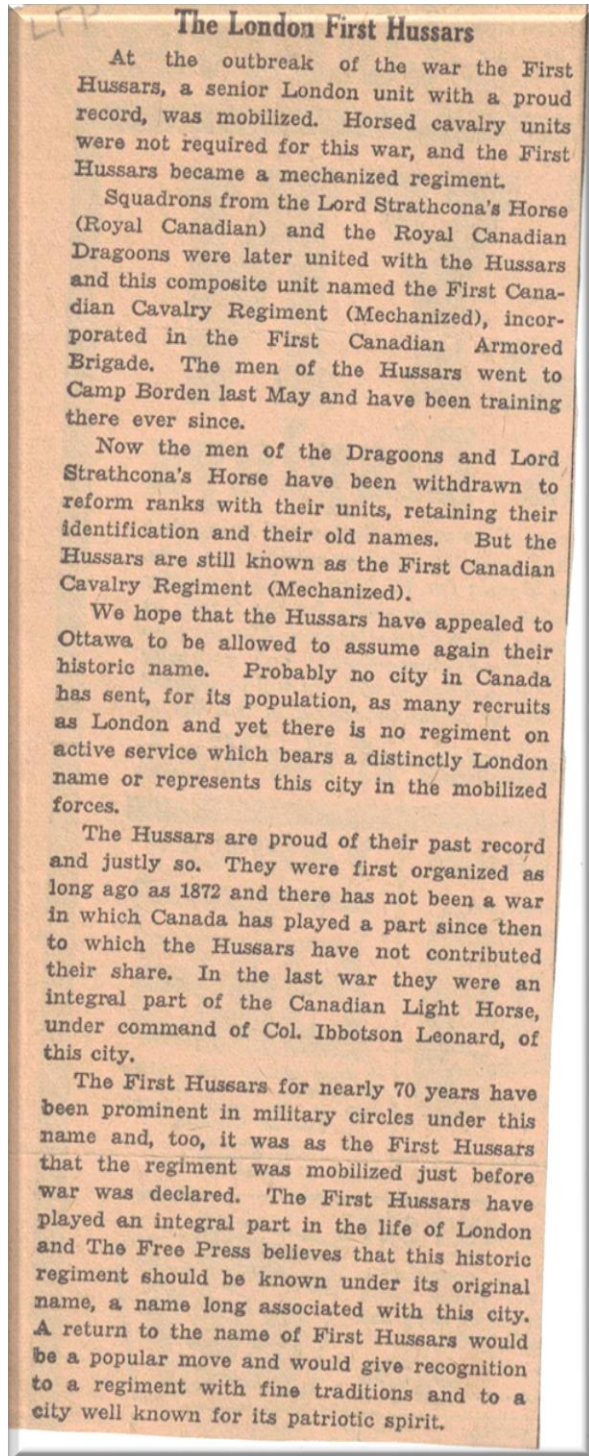
The article, "Select Group for the Tank Corps," indicates that no regiment with an armour reference was above receiving a raiding party which had set out from Camp Borden with the express purpose to find suitable candidates for tank warfare. The University of Western Ontario and its C.O.T.C. programme, came in for special attention. They were obviously head-hunting for officer candidates.

In the third article above, the recruiting drive takes on a more visible presence as convoys of trucks and motorcycles fan out through the country to impress the male population that the mechanized army is exciting, and, moreover, it offers valuable training which will be useful after the war.

On this page, we see that Major Robinson who later in the war became a Brigadier, is in Exeter showing a film. This colour film presently in the regiment's museum archives,

shows the Hussars blasting through Canadian snow drifts in WWI Renault tanks at a blistering 5 MPH. If these pictures appeared in the New York Times paper in neutral USA, one can only imagine how they





sent a shiver of fear up the back of Rommel as his Panzers blasted their way across North Africa in modern tanks.

In January 1940, the regiment suffered the indignity of losing its time honoured name. In exchange for First Hussars (note: this is the regiment's proper name, NOT 1st Hussars) they became: the First Canadian Cavalry Regiment (Mechanized) or abbreviated: 1 CCR (M).

This article apparently initiated by the Free Press on their own, appeals to Ottawa, aka – red tabbed officers at NDHG - to correct their misdeed and give back the regiment's proper name.

To correct this insult in the words of the LFP "...would be a popular move and would give recognition to a regiment with fine traditions and to a city well known for its

patriotic spirit." (It would be a good plan to repeat today to re-establish "First" as the only legitimate regiment's name.)

HODIE NON CRAS

Morale Booster or Propaganda?

These articles posted in the London Free Press, apparently in the war's earliest stages, present for the reader the rather difficult task of developing an answer to the question posed in the above heading. The audience for these pieces fall into distinct but related categories: First, the most obvious - the enlisted man in the Armoured Corps to boost his confidence. Next, the families of these men extending to the population at large who must together support not just these tank men, but support the entire war effort. The extended purpose was one of recruitment: impress the civilian man to join up.



The page (1) picture, taken in England, is ultimately what was achieved – a full compliment of tankers in the First Hussars.

As an aid for answering the question outlined above, these three articles below should help, but first – an examination of the facts.

In the first article: “Britain Prepared...” wherein the author assures the Canadian reader that our troops will be well received with lots of good food and numerous tanks on hand for their use - bull, bull and more bull.

From the outset, war time Britain underwent

food rationing. The U-Boats were severing Britain’s life-line to the world from where extra food stuffs necessary to sustain body and soul, had always come from. Additionally, the cross Channel, European source after Dunkirk, was kaput. It was all up to the British people to feed themselves and now with the influx of foreign troops, they were faced with feeding thousands more. Brussel sprouts anyone?

Tanks? Britain’s early tank arsenal was not large and it certainly wasn’t formidable, not against the Germans’ tactics of blitzkrieg. The fall of France and Dunkirk served as step one for adopting new tactics and designing better equipment. Step two in lesson learning for the



beleaguered British Armoured Corps, was again at their expense against the better tanks and tactics of Erwin Rommel in North Africa.

All new British production by necessity went to replenish the tanks lost in North Africa, and the loss wasn't only to German fire power. British tanks, under gunned, under armoured and poor mechanically, meant their disproportioned losses

only increased the need to bypass the enthusiastic Canadians for the imperative need to resupply the war zone. As a result, the equipping was piecemeal until fresh supplies became available, and where did they come from? – Canada! The Ram was the first near modern tank the Canadians were issued until the Shermans arrived much later. One wonders why they braved the North Atlantic in the winter of 1941 when food and equipment at home was in abundance? C'est la guerre.

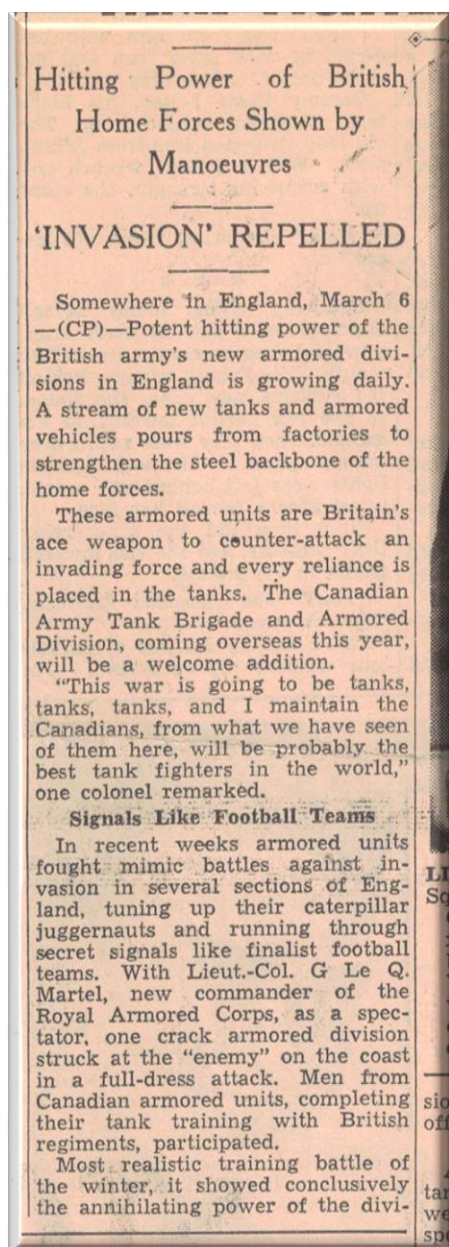
The next Free Press article is

certainly not Bull. The reader may best want to assign it under the column – Morale Booster. For the First Hussars on D-Day and all



Canadian soldiers whenever committed, they proved themselves as excellent, determined troops.

Still, the author can't resist the temptation to overstate the preparedness of Britain, and, therefore, how completely Canadians would be equipped to do battle against the experienced foe. In the end, the Canadians entered battle as British trained and largely equipped in British style except for their tanks which were American Shermans.



LIST CANADIANS WITH BEST TANK FIGHTERS IN WORLD



Taken together, Canadians borrowed something else from the Brits. The British have always prided themselves as a people who know how to muddle through somehow. Rule Britannia!

The article above is probably from late 1941. The invasion of Britain is off because Herr Hitler thought it was a good idea to invade Russia. Whoops! Or maybe he heard that the First Hussars would be in Britain by December?

One British Colonel upon reviewing the Canadians, opined, "...I maintain the Canadians, from what we have seen of them here, will be probably the best tank fighters in the world." He mistakenly said "probably." Hell! Who is to say we weren't?

HODIE NON CRAS

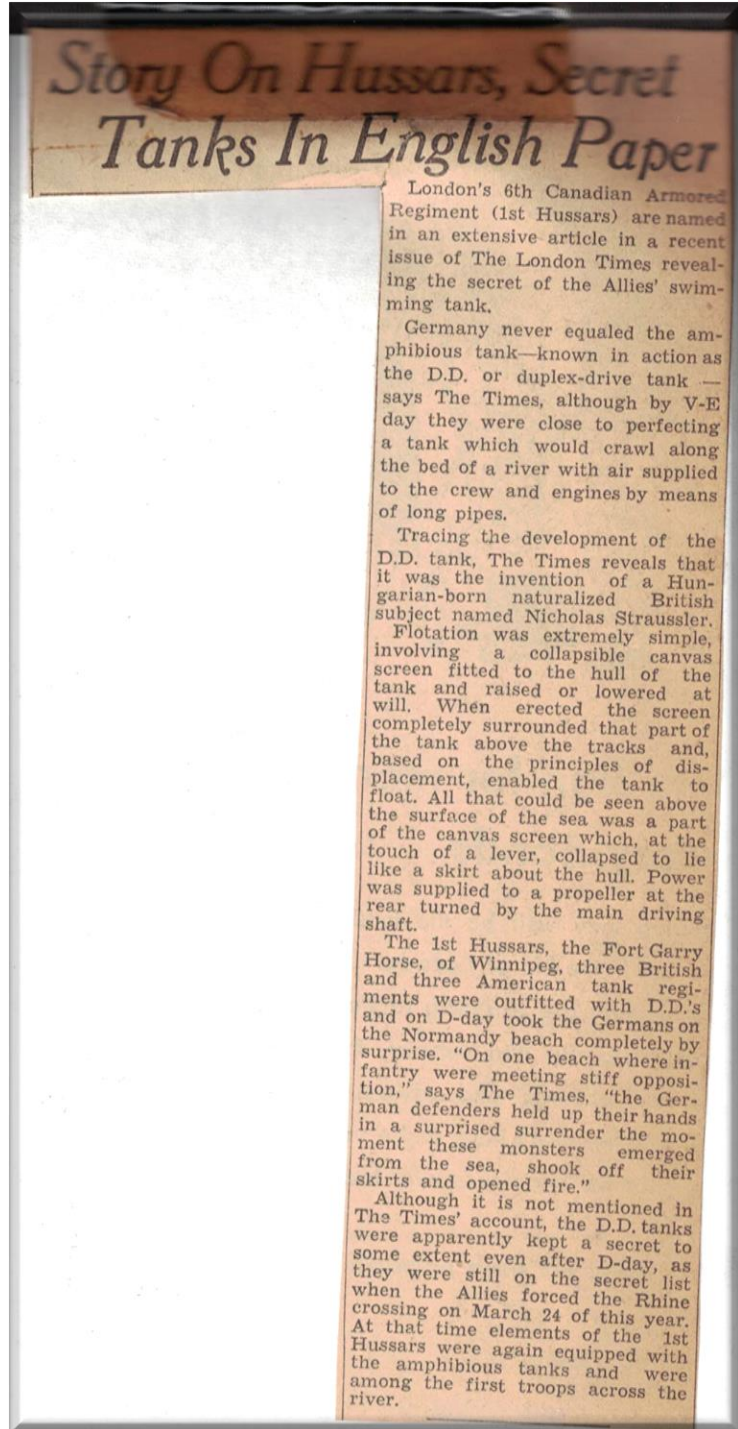
D-Day June 6, 1944 to Caen:

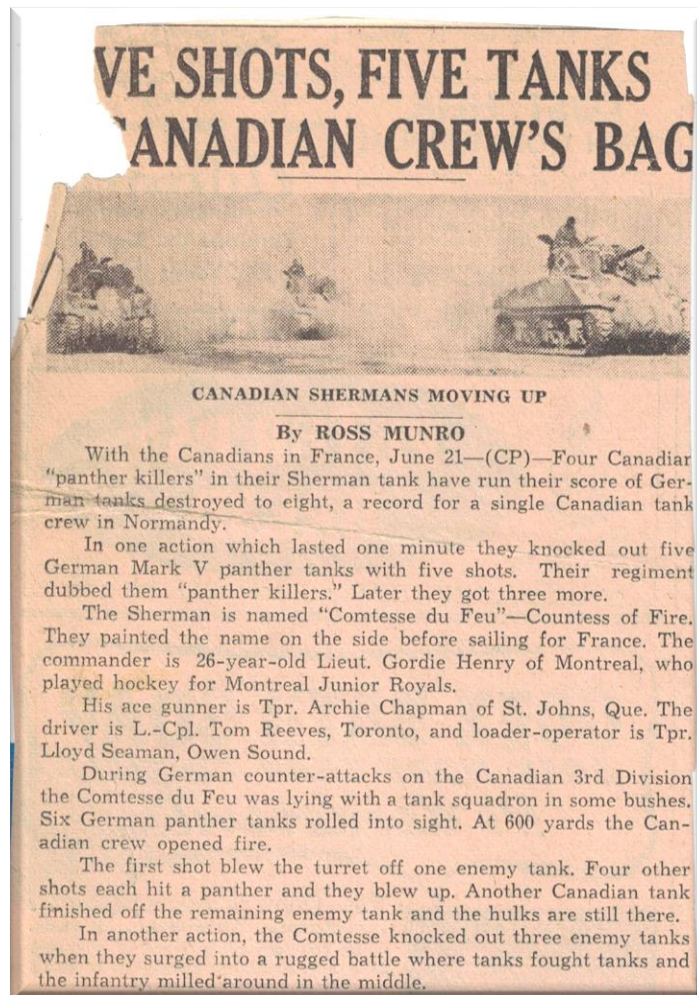
When the huge Allied Army came into view off the coast of Normandy, the German defenders began to quake with fear, but with nowhere to run to they had to fight and fight they did. The next surprise appearing before them off the Canadian designated shore line, Juno Beach, was the floating Duplex Drive Sherman M4A2 floating tank, the DD Tank as it was called. This tank was devised as an essential part of that day's strategy to have the tanks land on the beach ahead of the all too vulnerable infantry. The plan was to assault and eliminate the beaches' fire power allowing the infantry a better chance of survival - the success varied.

The following 8 pages pertain to D-Day. Pages # 9 on, contain various battle descriptions as the war raged on; June 11 in particular.

Some sank:





Good Shooting: Read # 1

GS - Read # 2

the Normandy battlefield have been fought by a unit which operated with the crack western infantry brigade of the Canadian 3rd Division in a dramatic thrust from the beaches of Courseulles to the Bayeux-Caen highway.

Two squadrons of tanks went in on the initial D-Day assault at Courseulles and tanks from each squadron engaged beach defences at extremely close range as soon as they landed. Sometimes the range was only 20 yards, with the tanks closing right in on gun casements and pillboxes.

Second in command of a squadron which landed west of the inlet at Courseulles, Capt. Jake Powell of London, Ont., shot up one huge concrete emplacement by waddling his tank up close over the sands and banging 75-mm. shells through the gun slits. His tank received four hits, but the western infantry had had a chance by then to break through the wire and trench systems and encircle the casement. Seventeen Germans surrendered and the rest of the garrison was dead inside.

Powell and his crew got into another tank after theirs was disabled and kept going.

Toronto Officer There

This assault squadron was commanded by Major W. D. Brooks, Brantford. Another squadron, commanded by Major D'Arcy Marks, Toronto, also came in on this beach after the first wave touched down.

There was difficulty finding exit from the beach, but the colonel and Major F. E. White, Calgary, walked along the beach and finally located one. Several armored cars sent through first were knocked out in the dunes and blocked roads which were mined on both sides.

Exit through the dunes had been cleared despite enemy shell and mortar fire for the two squadrons and headquarters held up on the beach. So Lieut. G. W. (Rep) Gordon of Orillia was ordered to blow the armored cars out of the way. In his tank he charged at full speed across the minefield and cleared an exit. He didn't get a scratch.

Another squadron commanded by Maj. W. J. Duncan of London, Ont., cleaned up Courseulles with the infantry and then advanced straight south through fields just west of the River Mue. North of Thaon, the squadron ran into concealed 88's and suffered some losses. However, they closed with the guns and knocked out eight.

Clear Out Snipers

Regimental headquarters and reconnaissance troops of light tanks commanded by Lieut. W. A. A. Smith of Toronto followed up the advance, clearing out snipers as



Lieut. Tim Mills, 21, of Toronto, has a personal score to settle with German E-boats in the English Channel. His brother, Mike, was killed in a running battle with 11 of them in the fall of 1941 while commanding a British motor gunboat. Mills is gunnery officer aboard the new frigate H.M.C.S. Wentworth and likes it, but his ambition still is to take his brother's place in the M.G.B. flotilla. The young officer was a student at the University of Toronto before he joined the navy.

considerable, too. But the 3rd division's commander, Maj.-Gen. R. F. L. Keller, assured the tanks and infantry that their gallant effort and sacrifice killed a strong German counter-blow which might have endangered the whole Canadian position.

An anti-tank unit of Royal Canadian Artillery has been battling in the front line with the Canadian 3rd Division ever since the beach assault. In two weeks it has knocked out nine German tanks and possibly destroyed five more.

In addition, this unit has supported many infantry attacks by shelling pill-boxes, concrete emplacements and fortified houses.

A battery commanded by Maj. E. J. Scott of Lindsay, has seen more action than the others and its guns have accounted for all the tanks. Sergt. Herman Dumas of Quebec City is No. 1 man on a gun which destroyed five.

Once things got so warm that Dumas decided he wouldn't have his crew so exposed. He put a shell "up the spout," put one man by the

GS - Read # 3

and knocked out eight.

Clear Out Snipers

Regimental headquarters and reconnaissance troops of light tanks commanded by Lieut. W. A. A. Smith of Toronto followed up the advance, clearing out snipers as they went along. On the evening of D-day, headquarters even got out ahead of the infantry and had to attack a 75-mm. gun which was firing on them. The gun was destroyed and some machine-gun posts were eliminated. At headquarters were Capt. Robert Rogers, Toronto, and Lieut. Don Mills and Lieut. Grant Davy, both of London, Ont.

On the first night in France, headquarters captured a German officer riding a bicycle on the road and who feigned he was drunk when captured. Evidently he had been trying to flee south.

Cooks Join Fight

For a while Brooks' squadron held a section of the Canadian front all on its own and cooks, drivers and rear echelon soldiers were brought up to fight as infantry.

The heaviest fighting the unit saw came on Sunday, June 11, when this regiment and two companies of a central Ontario infantry unit were ordered to attack south of Bretteville. Duncan's squadron and Marks' squadron did a flanking manoeuvre, with Brooks' squadron and headquarters in reserve.

It had been learned that the Germans were preparing a heavy attack in that sector and the Canadians took the initiative to break up the attack before it got rolling. Canadian armor and infantry swept to the Caen-Bayeux highway, cut across the railway line paralleling the road and bumped right into the Germans as they were forming up for their attack.

The German losses were very heavy and the Canadian losses were

Sergt. [unclear]
City is No. 1 man on a gun which destroyed five.

Once things got so warm that Dumas decided he wouldn't have his crew so exposed. He put a shell "up the spout," put one man by the gun, and the rest of the crew in trenches nearby. A German tank rolled right up, the crew probably thinking the gun abandoned. The lone gunner got a bead on the tank, fired, and plunged into his slit trench. The shell hit square and the tank blew up.

One troop, commanded by Lieut. Bill Purkis of Toronto, came ashore at H-hour on D-day, and fought its way inland.

Maj. D. C. MacDonald, Toronto, is a battery commander. Officers at regimental headquarters include Maj. Bill McMullen, Capt. Parker Booth, and Lieut. Mick Phair, of Toronto.

Credits "Will to Win"

Seven words summed up reasons advanced by Maj.-Gen. Keller for the success of the division in the invasion: "The will to win, guts and initiative."

Intense pride in his troops was apparent as this tough, 43-year-old professional soldier from Kelowna, B.C., spoke of "my" division, "my" artillery or "my" assault engineers.

The 3rd has been called Canada's best-trained division. It spent three years in England prior to the invasion and, the general disclosed since the spring of 1943, was gaged exclusively on preparation for the assault on France.

Keller told how sections of the coast were reproduced on the English coast and then were assaulted by Canadians. It was there the lessons learned at heavy cost at I in 1942 were applied and said "the experience gained

5 BattalionsRead # 1

5 ONTARIO BATTALIONS IN THICK OF D-DAY FIGHT

Tell How Infantry Rode Into Action on Tanks, as
14 Canadian Units Drove Ashore and
Many Miles Inland

By ROSS MUNRO

With the Canadians in France, June 22—(CP)—Fourteen Canadian battalions, five from Ontario, fought in France during the period from D-Day to June 14, it now is permitted to be disclosed. They were:

The Royal Winnipeg Rifles.
The Regina Rifles.
Canadian Scottish, Victoria, B.C.
Queen's Own Rifles, Toronto.
North Shore New Brunswick Regiment.
Regiment de la Chaudiere, a French-speaking unit, Quebec.
Stormont, Dundas and Glengarry Highlanders, Cornwall.
North Nova Scotia Highlanders.
Highland Light Infantry, Galt.
1st Hussars, London, Ont.
Fort Garry Horse, Winnipeg.
Sherbrooke Fusiliers.
17th Hussars, Montreal.
Cameron Highlanders, Ottawa.

Stormed Beaches

It was the Winnipegs and Reginas who stormed the beaches of Courseulles, with the Winnipeg, on the west of the inlet and the Reginas east of it.

A company of the Canadian Scottish also landed on the Winnipegs' beach in the first wave, and two assault squadrons of the 1st Hussars went in there.

As the beach defences were taken, the rest of the Canadian Scottish infantry regiments and tank regiments then went on to capture all their objectives.

The Queen's Own landed at Bermeres followed by tanks of the Fort Garrys, and at St. Aubin the North Shore Regiment touched down with more Garrys tanks.

The Chaudieres came in at St. Aubin, too, and sliced through German defences with the other two infantry regiments.

Keller's Men in There

About noon on D-day the Canadian 3rd Division's reserve was committed by Maj.-Gen. R. F. L. Keller, of Kelowna, B.C., divisional com-

(Continued on Page 4, Col. 2)

INVASION LETTER MAY WIN YOU \$20

Have you had a letter from any of the boys on the invasion front? The Star will pay \$20 each day next week for the best letter from a member of the armed forces who took part in the invasion, whether in army, air force or navy. Ten dollars will be paid for the second prize letter each day and \$5 for the third prize letter each day. Additional prizes will be paid for any other letters used. Letters received before Monday, June 26, will count as a Monday entry. The contest closes at midnight, Saturday, July 1. Every mother, father and wife of a soldier in France will be interested in your letters. Pass it on for others to read. Original letters will be returned. Address your entry to the City Editor, Toronto Daily Star, 80 King St. W.

5 Battalions

Read # 2

FIVE ONTARIO BATTALIONS²² IN THICK OF D-DAY FIGHTING

(Continued from Page One)

Commander, came in and thrust south, riding on tanks of the Sherbrooke Fusiliers.

The Stormont, Dundas and Glenora Highland Light Infantry were in the forefront from the coast to Caen.

The Cameron Highlanders went in with the division and supported every formation along the Canadian front.

Troops of the 17th Hussars worked along the front with the division on various tasks.

Handle Tanks Like Veterans

From the beaches at Courseulles and Bernieres to the Caen-Bayeux highway, 10 and 12 miles inland, the three tank regiments—the 1st Hussars, the Fort Garry Horse and the Sherbrooke Fusiliers—fought their first actions. The crews handled their Shermans like veterans. The support this formation gave the infantry was one of the big factors in the splendid performance of the Canadians in the first week of the invasion.

The most successful landing was made by the 1st Hussars, who landed at Courseulles where the western Canada brigade—Royal Winnipeg Rifles, Regina Rifles and Canadian Scottish, Victoria, B.C.—came ashore. The unit came in from a rough sea on time and although beach obstacles did not bother the tanks much they were practically under the muzzles of German anti-tank and field guns in concrete emplacements and dugouts just back of the beach. They blasted shells at these defences and with the western infantrymen stormed through the dunes and worked their way into Courseulles where they helped to clear out the town.

Infantry Cling to Tanks

Overcoming elaborate mine fields, they broke into open country, with the infantry running alongside them or riding on the turrets and hulls. One column struck southwest to

tact with a western tank regiment on the left near Anguerny.

The Fusiliers, the Nova Scotia infantry still with them, continued against snipers and more German guns and infantry to Colomby-sur-Thaon where the French-speaking Quebec regiment had ambushed a German armored car convoy and blown it to pieces with grenades and machine-guns in hand-to-hand fighting.

On D-Day, light tanks knocked out a couple of enemy half-tracks in that area and with the infantry dealt with a group of enemy paratroopers who landed at Anisy, just south of their bivouac.

The next day the Fusiliers pushed on with the Nova Scotia infantry to Villons Les Buissons and went for the slopes near the Caen-Bayeux highway. As they went through the hamlet of Buron, snipers harassed them and the tanks zig-zagged through grain fields, blazing at hidden infantry with machine-guns.

Bag 22 Tanks, Lose 16

An advance party of infantry in Bren carriers had gone ahead to Authie, three miles northwest of Caen, and came under concentrated machine-gun fire. Tanks went out to deal with the machine-guns and suddenly enemy tanks appeared on high ground on the flank and there was a knock-down fight. The Canadians knocked out 22 enemy tanks for the loss of 16. They also drove the machine-gunners out and brought the infantry out of the hole.

For several days there were tank fights along the whole Canadian front as enemy armor made what turned out to be main counter-attacks on the initial beachhead. The Canadians distinguished themselves in these encounters and the whole armored formation did well.

Germans holding out in caves and along the wooded banks of the river Mue, proved so troublesome that the Fort Garry went into the valley to help the infantry throw

5 Battalions

Read # 3

way into Courseulles where they helped to clear out the town.

Infantry Cling to Tanks

Overcoming elaborate mine fields, they broke into open country, with the infantry running alongside them or riding on the turrets and hulls. One column struck southwest to Banville and on to Colombiere-sur-Seulles, four miles inland, and another rode into Reviere, three miles south.

Snipers pegged away at them and German 88's tried to hold them up, but they took them on one by one with the infantry and farther inland found some 88's abandoned.

Enemy strong points mainly were in towns like Reviere and Amblie, but the infantry drove out the enemy with fire support from tanks. The 1st Hussars sped right on to the Bayeux-Caen highway and, with the western brigade, held a salient for days while the rest of the beachhead formation got into position.

Garrys Have Tough Landing

At Bernieres, the Fort Garry Horse had tough luck because of a terrible sea and did not make the beach until the first infantry was ashore. Once they got on the beaches they went right to work, striking inland to Tailleville to cut the first lateral road, along which were strong German gun positions.

The Fort Garrys swung southeast to Douvre and Deliverande and briefly engaged a German strong point there, which was not captured until 11 days later, when commandos and assault engineers took it.

The regiment's orders were to exploit inland as fast as possible, and this they did. By the night of D-day these tanks reached Anguerny, six miles south of the landing beach, and all the way they battled pockets of the enemy manning hidden guns. Anti-tank guns were sighted down every road leading to Caen, and each one meant a skirmish and sometimes took an hour or two to wrinkle out. The Fort Garrys supported an eastern infantry brigade after it had surmounted difficulties.

Carry Reserve Into Action

The Sherbrooke Fusiliers were in reserve with an infantry brigade made up of Ontario and Nova Scotia units. When they got into action about noon on D-day they carried some Nova Scotia infantry forward on the turrets while others followed on bicycles.

This joint column went down to the Tailleville lateral road and swung southeast to Beny-sur-Mer where it regrouped and started down the Caen road with the tanks fanned out on either side. Just outside Beny-sur-Mer one tank troop knocked out three 88's and a German mortar battery and the column went through Balzy, making con-

The Canadians distinguished themselves in these encounters and the whole armored formation did well. Germans holding out in caves and along the wooded banks of the river Mue, proved so troublesome that the Fort Garry went into the valley to help the infantry throw

From D-Day to Caen, June 6 to 11 - Regiment's "Black Day"

Read # 1

1st Hussars

"London's Own" Ride Into Jaws of Forming German Attack

JUNE 11, 1944, will live in Canadian history as the day on which London's own 1st Hussars rode their tanks into flaming German ambush near the tiny French town of Norrey en Bessin to smash a planned enemy counter-attack on a major scale, which could have endangered the whole Canadian position in the Caen-Bayeux "hinge" upon which the subsequent success of the Battle of France so largely depended.

Monument to the heroism of that day are the twisted hulks of half of the Hussars' tank strength and the names of many of the regiment's personnel (including Londoners) dead and wounded, engraved on Canada's roll of honor.

Into Hun Jaws

Fresh from the bloody beachheads of Normandy, where the fighting qualities of the regiment won unstinted praise from the officer commanding the Royal Winnipeg Rifles, "B" Squadron of the Hussars jammed its tanks into the very jaws of a forming Boche counter-attack to abolish

Read # 3

of Sacrifice

"B" Squadron Erases Threat At Price of Own Annihilation

"like devils" and practically without a break — Capt. Stoner got two hours of undisturbed sleep in those six days, and his case is probably indicative of the experience of the whole regiment.

From the instant their treads hit the sands at Courseulles, the tanks of the 1st Hussars were in the thick of bitter, bloody and costly action. Capt. John Powell, a Londoner, hurled his tank into the teeth of an enormous concrete emplacement and silenced it by blasting 75-mm. shells through its gun slits. Powell's tank received four shells on the nose, but the infantry had then had time to sweep through the barbed wire and trenches and gather up the 17 live Germans whom Powell's guns had left. The captain's feat has been acknowledged with the award to him of the Military Cross.

The beach secured, the Hussars and the Winnipeg Rifles had to find an exit through the heavily mined dunes to carry the battle inshore. One was found, and armored cars were sent (Continued on Page 8, Col. 1)

Read # 2

s Drive Into Ambush, Save Caen Hinge, in Saga



INTO THE VERY JAWS OF FORMING GERMAN ATTACK RIDE LONDON'S OWN 1ST HUSSARS

the threat at the cost of the squadron's own annihilation. From that hell no officers and no tanks returned, the only survivors being a few of the tank crewmen. Among the officers missing after the circling maelstrom of Hun fire had subsided was a Londoner, Capt. Dick Wildgoose, former newspaperman here, who was rear link captain of the squadron.

This saga of World War II has previously received passing mention in news dispatches, but only now is the full story of the heroism and unparalleled courage of "Hussar Day" being told.

Official recognition of the heroism displayed by the Hussars on D-day and the devastating battle a few days later, has recently been forthcoming, with the awarding of decorations to the officer commanding and three other officers of the London regiment, but the full measure of the individual and collective courage of the men in the regiment is best told in the succinct com-

ment of an eyewitness and participant in the action, who, in relating some of the incidents of that day, says:

"Which goes to show a hell of a lot of guts is displayed in war without ever getting much recognition."

The bare facts of the official account of the June 11 engagement have now been amplified by subsequent newspaper stories and by an eyewitness account contained in a letter written by a Londoner, Capt. O. G.

Stoner, son of Dr. O. C. Stoner, well-known London veterinarian, to his sister here. Capt. Stoner, then a lieutenant, was wounded in the right leg during the action.

From the dawn of D-day, when the Hussars spilled their mechanized power onto the littered beachhead under the murderous fire of the Atlantic Wall defences, to the heat of the June 11 battle under the snouts of ambushing German artillery, the officers and men of the regiment fought

1st Hussars in Saga of Sacrifice at Caen

(Continued from Page One)

through the opening, only to be knocked out on the blocked roads beyond. Lieut. "Bill" Gordon, of Orillia, was ordered to clear a way. With his tank in high gear, Gordon charged across the minefield at top speed, to clear a



CAPT. O. G. STONER

passage for the armor and infantry — and to emerge without a scratch.

Londoner Lends Support

Another squadron of the Hussars, commanded by Major W. J. Duncan, also a Londoner, came in from the sea in their landing craft on the crest of a heavy swell to lend support to the infantry of the Royal Winnipeg Rifles. Decisions made by Duncan in the hell of those first few hours have been largely credited with the success of the landing on the beach east of Courseulles Inlet.

To "A" Squadron of the Hussars, commanded by Major Dudley Brooks, of Brantford, goes the credit for overwhelming the beach defences on another sector of the front — and the Distinguished Service Order, which he has recently been awarded.

The intrepidity and courage of the entire regiment in those uncertain hours of D-day can best be summed up in the tribute of the commanding officer of the Winnipeg Rifles:

"In the assault on the beach defences. . . "A" Squadron, commanded by Major Dudley Brooks, literally made possible the overwhelming of the defences. . . Had it not been for the gallantry, determination, dash and skillful use of fire power on the part of Major Brooks and his squadron, it is conceivable that my battalion's casualties. . . would have been much heavier and the capture of the beachhead greatly delayed.

Major Stuart Duncan

"During the advance inland both "B" and "C" squadrons, 1st Hussars, when asked for assistance in neutralizing enemy machine guns at Banville and Ste. Croix-Sur-Mer, brought every-

has been written than that penned by Capt. Stoner after he had recovered from the shrapnel wound in his right knee that was his personal souvenir of the engagement. Capt. Stoner tells the story as follows:

"The night of June 10 we moved up after dark to an assembly position some two miles from known German positions. We camouflaged ourselves, dug in and managed to grab about an hour's sleep before Orders. Group started in the morning.

Ambitious Task

"Our task was an ambitious one. With three companies of infantry our regiment was to advance some six miles, which entailed capturing about three small towns, all of which were occupied by German troops. Enemy Panther and Tiger tanks were also reported in the district. Due to the open nature of the ground reconnaissance was nearly impossible and our information of enemy minefields, etc., was rather scanty.

"At any rate, phase one of the attack was to consist of "B" Squadron, 1st Hussars, plus one company, Queen's Own Rifles, to proceed from our last held position, a tiny town called Norrey en Bessin, to the next town southwest called Le Mesnil Patri. They were to clean out and consolidate the town whilst my squadron, commanded by Major D'Arcy Marks, of Toronto, was to move on their left flank and protect them from enemy tanks. At 12.30 in the morning "B" Squadron, commanded by Major Harry Harrison, 24-year-old Montreal squadron C.O., crossed the starting line,



CAPT. J. S. DUNCAN

which was the main Bayeux-Caen railway line. "C" Squadron, of which I was acting second-in-command, followed them. When we reached Norrey en Bessin our own minefields caused all the tanks to move in single file through the sunken road which led through the ruins of the town. On reaching the outskirts of the hamlet we came upon the bleak open plain which was the beginning of No Man's Land. About a mile and a half away a dense thicket fringed the

ed by Lieut. Bill Gordon, of Orillia, and Lieut. Bill McCormack, of Galt, were doing lots of firing. We were badly outnumbered and our enemy was well hidden. Bill McCormack lost all three of his tanks and the other troops were badly deleted. Bill Gordon exhausted all his ammo, then began ferrying wounded infantry back to the town in our rear. Which



CAPT. DON MILLER

goes to show a hell of a lot of guts is displayed in war without ever getting much recognition.

"At any rate, I was now without tank, and reduced for all purposes to an infantryman. I made my way back to the squadron O.C.'s tank and gave him what information I had. Nothing new had been heard for some time from "B" Squadron — the C.O. decided to try to take up positions on the high ground to our rear and try to hold the enemy attack. The move back through the town was a nightmare — the road, only wide enough for one vehicle, was jammed with vehicles, hit by shell fire. Farther up one of our own tanks had blown a track on a mine and was completely blocking the road. The second-in-command of the regiment with the intelligence officer, Capt. Don Miller, of London, found a path for the tanks through our own minefields and led the remaining tanks back to the intended positions.

"By now mortar fire and machine-gun fire was added to the enemy shelling. I was dismounted and with a few others was trying to clear away the traffic mix-up so our tanks could get through. I came back on about the last vehicle — a scout car which was left in the town. It was then I realized for the first time that I had something the matter with my leg. At any rate, to cut a long story short, we held up the attack but at a high cost. When we finally withdrew to regroup that night we found none of the tanks or officers from "B"

Read

4

Read # 5

"In the assault on the beach defences. . . "A" Squadron, commanded by Major Dudley Brooks, literally made possible the overwhelming of the defences. . . Had it not been for the gallantry, determination, dash and skilful use of fire power on the part of Major Brooks and his squadron, it is conceivable that my battalion's casualties. . . would have been much heavier and the capture of the beachhead greatly delayed.

Major Stuart Duncan

"During the advance inland both "B" and "C" squadrons, 1st Hussars, when asked for assistance in neutralizing enemy machine guns at Banville and Ste. Croix-Sur-Mer, brought everything they had to bear on the task. Major Stuart Duncan, commanding "B" Squadron, and Major D'Arcy Marks, commanding "C" Squadron, used their fire power with complete disregard for their own safety, unhesitatingly crossing suspected minefields and in the face of known anti-tank fire, making possible the advance of "D" Company through Banville and strongly supporting "A" Company through the Ste. Croix objective.

"Time and again throughout D-day, without thought of their



CAPT. JOHN POWELL

own safety or state of fatigue, these squadrons of the 6th Canadian Armored Regiment (1st Hussars) came to the assistance of this battalion. In paying high tribute to their gallantry, skill and cool daring it is regretted that the heat and speed of the action prevented recognition and consequent comment on the actions of troop commanders and individual crew commanders. It is stated without hesitation, however, that no higher degree of courage or calculated daring could be displayed than that shown by every commander and sub-unit of this gallant regiment."

Ahead of Infantry

By the evening of D-day, even regimental headquarters of the Hussars had had its share of the fighting. H.Q. and a reconnaissance force of light tanks, were following up the main advance, clearing out snipers as they went along, when H.Q. suddenly

CAPT. J. S. DUNCAN

which was the main Bayeux-Caen railway line. "C" Squadron, of which I was acting second-in-command, followed them. When we reached Norrey en Bessin our own mine-works caused all the tanks to move in single file through the sunken road which led through the ruins of the town. On reaching the outskirts of the hamlet we came upon the bleak open plain which was the beginning of No Man's Land. About a mile and a half away a dense thicket fringed the plain. Knowing the Boche's method of hiding anti-tank guns in thickets I became very wary of the whole situation. However, "B" Squadron, carrying the infantry on the backs of their tanks, proceeded straight across the plain in the direction of their objective. As the tanks disappeared into the woods at the far edge, my squadron began its deployment out to the left, keeping a sharp outlook for enemy armor.

Dick Wildgoose Reports

"Then, over the wireless, came the reports from the rear link captain of "B" Squadron, Dick Wildgoose, another Londoner, that they were held up by enemy fire. In a few minutes it became obvious they were being ambushed from the woods and orchards. As we moved forward to assist them we were fired on by enemy tanks from the left flank. To all outward appearances the left seemed clear — but the enemy with his long-range tank guns was engaging us from cover behind a hill on our flank. We took up what positions we could and prepared to meet his attack with the few infantry who were with us. However, we were very much in the open and many of our tanks were hit.

"The report then came over the wireless it might be friendly tanks firing at us, who might have mistaken us for enemy. So I put up our recognition flag on the wireless mast and advanced forward out to the left. I had gone about a few hundred yards when we were hit in the front of the tank by an 88 millimetre shell. There was no mistake now. It was enemy tanks, all right. We baled out of our Sherman and a few minutes later another round hit the turret and the tank went up in flames.

Badly Outnumbered

"By now, enemy artillery



the remaining tanks back to the intended positions.

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"There were a lot of London boys in the squadron that was wiped out, but they fought like hell and were given credit by the high command for breaking up what might have been a very serious breakthrough by the enemy.

"It's rather interesting to note that the objective our regiment had set out to take was captured less than a week later by the British, but this time more than a full division went into the push."

The ferocity of the fight that thundered all that afternoon over the fields and orchards of the Hun ambush is attested by news stories subsequently dispatched by Ross Munro, Canadian Press war correspondent, when he said "there were few fights on the whole beachhead as bitter as this one."

Dismounted tank crews and infantry came to grips with the enemy in hand-to-hand encounters. In addition to artillery, heavy tank guns and machine guns, grenades, pistols, knives and bayonets were used as the tide of battle swayed back and forth. The bloody action was ended when both sides withdrew simultaneously, the Hun with what were officially characterized as "very heavy" losses and the Canadians minus the gallant "B" Squadron, 1st Hussars.

The extent of the blow to the ranks of the Hussars from the ambush can be gauged by Capt. Stoner's statement that "it was there that up until now (July 20) most of our casualties were suffered."

Capt. Stoner's personal sequel to the June 11 battle was the 36-hour sleep he enjoyed when he was put aboard the boat that took him back to England for medical treatment:

"I woke for a few minutes on several occasions while they stuck needles into me and plied me with hot tea — I can honestly say I was completely exhausted." Capt. Stoner concludes his letter to his sister, Miss E. Marguerite Stoner.

Read # 6



CAPT. JOHN POWELL

own safety or state of fatigue, these squadrons of the 6th Canadian Armored Regiment (1st Hussars) came to the assistance of this battalion. In paying high tribute to their gallantry, skill and cool daring it is regretted that the heat and speed of the action prevented recognition and consequent comment on the actions of troop commanders and individual crew commanders. It is stated without hesitation, however, that no higher degree of courage or calculated daring could be displayed than that shown by every commander and sub-unit of this gallant regiment."

Ahead of Infantry

By the evening of D-day, even regimental headquarters of the Hussars had had its share of the fighting. H.Q. and a reconnaissance force of light tanks, were following up the main advance, clearing out snipers as they went along, when H.Q. suddenly discovered they were ahead of the infantry, the fact being emphasized by the shells of a Hun 75-mm. gun. H.Q. wasn't stumped, however. They plowed into the gun, getting it and eliminating some machine-gun posts as well. Among the officers participating in this unscheduled encounter were two Londoners, Lieut. Don Miller, who is now a captain and adjutant of the regiment, and Lieut. Grant Davy.

Capt. Stoner Tells Story

But all this action was only prelude to the rather terrible magnificence of the regiment's major engagement at Norrey en Bessin on June 11. No better account of that glory-packed day

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Badly Outnumbered

"By now, enemy artillery



CAPT. RICHARD WILDGOOSE

had got our range and shells were falling thick and fast among the tanks. By now the enemy tanks were exposing themselves a bit more, and our forward troops, command-

later by the British, but this time more than a full division went into the push."

The ferocity of the fight that thundered all that afternoon over the fields and orchards of the Hun ambush is attested by news stories subsequently dispatched by Ross Munro, Canadian Press war correspondent, when he said "there were few fights on the whole beachhead as bitter as this one."

Dismounted tank crews and infantry came to grips with the enemy in hand-to-hand encounters. In addition to artillery, heavy tank guns and machine guns, grenades, pistols, knives and bayonets were used as the tide of battle swayed back and forth. The bloody action was ended when both sides withdrew simultaneously, the Hun with what were officially characterized as "very heavy" losses and the Canadians minus the gallant "B" Squadron, 1st Hussars.

The extent of the blow to the ranks of the Hussars from the ambush can be gauged by Capt. Stoner's statement that "it was there that up until now (July 20) most of our casualties were suffered."

Capt. Stoner's personal sequel to the June 11 battle was the 36-hour sleep he enjoyed when he was put aboard the boat that took him back to England for medical treatment:

"I woke for a few minutes on several occasions while they stuck needles into me and plied me with hot tea — I can honestly say I was completely exhausted." Capt. Stoner concludes his letter to his sister, Miss E. Marguerite Stoner.

Mentioned above: Captain (Major) HARRISON, Reginal Henry, PoW, 11 June 1944. "B" Squadron Commander. Escaped execution.

From June 11 to War's End:

First Hussars Cleared Way At Gris Nez For Infantry

ANOTHER glorious page has been written into the saga of London's own regiment, the First Hussars, who on a hot September day drove their Sherman tanks into the big gun fortress of Gris Nez in Normandy to clear the path for the incoming infantry.

This latest tale of gallantry by the Hussars is recounted by Capt. Jack Golding in a recent issue of "The Maple Leaf" — official newspaper of the Canadian Army Overseas — received by Mrs. L. Erskine, of 425 Ridout street north, from her husband, QMS (M) "Pop" Erskine, well-known Londoner serving with the regiment.

For one local officer in particular, the "show" at Gris Nez will always be a memorable one. He is Capt. Charles M. McLeod, son of Mr. and Mrs. W. C. McLeod, of 16 Cartwright street, who with his driver, Tpr. W. W. Jarvis, was blown right into the air—in his tank—when the Sherman hit a mine.

Capt. McLeod was seriously injured in this engagement — so seriously that he lay unconscious for days and at one point was taken for dead — and has since returned to England for treatment. But he and his driver were luckier than some of the others. Says Capt. Golding:

"Several Shermans were blown up by mines and their crews killed. This officer and his man are still alive."

In Thick of Things

The Hussars have been in the thick of things ever since D-day, when their tanks rolled from

ost day of the attrition that was to come for months."

The unit had probed into the Bocage country at Norrey in support of the Queen's Own Rifles, according to the writer. The Allied bridgehead was still trying to consolidate around the long narrow corridor at the apex of which was this hamlet. Amid the dust and heat and blazing cannon they suffered heavily.

"They threw everything at us," said one of the veteran officers of that engagement.


The bridgehead held.

"The London unit tangled severely again at Cussy," continues Capt. Golding, "when they were in support of the First Battalion, Canadian Scottish Regiment, and took toll of enemy tanks to clear the last big obstacle to Caen.


"When it came to the Colombelles factory district, 'B' and 'C' squadrons left-hooked into the town trying to avoid R.A.F. bomb craters in which three army trucks could easily park.

"Before all this, however, 'A' and 'B' had landed on D-day morning and swept to the carnage of Bretteville l'Orgueilleuse in support of the Regina Rifles. Then came Sequeville en Bessin, Norrey, Cussy and Caen 'in terrible order.' Major W. D. Brooks, D.S.O., of Brantford, took his Shermans into ill-fated Caen. 'A' Squadron supported 'B' and 'C' when they entered Colombelles.

"On the way to Falaise, 'C' Squadron experienced the devastation that came to Verrieres and May sur Orne on July 25," says Capt. Golding. "Here they



Capt. Charles McLeod



QMS (M) Erskine

landing barges on to the beaches of the Normandy coast. Their experiences are vividly recalled by Capt. Golding, who, earlier in his story, says:

"Norrey en Bessin was a pretty little Normandy village before that first week in June, 1944. One particular day the sun washed the tall wheat with shimmering heat waves. The sky was blue. It was an ideal summer atmosphere except that the scourge of war had arrived and Shermans of the First Hussars from London were having their tough-

bumped into "Ferdinands" for the first time—anti-tank SPs with about 10 inches of armor plating protecting them.

"It was in support of an infantry brigade that they caught hell here. Bretteville sur Laize seemed easy after that. Crossing the Laison—the 'Charge of the Light Brigade' as the tankmen call it—was a daylight surge into enemy lines across a water obstacle."

Then came Point 168 — the high ground overlooking Falaise — then Trun and Point 124, and then—Calais and Gris Nez,

LONDON'S 1ST HUSSARS HELPED WIN BOULOGNE

By William Stewart

WITH THE 1ST CANADIAN ARMY, Oct. 3—(CP Cable)—The 3rd Canadian Division—veteran of the Battle of Normandy—was the Canadian infantry force which in the last two weeks of September assaulted and overcame the big German garrison at Boulogne, capturing the Channel supply port and taking 11,000 prisoners, it was permitted to disclose today.

The operation was remarkable for two things:

1. The manner in which infantrymen with strong air support and backed by specialized British armored formations sometimes called "zoos," fought their way through German defence belts with concrete backbones.

2. The smallness of the Canadian infantry force which carried out the operation.

Le Regiment de la Chaudiere, of Lake Megantic, Quebec, was disclosed yesterday to have had an important part in the assault and capture of Boulogne. The French-speaking troops were assigned to the attack when it began, September 17, and took a whole series of fortified positions north of the port, but did not take part in the final entry and clean up of Boulogne.

Other Canadian 3rd Division units which stormed ashore at Normandy on D-day and took part in subsequent battles were:

1st Hussars, London, Ontario.
Sherbrooke Fusilier Regiment,
Sherbrooke, Quebec.

Royal Winnipeg Rifles, Winnipeg.
Regina Rifles Regiment, Regina.
Canadian Scottish Regiment,
Victoria.

Queen's Own Rifles, of Canada,
Toronto.

North Shore, (New Brunswick)
Regiment, Newcastle, N. B.

Stormont, Dundas and Glengarry
Highlanders, Cornwall, Ontario.

North Nova Scotia Highlanders,
Amherst, N.S.

Highland Light Infantry of
Canada, Galt, Ontario.

Cameron Highlanders of Ottawa,
Ottawa.

17th Duke of York's Royal Canadian
Hussars, Montreal.

Londoner Picks Off 4 Hun Tanks In France

TORONTO, July 18 — (CP) — "just like eating pie." Lieut. Henry, commander of a Canadian tank, was doing rearguard work in France covering an infantry withdrawal. With him was Lieut. John C. Wilson, of Toronto, who told Kinmond of Henry's feat.

London Armored Unit Takes Part in Big Push

BY DOUGLAS AMARON

WITH THE 1ST CANADIAN ARMY IN GERMANY, March 12—(CP Cable)—Tanks from the 1st Hussars, a London, Ont., armored unit, supported the North Shore (New Brunswick) Regiment in an all-day battle for Keppeln, 1½ miles due north of Udem, shortly after the second phase of the advance from the Maas to the Rhine opened February 26, it was permitted to disclose today.

The Hussars had fought across France, Belgium and the Netherlands as part of the 2nd Canadian Armored Brigade.

It also was permitted to disclose the Royal Winnipeg Rifles had been in action in this offensive, taking part right from the jump-off February 8. The unit passed through the flooded land between the Reichwald and the Rhine in fighting south of the anchor of Kleve. It shared in the advance on the Hochwald Line and took part in operations in the southern part of the Hochwald.

The Essex Scottish, a Windsor, Ont., unit, was previously identified in action but today it was disclosed that they were one of the Canadian infantry battalions that shared in the capture of Xanten March 9. The Essex, which also had a part in taking high ground south of that key-point in the now-collapsed Wesel pocket, had a terrific fight in the southwestern outskirts of Xanten.

Twenty-three Canadian units

now have been identified as having taken part in the offensive.

More than 20,000 British and Canadian engineers worked in the operation, under Brig. Geoff Walsh, of Oakville, Ont., the 1st Canadian Army's chief engineer. The number included 25 Canadian Engineer Companies of various kinds.

Numbers of the Engineer Companies involved were released for the first time. Field Companies included the 2nd, 5th, 6th, 7th, 11th, 16th, 18th, 20th, 23rd, 30th, 31st, 32nd, 33rd, and 34th. Field Squadrons included the 8th and 9th.

No. 2 Road Construction Company operated in this offensive, as did No. 1 Workshop and Park Company.

The Fort Garry Horse, a Winnipeg tank regiment; the Algonquin Regiment of North Bay, Ont., an infantry formation; the Cameron Highlanders of Ottawa, a machine-gun and heavy mortar battalion; Toronto infantry unit, and the the Royal Regiment of Canada, a Royal Hamilton (Ont.) Light Infantry all were named in a front dispatch last night. The Algonquins had been previously identified.

The Royal Regiment of Canada, the R.H.L.I. and the Essex Scottish all are veteran regiments of the Dieppe "reconnaissance in force" in 1942.

13 Hussar Tanks Topple Nazi Bastion

BY J. BURKE MARTIN
Free Press War Correspondent

HOLLAND, March 9 — (By Bomber Mail) — Historians will add the name of the little village of Keppeln, southeast of the Reichswald inside Germany, when they record the battle honors of the 6th Armored Regiment, formerly London's 1st Hussars.

Only a dot even on a big map, Keppeln would be about the size of Delaware. In the bitter fighting toward the Xanten salient it fell to one understrength squadron of this regiment, a squadron commanded by Major John W. Powell, M.C., of London, in a brilliant dash described to me


Londoners Tell Free Press Writer of Charge Which Won Keppeln

only 13 tanks in service. Major Powell got brief notice that he was to go in and take the town with support from a Maritime infantry regiment. Before the attack commenced, the regiment occupied a position on high ground 1,500 yards north of the village. Its every move was under observation.

* * *

Early in the afternoon, after a short and intensive artillery barrage, Major Powell led the attack. His tank was driven by Trooper Wilf Bowcott, also of London and one of the regiment's "old originals." In a wide-open, headlong dash the Shermans went for Keppeln, line astern, to be met with every ounce of lead and steel Jerry could throw. None faltered. Reaching the outskirts, the tanks fanned out in line abreast like a string of cruisers going into action. On they smashed, their heavy guns pulverizing

(Continued on Page 2, Col. 3)



J. B. Martin

Note: The Trooper mentioned in the story as the tank's driver, became -

L/Corporal Wilf BOWCOTT,

A 533, KIA, 14 April 45.

Buried Holten War Cemetery

Netherlands.

Prior to the war he worked

at L & P Barrel and lived at 520

Egerton St.


13 HUSSAR TANKS

(Continued from Page One)

pillboxes, their machine guns raking every building. So fast was the dash that the supporting infantry, assigned to the mop-up job, couldn't catch up with the advance for 15 minutes.

* * *

Major Powell's tank stuck in a shell crater. He and his crew bailed out. After sizing up the situation, with mortar shells and bullets whistling past, the officer



MAJOR POWELL

got back into his sitting-duck target and directed the attack by wireless. Some of the tanks blew up on mines, others were immobilized by direct hits. The crews fought on with every weapon they had. Return fire lessened, then intensified as the Germans, realizing the town was lost, began shelling it from afar. They apparently don't mind killing a few of their own troops in a situation like that.

In 90 minutes it was over. Keppeln was a shambles. Tpr. Bowcott told me he slept in his tank that night in Keppeln, and was greeted at dawn by three Nazis who'd tossed their weapons away and also slept in a nearby slit trench. SQMS. Henry Chantler, Tpr. Lorne Goodhand, both of London, and Tpr. Louis Wakefield, of Guelph, all agreed it was about the best "show" the regiment had ever put on. Keppeln was just another way-station on the road to Berlin.


Lone Hussar Hurls 50 Bombs at Huns

Lieut. Eggo Fights One-Man War to Reach Objective

BY J. BURKE MARTIN
Free Press War Correspondent

HOLLAND, March 13 (By Bomber Mail) London's 6th Canadian Armored Regiment (First Hussars) fought a long and tough battle all the way through the campaign just concluded. Going was never harder than during the 10-day give-and-take scrap around the Hochwald, an oval-shaped woods due west of Wesel where the Nazis finally retired across the Rhine.

It was in this salient that a young, inexperienced officer, Lieut. D. G. C. Eggo, of Montreal, who had just joined the regiment, put on a one-man show about



J. B. Martin

which his senior officers still talk with awe. It was officers like Lieut. Eggo who inspired their men to stick it out for more than a week with little or no sleep. They lived in their Shermans day and night until it seemed that the breaking point was near. But the 6th C.A.R. fought on, and on the records today is the fact that every objective given them was taken.

Lieut. Eggo's outstanding performance came during action which preceded the penetration of the Hochwald. It was his first battle with the regiment. His squadron was to approach the hamlet, of Keppeln, on the inner rim of the last Siegfried defences, then outflank the town and blast its defences while infantry moved in for the clean-up.

The squadron charged on Keppeln over open ground, through intense mortar and artillery fire. Fields were heavily mined, infantry were dug in at the town's edge. So heavy was the opposition that by the time the squadron of Shermans had neared the town, over-running the infantry, only Lieut. Eggo's tank

Shoots Germans Off His Tank, Silences Opposition

was still mobile. Others had gone up on mines or been immobilized by deadly fire from German 88's.

* * *

Left alone, Eggo fought on. His job was to reach Keppeln, knock out what gun positions he could find and kill as many Germans as his .75 and machine gun could hit. He found a dry stream bed running into Keppeln and directed his driver into it, still grinding on. Then hell began to pop. German paratroopers, defending the perimeter of the town, sprang up on both sides of the embankment and started to fire on the lone Sherman.

That would have been a prudent time to close down the hatch and hope for the best. Not for Lieut. Eggo. Standing upright, half his body exposed, the officer chucked grenades at the Jerries as fast as they appeared, simultaneously directing

(Continued on Page 2, Col. 2)

Note: Lt EGGO, David George Carnegie (MC),
WIA, 5 March 1945

Citation for Military Cross in part states:

Lieutenant Eggo's grim determination to close with and kill the enemy without regard for his own personal safety or the odds against him was outstanding in a brilliantly successful squadron attack.

his gunner onto larger targets for which the tank's .75 was the answer. Still the tank rumbled on toward Keppeln, bullets bouncing off its side like hail.

* * *

Lieut. Eggo threw more than 50 grenades during that mad dash.

Two desperate Huns actually tried to climb aboard his tank. These he disposed of with his pistol, all the while yelling to his crew for more grenades. The whole action lasted nearly 30 minutes, and still the tank kept going.


Keppeln was reached. The tank roared through the streets, hurling shells at every house and building, silencing every source of return fire. More tanks began to move in from the other side and the Hun fled. Even Lieut. Eggo's job wasn't over. Leaving Keppeln for more fuel and "ammo," he met his supporting infantry and, in his single, triumphant Sherman, turned about and led them into town. There might still be one or two points of resistance and he wanted a crack at them. When the infantry dug in, Lieut. Eggo left. Three days later he was injured by a sniper's bullet and is now convalescing. And probably wondering how soon he can fight a one-man war again.

Siegfried Steel No Match For Hussars

London, District Tank Troopers
Crash Through Screen

BY J. BURKE MARTIN
Free Press War Correspondent

HOLLAND, March 10 — (By Bomber Mail)—One section of the famed Siegfried Line rear defences proved no match for a squadron of tanks from London's First Hussars, the 6th Canadian Armored Regiment in a recent action near where the line curves south and east of the Reichswald.



Three troops of tanks took part in the action, and a good portion of the crews manning them were from London and district. Troop commanders were Lieut. Douglas Pettigrew, M.C., London; Lieut. John C. Wilson, whose wife lives in Paris, Ont.; and Lieut. Melville Spencer, son of Brig. and Mrs. A. C. Spencer, of London. Brig. Spencer formerly commanded the Hussars, and his son, according to senior officers of the regiment, is proving a worthy successor to his father's outstanding military career.

A heavy anti-tank screen formed the Siegfried Line's inner defences, and the 6th C.A.R. was given the task of breaking through for an infantry follow-up. They shattered the line, helped the infantry to round up about 400 prisoners and during the melee Lieut. Spencer had the experience of being almost blown up by one of his own shells.

"The Huns in that sector were the tough paratroopers we'd been facing in that salient," Lieut. Pettigrew said, "and wouldn't come out until we literally pried them out of their trenches."

"They had the usual array of 75s and 88s, plus all the smaller weapons, and we had to knock out house after house to get them. They were also throwing stuff at us from Panthers, twice as big as our Shermans. We just kept on firing back and six of the Panthers pulled out for fear of being outflanked."

"I came in to give support with my troop," Lieut. Spencer added, "and hardly got going when I felt a terrific impact. Looking out the slit I saw my gun barrel peeled back like a banana from a fluke direct hit. The concussion set off the shell in the breach of my own gun and I got a bit of shrapnel in the leg. We all bailed out in a hurry. Then I took over my corporal's tank and we carried on."

That was about all Lieut. Spencer had to say. But Lieut. Wilson said the brigadier's son, though still shaken from his close shave, led the next attack across open ground on a concentration of anti-tank guns, crews of which quickly decided they'd had enough. Then the tanks, now down to seven, rested and regrouped.

Daylight was fading, and Lieut. Pettigrew led one more attack on the remnants of the position. Remaining houses in the defence group were set ablaze and the tanks, now brightly silhouetted, began to draw long-range artillery fire. The objective was taken, the 6th C.A.R. had gained nearly two miles, and the infantry moved in to round up the prisoners, who by this time were ready to call it quits.

The last ring of the defence line was cracked and supporting troops moved through. Plenty of usable weapons were left behind immobilized by the tanks' unrelenting assault.

Tpr. John E. Bayliss, of London, was one of Lieut. Pettigrew's crewmen in that action. Local and district men with Lieut. Spencer were Cpl. Harry Cluff, London; Tpr. Neil McDougall, Sarnia; Tpr. Bill Stewart, St. Thomas; Tpr. Donald Young, Brigden, and Tpr. Geo. Wallace, of Toronto. With Lieut. Wilson were L.Sgt. "Doc" Campbell, London; L.Cpl. Eldon Jacobs, Stoney Creek; Tpr. Arthur Ledger, Hamilton; Tpr. Arthur Benoit, Tilbury; Cpl. Bruce Evans, Woodbridge; Tpr. Walter Mitchell, Brantford, and Tpr. Ken Sinasac, Windsor.

Had To "Pry" Nazi Parachutists Out of Positions

Additional details related to troops mentioned above:

A 86664, Trooper BENOIT, Arthur W., WIA, 14 April 1945

B 132705, Trooper EVANS, Bruce William, WIA, 6 June 1944 and WIA, 19 January 1945

A 105205, Trooper STEWART, William G., WIA, 14 April 1945

B 4843, Trooper WALLACE, George Edward, KIA, 14 April 1945. Buried Holten Canadian War cemetery, Netherlands

Getting Stuck in Bog Saved Hussars' Lives

BY BURKE MARTIN
PAPENBURG, Germany, June 5—(By Bomber Mail)—When three tanks are bazookaed from point-blank range, the crews don't usually live to tell about it. But that's what happened to three recovery tanks of the 6th Canadian Armored Regiment (1st Hussars), and their none-fighting crews thereby gained the distinction of being the last men of the regiment to brush with the enemy in this war.

* * *

Capt. P. C. Neil, M.C., of North May, tells the story. It was not long before V-E day. Canadians in Burke Martin this part of Germany had a full-scale attack teed up, yet didn't want to lose any lives unnecessarily, with rumors of capitulation in the air.

Action in the area was directed by Brig. George W. Robinson, of London, commanding officer of the 2nd Armored Brigade, of

* * *

Couldn't Sleep in Tilted Tanks During Near Last Brush With Enemy

which the 1st Hussars were a unit. Terrain was just about impossible for tanks—flat marsh and peat land, where a mis-directed vehicle could sink out of sight.

* * *

A heavy armored reconnaissance vehicle was sent out to snoop around, hit a boggy patch on a peat road, and stalled hub-deep, blocking the main road over which any advance would have to be made. Tanks of the 6 C.A.R. got a call for help.

Two recovery tanks, Shermans without guns, went out and promptly stuck in the same place. Then Capt. Neil took over in the unit's third and last recovery tank. It, too, bogged down, creating a traffic block more effective than anything Jerry build in a week.

Capt. Neil told his recovery crews to bunk down for the night while he went for more help. He walked the three miles back to HQ and put in a call for

a caterpillar tractor, which was the only vehicle in the army capable of hauling tanks out of that morass.

All three recovery tanks were tilted at such an angle that the crews couldn't sleep in them—a fact that saved their lives a few hours later. Guards were posted, and the rest of the crews took shelter in the woods, 100 yards away.

* * *

At 4.30 a.m., the still of this No-Man's Land was shattered by three terrific explosions. German patrols had sneaked through the wood, led, it was learned later, by civilians living near by, eluded the sentries, and planted high-explosive bazooka charges on the tanks from 30-yard range. Then they turned and ran.

Two tanks were blazing. Crewmen managed to put the fires out with mud and water, then stood by to repel the attack they expected would follow. Every

man, said Capt. Neil, would have been killed by concussion had they been in the tanks.

* * *

No further attack developed. All three tanks were hauled away by the tractor and put back into service that day. Lt.-Col. Frank White, D.S.O., commanding the 6 C.A.R., took appropriate steps to ensure that civilians in that district were discouraged from further tip-off activities. (He didn't care to be quoted on what action he took.)

* * *

Troopers Ed Rooke and Dave Christiani, of London, were in the recovery crews under Capt. Neil that night. Others were Sgts. Larry Charbonneau, of Sturgeon Falls, Lancelot Vigne, Creston, B. C., and Robert Drime, of Winnipeg, and Trprs. "Fish" Seneco, Oshawa; Bill Perry, of Woodbridge; Bill Patterson, Ottawa; Wilbert Nickle, Sudbury; Harvey Stanfield and John Bethel, of Toronto.

As a footnote, an intercepted German wireless message next day was heard to announce that "three Canadian tanks had been destroyed on the road" that night.

Additional details related to troops mentioned above:

B 134717, Trooper BETHELL, John F., WIA, 13 April 1945

B 113443, L/Corporal STANFIELD, Harvey R., WIA, 13 April 1945

Note: A new \$17.5 million building in Wolseley Barracks was named on May 10, 2006, in honour of Captain P.C. Neil, (MC), for his actions in 1945. He was awarded the Military Cross; citation in part states: *Under heavy fire in a minefield, Captain Neil retrieved 51 stranded tanks.*

R.C.R.'s and Hussars Combine to Take Dutch City

BY BURKE MARTIN

Free Press War Correspondent
NORTHEAST HOLLAND, April
24 —(By Bomber Mail)—

Timely aid from the Dutch underground enabled the Royal Canadian Regiment, the Dominions' ranking Permanent Force infantry regiment, to finish after what started out to be, in military slang, a "very sticky do." Committed, with the 48th Highlanders and the Hastings and Prince Edward Regiment, to drive the Hun out of Apeldoorn, a city the size of London, the R.C.R. took the western half of the city in three hours after having been held up three days battling for the eastern sector.



Burke Martin

Apeldoorn is bisected by a north-south canal, and it was here the enemy concentrated his defences. They were of the usual type, road block, bazookas, self-propelled guns, mortars, concealed 88's and nests of machine guns. All along the broad highway leading into the city from the east, the axis of the Canadian drive, every move brought down a rain of fire. But the R.C.R. ground on, answering fire with fire, blasting strong points through the centre of town until it was within striking distance of the canal. Here,

District Troops, Aided by Underground, Cracked Stubborn Hun Defences; City Tumbled in Bloodless Finish

Dutch informants passed the word that the canal bridges were prepared for instant demolition, and the C.O. thought a surprise attack might catch the bridges intact.

Tanks of the 1st Hussars, of London, were called in to support. Men of "C" Company mounted the tanks and tried a rush. They were bazookaed out of action. Then two tanks charged alone, saw a road block and roared on in an attempt to smash through it, only 1,000 yards from a still-standing bridge. One was knocked out on the spot, the other, though hit and burning, succeeded in crawling back to the tee-off point.

"I've never seen such a display of sheer guts as those 1st Hussars men put on," the colonel told me. "We've never had that kind of tank support before. I think they would have tried to jump the canal if I'd let them."

But the road block was an impassable barricade, and the R.C.R. adopted infiltration tactics until all four companies wiggled their way almost to the canal bank, outflanking an 88 here, smashing a s.p. gun there. The canal bridges were blown almost within the regiment's reach, only a lock gate with its narrow foot path remained intact to connect both halves of the city.

That night a civilian was

brought to the colonel, claiming that he had vital news. He used a password previously established through intelligence channels, and said he could lead a patrol to where two Germans were preparing demolitions of the lock-gate and a large gasworks just over the canal. He got his patrol, the men were seized without a struggle.

"They weren't very happy about surrendering when they saw the red patch," the colonel smiled. "Apparently our reputation preceded us from Italy, and one of them said he'd been told he'd be shot if he ever surrendered to the 'Red Devils'."

With the two-man demolition squad out of the way, the battle folded up in story-book fashion. The whole regiment poured across the lock gate at 4.30 in the morning and the Hun just melted away. Only about 150 prisoners were taken, a few snipers were rooted out and by full dawn Apeldoorn was ours.

That morning the 48th and the "Hasty P's" passed through and went on to flush the Hun out of the surrounding country. Apeldoorn was free to stage the joyful pageant of a liberated city and it pulled out all the stops. Officers and men accustomed to the indifference of the Italian people said they'd never seen anything like ecstatic cheering

and uproarious reception tendered by the freed Dutch.

Company commanders of the R.C.R. were: Major T. D. Jotcham, Montreal; Capt. Harry Davies, St. Thomas; Major E. M. Hills, Sussex, N. B.; and Capt. E. K. Wildfang, Kitchener.

Some of the other ranks from London and district include the following (from London unless otherwise indicated): Sgts. J. W. Atkinson, Dave Marshall, E. G. Richardson, O. D. Withers, Sarnia; W. A. Tichbourne; L.Cpls. Peter McSherry, Ingersoll; Albert Naylor, Stanley Burke, Chatham; Ptes. H. McKinnon, Goderich; Norman Aldrich, Philip Alexander, Chatham; George Roddick, Albert Brockett, George Bundy, F. C. Daniels, J. A. W. Taylor, Robert Deane, W. E. Delmage, F. G. Valiquette, Woodstock; Gordon Walters, Elnheim; P. J. and Ronald Arnold (brothers), Elmer Martin, Milton Bailey, Walter Barley, Mt. Forest; J. R. Newton, Roy Bean, Listowel.

Ray Osborne, Byron; James Bedell, Chatham; W. S. Parker, Ingersoll; J. D. Percival, Sarnia; Victor Bleck, Aylmer; Wilfred Pike, Woodstock; Raphael Bindner, Alvinston; H. G. R. Whitcroft, St. Thomas; F. G. White, Ken Williams, Fingal; Jesse Binga, Chatham; J. W. Rae, Joseph Raine, Ridgetown, G. H. C. Rayner, St. Thomas; Michael Roberts, Chatham, C. A. Roundell, Sarnia; W. R. Brown, St. Thomas; Bernice Rutherford, Woodstock; G. A. R. Wolfe, Mitchell; Gilbert Anderson, George Aesselstine.

The First Hussars is always willing to help the Royal Canadian Regiment, its junior London regiment.

Sergeant Aubrey Cosens, VC. Queen's Own Rifles of Canada:

Note: Following this action assisted by First Hussars' tanks, Sergeant Cosens was killed by a sniper. The complete story is on film, transferred to DVD and in our Museum.



Assortment of Promotions, Citations & Articles of Interest

This article written after the war, is a post-war remnant of unemotional statistics. In one bold sweep, the good record of 52 honours for brave deeds done, is casually juxtaposed against the tragedy of killed and wounded.

As the years have gone by, the two statistics have parted.

The pain and sorrow felt during the war and after by the affected families and friends for those killed or wounded, have been shared by countless others each year the war is commemorated. In contrast, sans émotion, the medals languish in drawers, on walls and in museums as mere artefacts known only to a few as mementoes of a war long ago.



Brigadier BOOTH, Eric Leslie, DSO and Bar, KIA, 14 August 1944.

A controversial figure, this officer's association with the First Hussars began before the war, when the regiment was a cavalry unit. In Italy, he became the commanding officer of the Three Rivers Regiment. He has the unfortunate distinction of being one of the two highest ranking Canadian officers killed in WWII. Age 38.

Brigadier Booth's medals are on display in the regiment's museum.

BRIG. BOOTH IS NOW LISTED AS KILLED

PENETANGUISHENE, August 23—(CP)—Brig. Eric Leslie Booth, D.S.O. and Bar, has been officially reported killed in France, his widow has been advised. He had previously been reported wounded and missing in action.

Brig. Booth won the D.S.O. in the Sicilian campaign and received the Bar while commanding a Canadian armored unit at Ortona. He captured the only Italian divisional general taken during the Sicilian campaign.


A member of the Mississauga Horse Regiment before the war, he enlisted in the Hamilton Dragoons at the outbreak of the war and went overseas with the 1st Hussars of London, Ont. He served with the 17th Lancers in North Africa before taking part with Canadian forces in the Sicilian and Italian campaigns.

Brig. Booth, 37-year-old native of England who lived in Toronto and London, Ont., before enlisting, won the D.S.O. for his "courage and dash" in securing a bridgehead over the Simeto River in Sicily. He was then a lieutenant-colonel. He won the bar for disregarding danger from sniping, shell and mortar fire to direct squadrons of his armored regiment during fierce fighting before Ortona.

Brig. Booth's mother and brother live in Toronto.

BRIGADIER MISSING, IS FORMER LONDONER

TORONTO, August 19 — (CP) — Brig. Eric Leslie Booth, D.S.O. and Bar, has been reported wounded and missing in action according to unofficial word received today by his wife in Penetanguishene, Ont. "Word was sent to Camp Bor-



BRIG. BOOTH

den by cable that my husband has been wounded in France and the ambulance in which he was placed was reported missing," Mrs. Booth said. "As yet there has been no official word from Ottawa."

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He was second in command of the 17th Lancers in North Africa under Gen. Montgomery. A member of the Mississauga Horse Regiment in pre-war days, he enlisted in the Hamilton Dragoons at the outbreak of war and went overseas with the 1st Hussars of London.

Prior to the war, Brig. Booth was employed in this city.

Happy News:

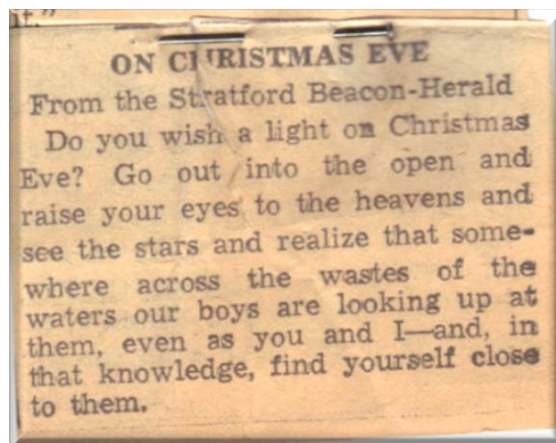
Lance Sergeant JUBB, Robert C., P 1701, MIA, 6 June 1944.

A case in point how bad news was quickly transmitted across the ocean to relatives and press back home, predictably creating anxiety, then the same network functioned to put the record straight. The anguish felt between those times goes unreported.



Christmas Wishes:

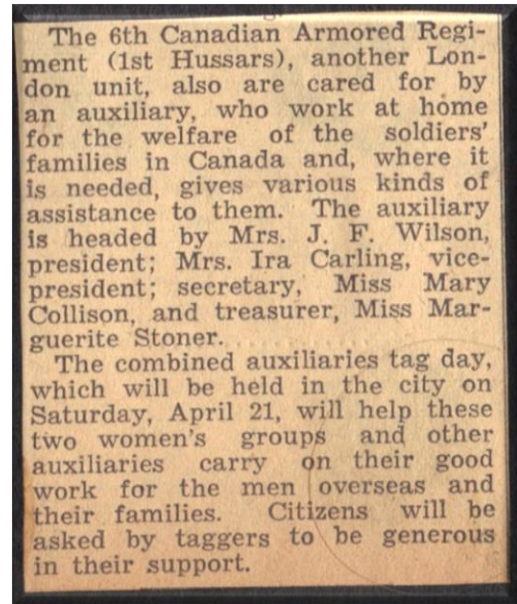
This undated LFP article illustrates the worrisome and heartfelt emotion exhibited between the people back home in Canada, in this case Stratford and area, for all the serving men and women overseas. A true Christmas wish.



On the Home Front:

From the poem by Milton, “On His Blindness,” is written: “They also serve who only stand and wait.” When applied away from Milton’s blindness affliction, this observation becomes a borrowed war-time sentiment, one which doesn’t diminish with time or circumstance to offer a valid description for all those families left waiting on the home front during any war. But not everyone simply waits, some are more active. This article illustrates how.

In every military organisation in times of war and peace, there is a wonderful group of unheralded, dedicated workers who have the commonality of being invariably – women! This little article from the LFP attempts to recognise some who did more than just wait. Mrs. J.F. Wilson maybe the wife of Captain John Ferrier Wilson, serving overseas with the regiment? The same can be said for Miss



Miss Marguerite Stoner, perhaps the sister of Captain Oliver Stoner, WIA, June 11, 1944? And is Miss Mary Collison related to the regiment’s Captain T.A. Collison? The last woman of note is Mrs. Ira (Helen) Carling, the auxiliary’s vice president. In 1941, London records show her to be a soldier. After the war her dedication to the military persisted. In 1949 she was a clerk for the Department of Veteran’s Affairs, in its rehabilitation department.

The First Hussars salutes both those who waited and the tireless auxiliary workers who “did their bit.”

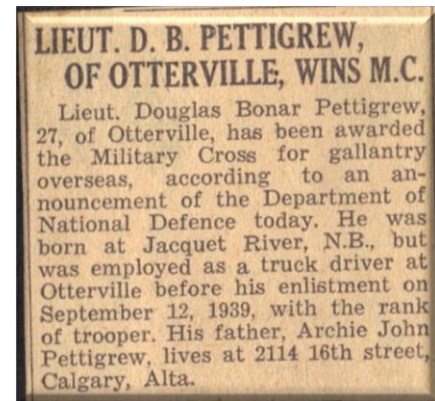
Gallantry Award:

Lieutenant PETTIGREW, Douglas Bonar, M.C.

The full description of Lieutenant Pettigrew's action leading up to this citation is seen on p.322, *Gallant Hussars*.

On p.196, this picture shows the awarding of this medal by none other than Field Marshall Montgomery (Monty) on 23 February 1945. Briefly stated, the medal was in recognition of his outstanding determination to lead his troop of Shermans against the enemy during the Battle of Zetten on 20 January 1945.

Overlooking the many hits his tank received and it should be added, miraculously survived from hand held panzerfaust rockets, twelve times the account reads, he fought on to dislodge and eliminate enemy positions. The final line of the citation reads: "Lieutenant Pettigrew played a very major role in the capturing of Zetten, and the breaking of the enemy's will to fight."



Gallantry Award:

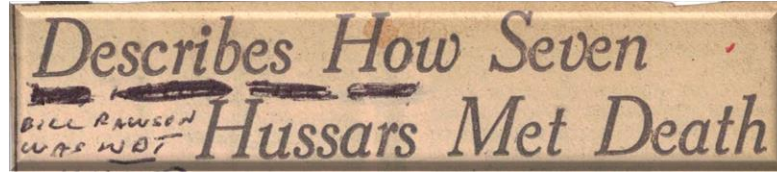
Major POWELL, John Wilson,
DSO, MC, WIA, 8 August 1944.

This officer when not fighting and winning against the enemy, was kept busy receiving both citations and promotions. Coming ashore on D-Day, he was Lieutenant Powell, second-in-command of "A" Squadron.

From the well thumbed *Gallant Hussars*, p. 115, we learn that John "Jake" Powell was born in England, joined the Hussars just prior to the war, won his Military Cross on D-Day and just kept on going. By the cease fire in May, he was the Officer Commanding of "C" Squadron. In his citation for the Distinguished Service Order, running two and one half columns, the final sentence is most descriptive of this Gallant Hussar: "There is no praise too high for the action of this gallant officer."



Letter From the Front to Home:



Trooper RICE, Clarence E., A 57

Trooper Rice served with both "A" and "HQ" Squadrons.

These personal testimonials are special. In these few short sentences he pays homage to the fallen he knew while offering the emotions felt under battle conditions. In the passage where he passes on personally witnessed details of Sergeant Lilly's death and burial, are details not often seen, if at all, in military histories. Clippings like these are real treasures.



of time Pte. Rice has served with the unit.

"There was never two better soldiers in the Canadian Army," he wrote. "Our padre stayed with Sgt. Lilly till he died and then buried him. He said it was the hardest thing he has had to do in his life. He was buried between Caen and Falaise on August 13."

Pte. Rice reported that Tpr. B. Beavis, Tpr. A. Watmore and QMS. De Lesluxe were killed when a building was bombed near Caen. Lieut. Bill Coombes and Lieut. Bill Rossen died in action in the Falaise battle, he said.

The London soldier extended his deepest sympathy to the families of the men killed and asked his mother to send a message for him to Sgt. Lilly's parents who live in Glencoe. Sgt. Lilly was awarded the British Empire Medal by the King.

Details of the deaths of seven members of the 1st Hussars in action in France are contained in a letter to Mrs. Louisa Rice, 230 East street, from her son, Pte. Clarence Rice, who asks that the names be added to London's honor roll.

Pte. Rice writes that two of his best friends, Brig. Eric Leslie Booth, D.S.O. and Bar, and Sgt. Roy Lilly, B.E.M., of St. Thomas, have been killed. Both men have been members of the 1st Hussars for about 10 years, the same length

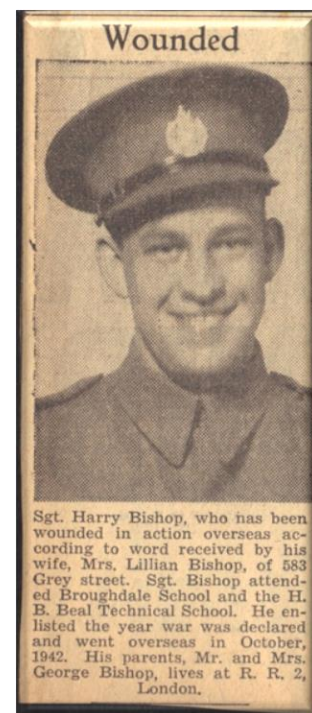
Promoted:

Sergeant BISHOP, Harry, A 173,

WIA, 25 July 1944. His WIA summary is shown under Honour Roll. The displaying of these two newspaper announcements, "Promoted" and "Wounded," is easy to contemplate together. For his family back here in London during the war, seeing them arrive one at a time, they presented a roller coaster of emotion.

One can imagine the total delight his wife and parents felt when notified he had been promoted to Sergeant. There is no date shown and it could have been before D-Day. He went ashore with "A" Squadron in a floating DD tank and survived that momentous landing. Tragically, 21 Hussars were killed that day. For a time the family could rest easily knowing he made it safely to shore. Then, in what must have seemed like a too quick succession of circumstances, a telegram arrives informing them he is wounded. At that point, greater details as to the seriousness isn't given, that comes later.

We are left wondering the extent of his wounds, no further details appear in the press. However, the record shows upon his return to London, he was employed at Labatt's Brewery from where he eventually retired. End of the Harry Bishop story here.



Gallantry Awards:


Two officers, Lieutenant Colonel W.D. Brooks and Major A.B. Conron, receive Distinguished Service Orders at Buckingham Palace from His Majesty, King George VI.



Previous Announcements for Brooks and Conron:

**THREE IN 1ST HUSSARS
RECEIVE DECORATIONS**

Three officers with the 1st Hussars, London's own regiment, have been decorated for bravery since the beginning of the invasion. They are Captain John Powell, of this city, who received the Military Cross, Major Dudley Brooks, of Brantford, who was awarded the



MAJOR BROOKS

Distinguished Service Order, and Lieut. W. A. Smith, of Lindsay, who received the Military Cross.

Captain Powell worked here in the Market branch of the Bank of Montreal for several years before enlisting. His parents are English.

All three men have been through some of the most bitter fighting experienced by any Allied troops in this war. Their regiment, the gallant Hussars, was one of those that led the attack on the fortified beaches, along with the Winnipeg Rifles, the Regina Rifles. The

**HUSSARS OFFICER
WINS PROMOTION**

Major A. Brandon Conron, son of Rev. M. E. Conron, of 484 Dufferin avenue, city, has been promoted to that rank from that of captain, at the age of 23, according to information received by his parents here. His regiment is the 6th Canadian Armored Regiment (1st Hussars).



Major Conron was in the thick of the fighting with London's own Hussars in the first six days of the invasion of France, receiving shrapnel wounds in action.

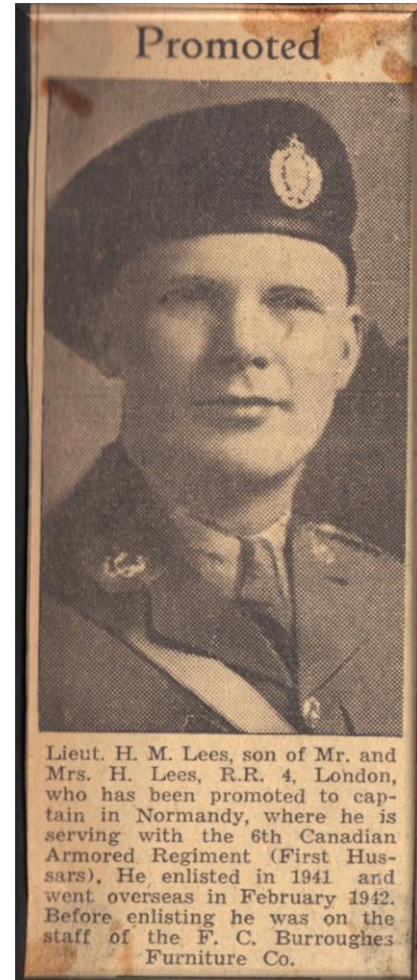
After some weeks in hospital in England, Major Conron "hitch-hiked" his way back to the beach-head and subsequently took part in several major actions with his unit.

Born in New Brunswick, Major Conron lived for a number of years in this district and graduated from the University of Western Ontario in 1941. He enlisted in the Canadian Active Army soon after his graduation.

Promotion:

Captain LEES, Harry Maxwell, WIA 8 September 1944.

Harry Lees upon leaving the army at war's end, resumed his employment with the Burroughes Furniture Co. By 1949 he was manager of this company located at 303-307 Dundas Street with a charming wife, Harriet. This address we should note, lies adjacent to the London Armouries, the home of the First Hussars. By 1964 the company had moved into Wellington Square but without Harry. At some point before then, he opened his own furniture store appropriately named, Lees Furniture. When this venture closed, he utilised his love and talent for furniture to join the sales staff at Paton's Place, located at the foot of Winery Hill on Wharnccliffe Road. We find him there in 1976.



Awards: Despite censorship insulating the public and families to gruesome details experienced by serving Canadians overseas, by June 1944 with the war into it's fifth year, much was known. The strategy adopted by the press and encouraged by a cautious and concerned government, was to instead emphasise good, positive news to boost morale. In a sense, the war was being fought on two fronts - at home and on the front lines. The First Hussars were in Holland when Burke Martin of the Free Press sent in this pacifying piece for readers at home.

First Hussars Win 29 Major Awards


Top Honors Held by Major J. W. "Jake" Powell With M.C. and D.S.O.

BY BURKE MARTIN
Free Press War Correspondent

ZUTPHEN, Holland, June 14
— (By Bomber Mail) —

London's 6th Canadian Armored Regiment (First Hussars) now in a rest area near this Dutch town, will carry home a record of battle honors unsurpassed by any armored unit in the Canadian Army.

One of three regiments in the 2nd Armored Brigade commanded by Brig. George W. Robinson, London, the First Hussars to date have been awarded 29 major decorations for gallantry. More are pending.



Burke Martin

On the regiment's honor roll are six awards of the Distinguished Service Order, nine of the Military Cross, one Distinguished Conduct Medal, eight Military Medals, three Croix de Guerre, a B.E.M. and a M.B.E., both the latter having been won by non-commissioned officers.

Distinguished leadership is part of the answer. Lt.-Col. R. J. Colwell, of Halifax, who brought the First Hussars ashore on D-day, won the D.S.O. before he left the unit in August, 1944. His successor, Lt.-Col. Frank White, of Montreal, present commanding officer, won the same decoration a few months later. To

complete the picture, Major W. D. Brooks, of Brantford, acting C.O. while Col. White is in Canada, also wears the maroon and blue ribbon of the D.S.O.

Top honors in the regiment, and in the brigade for that matter, go to Major J. W. "Jake" Powell, of London, who won the Military Cross shortly after D-day and who was recently awarded the D.S.O. for a brilliant piece of leadership when his outnumbered tanks stormed and held the Siegfried Line town of Keppeln last February. Major Powell, described by fellow officers as "the perfect tank officer" is believed to be the only Canadian officer in this war to win both the D.S.O. and M.C. in the same theatre of operations.

* * *

Other officers of the regiment to win the D.S.O. were Major G. W. Robinson, of Toronto, and Major G. W. Gordon, of Orillia.

Captain B. E. A. Caw, of Virtden, Manitoba, was the only man in the regiment to win the same award twice, having been awarded the M.C. and later a bar to that decoration before he was killed in action last April. Other officers awarded the M.C. were Capt. W. A. P. Smith, Toronto; Capt. P. C. Neil, North Bay; Capt. D. B. Pettigrew, London; Lt. G. O. Tamblin, Yorkton, Sask.; Lt. G. H. Cressey, Sudbury; Lt. D. G. C. Eggo, Montreal, and Major Powell.

Lone award of the Distinguished Conduct Medal went to Sgt. (now Officer cadet) F. B. Kenyon, of Nova Scotia. Holders of the Military Medal are SSM. B. E. Shaw, Niagara Falls; Sgts. H. J. Beverley, Sault Ste. Marie; L. J. Campbell, Owen Sound; D. G. Campbell, Fleming, Sask.; A. Boyle, Montreal; B. Enns, Triggaske, Sask.; Cpl. H. G. Runolfson, Lundar, Man., and Tpr. J. C. Pritchard, Toronto.

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Awards alone do not tell the whole story of the long months of fighting from the beaches of France to Northwest Germany, during which the Hussars saw more continuous action than any other Canadian armored unit. In those 11 months, 18 officers and 121 other ranks gave their lives; 40 officers and 258 o.r.'s were wounded, and 35 more are still listed as "missing."

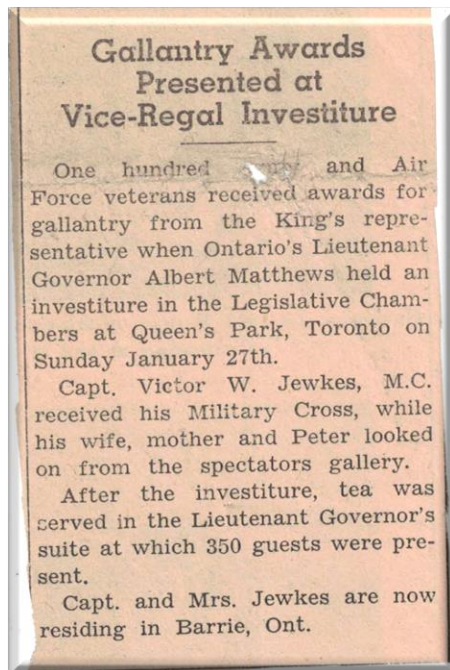
* * *

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Soon the brigade will be dissolved, and then the regiment itself will begin to break up as men go home on points or for the C.F.E.F. Others will leave on cross-posting and new faces will appear. Always remaining will be the memory of battles and honors won, of comrades lost, of friendships made and a proud tradition upheld.

After the war, the pleasant duty of recognising gallantry of regimental members continued. The Monarch's representative in Ontario during the immediate post-war period, was Lieutenant-Governor Albert Matthews who presided in Toronto near the Legislative Chambers of the Provincial Government at Queen's Park. It was at this venue more decorations were presented. Awards presented: Received Military Cross: Captain Victor W. Jewkes. Received Distinguished Service Order: Lieutenant Colonel Franklyn H. White. Received the Military Medal: Sergeant Bernard Enns.



The First Hussars Return Home:

The day was January 16, 1945, when the train rolled into the CNR station on York Street. Family and friends were on hand to welcome the heroes, although it's doubtful any of the troops thought of themselves that way. There had been a job to do overseas - again - the second time in the twentieth century, and these men had volunteered to fight in a just war against a tyrannical regime. Remaining behind to be never forgotten, resting in cemeteries across North-West Europe, were 196 of their comrades.

PAGE FOURTEEN THE FREE PRESS, LONDON, ONTARIO, WEDNESDAY, JANUARY 16, 1945



Welcome Home FIRST HUSSARS

Today they march triumphantly home, the proud, battle-tough men of London's First Hussars. As they swing along that last mile to the jaunty strains of their regimental march "Glorious Dismal" let us cheer them from the heart.

Our First Hussars emerged from victory with a battleline reeled — more decorations and longer continued fighting than any other unit. More than 70 officers and men were dead for gallantry, and every officer who led them into action won the Distinguished Service Order.

Such honors did not come lightly. So, let us remember, too, the bitter price our First Hussars have paid. Their casualties from D-Day to V-E Day were 484. Of these, 397 sleep forever in the quiet, lone fields of Europe.

It is then when we honor especially today, as their absence makes the Hussars' homecoming a poignant event.

There is much to remember. Many things stand out sharp and clear against the dangerous background of battle.

Things like "Holy Roller," the almost legendary tank which fought from France to Germany, the only one of the original Sherman tanks to return the way.

Men like Major "Zuke" Powell, incredibly fearless and self, twice decorated. And his driver, Trooper Will Bennett, who gave his life in that tank's last charge at Apollonia.

There is so much else from the painless quill of memory. Those first desperate hours in Normandy. The endless, grueling battles through the Cote d'Azur hills.

Then a succession of strange names. Valenciennes, Oches, Thiberville, the Fort de la Londe. The Seine, the too-familiar names of Dieppe, Caudebec and Arras.

Then the bitter misery of winter at Hungen, the bitter losses of Crecy and Wyler, and the chaotic battles of the Rindow and the Heideveld, where men like the O'Brien and Serpinie heroically defended, joined the Hussars' battle horses.

Then the coming of the Rhine, with victory on the horizon and hysterical Dutch, halting the liberation of Berlin, Hilpan and Grootegaten. Then, finally, the strange quiet of surrender.

Now they are home. Humbly, gratefully, London may say, "Well done, First Hussars!"

Written for this occasion by J. Burke Martin,
Free Press War Correspondent.

Published in the Public Interest by Simpsons London Limited

But now it was peace time, or almost, Japan would fight on for eight more months. That reality did not dampen anyone's spirits, and the January cold was no obstacle for many private celebrations. But first, they had to be de-mobbed at Wolseley Barracks, then final leave and then - home for good. Civilians once more.

Hussars Holding Dinner To Start Peace Program

Past, present and prospective members of London's 1st Hussars are invited to get together at a regimental dinner in the Dundas street armories Thursday night at 7.30. This is the first move to put the unit back on a peace-time footing.

Hosts will be officers and men of the reserve regiment, and guest of honor will be Brig. George W. Robinson, former Hussar officer who went overseas as second-in-command of the regiment in 1941 and later had the Hussars, as the 6th Canadian Armored Regiment, under him in the 2nd Armored Brigade.

Seeks Recruits


Major David McEwen, commanding the reserve regiment, promises lots of food and refreshments and no speech-making, except it be of the impromptu variety. He is seeking men to join the peace-time 1st Hussars, and those interested will be especially welcomed at Thursday evening's dinner.

London's Hussars, whose record in this war was unmatched by any Canadian armored unit, has a history dating back to 1872. In that year the Hussars were organized as a cavalry regiment of six troops. At one time there were squadrons in St. Thomas, Kingsville, and Leamington.

In 1914 the regiment formed the basis of the 7th Mounted Rifles under Col. Ibbotson Leonard, D.S.O., who took the unit overseas. Overseas they fought as the Special Service Squadron Mounted Troops and as Corps Cavalry under Major C. F. McEwen, D.S.O. Their battle honors included Arras, Vimy, Hindenburg Line, Cambrai, Pursuit to Mons, France and Flanders.

After the Great War, the unit was recognized as part of the militia and took an active and successful part in cavalry competitions during peace time.

In September, 1939, the regiment was mobilized and converted to



Brig. George W. Robinson
- - - Hussars' guest

mechanized cavalry, then to an armored regiment in which capacity it went overseas as part of the 5th Armored Division. The reserve unit was formed in August of 1940 and during the war attended summer camps, put on week-end schemes and paraded each Thursday night at the armories.

Overseas, the re-named Hussars trained long and hard in England and when D-day came hit the beaches of Normandy and went on to pile up a record which official sources say was unequaled by any armored regiment.

The Hussars, now the 6th Armored Regiment, helped take Caen in their first big battle, and went on to participate in the bloody battle of Falaise in August where the formidable German 7th Army was destroyed.

Driving eastward through France, the Hussars met tough resistance near Rouen. They occupied the historic town of Dieppe early in September, going on to wipe out troublesome V-1 sites along the coast, by-passing Dunkirk and clearing the east coast of Belgium later that month.

The regiment was not content to simply rest on their laurels, a bit of military style celebration was in order – and music – Bonnie Dundee. Who doesn't love that marching tune? (The Corries rendition is the best by far!)

Hussars To Hear Famous Song

The familiar strains of the First Hussars' famous marching song, "Bonnie Dundee," will be heard by the long columns of khaki-clad veterans as they swing along London's streets for the last parade before demobilization of their unit.

The spirited music led the London regiment during numerous marches overseas, and "Bonnie Dundee" will ring out for the last time to these men before the unit ceases to exist as a fighting force and its warriors are scattered across the province.

The Hussars are expected to reach this city late next week for the civic and military welcome.

The Final Legacy Summarised: Impressive! (Pay special attention to the last section, bottom -right.)

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BY BURKE MARTIN
Free Press War Correspondent

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Burke Martin

HODIE NON CRAS

The Holy Roller Story:

Much has been written and even more words passed in conversation, between First Hussars veterans and others, regarding the validity of the Holy Roller's battle distinction. The claim is: our memorial tank is one of only two Canadian Sherman tanks to have survived the entire eleven months of combat in North-West Europe: from D-Day to the war's end in Germany. (The other Canadian Sherman is the proud property of the Sherbrooke Fusiliers Regiment.) This article quoting Lt. Col. Frank White, D.S.O., the original tank's crew commander, should put "paid" to any doubts still swirling about on those shaky, unsolicited grounds.

'Holy Roller' Wins Spot in Hearts of Hussars

Rugged, Battle-Blistered Tank Survived Long War

BY BURKE MARTIN
Free Press War Correspondent
DAPENBURG, Germany, May 16 — (By Bomber Mail) —

In a parking lot beside the railway station in this town sits a Sherman tank, its gun muzzle now capped, its hull drab and paintless. Barely discernible on the turret is its serial number, 152655. On its side in foot-high letters is its name, "Holy Roller," and behind that name is a story unique in the annals of London's 6th Canadian Armored Regiment (First Hussars).

This Sherman tank, known in the army as an M 4A2, Mk III, looks like all the other Shermans in this conquered country, but if the 6th C.A.R. could take home just one souvenir of this war, the Holy Roller would be their choice.

For it's the only tank in the regiment to outlast the war, the only one to come ashore on D-

day, travel some 2,500 miles, fight through 14 major battles and still be in business on V-E day, its hull still unpierced, its 75 mm. gun still firing.

Lt.-Col. Frank White, D.S.O., of Montreal, commanding officer of the regiment, landed on the beach at Courseulles in the "Holy Roller" on June 6 last year, and today speaks as reverently of his pet Sherman as a sportsman does of his favorite mount.

"Holy Roller wasn't my choice of a name," he says. "We got the tank brand-new just before D-day, and I wanted to call it Hairless Joe. All headquarters tanks' names must begin with "H." But my corporal, Buster Fowler, from Timmins, thought 'Holy Roller' sounded better. All the crew voted on it, and I lost."

"Holy Roller" hit the beaches in France and got seven miles inland before a broken oil line stalled her for the first time. Col. White wirelessly for help, meanwhile throwing out smoke grenades to screen his position. Rescued and repaired by a recovery crew, Holy Roller moved on into France and her baptism of fire.


Her first direct hit proved to be an indication of the kind of damage Holy Roller was to get in the next 11 months. A Jerry

Fought Across France, Belgium Without Being Hit

88 caught her flush on the front. Most of the impact was diverted by a section of track welded to the hull — a wrinkle that has saved a lot of tanks and tankmen in this war. But shrapnel damaged the Sherman's 75 and it was replaced by a gun from another tank.

Twice in the next few weeks, in the surge past Caen, Holy Roller got it again on those same protective tracks. Twice they were blown right off but the hull was scarcely scratched. Then fate gave the Sherman a breather. She fought on across France and Belgium to Breda last autumn without a hit being scored on her tough skin. By Nijmegen her clutches had to be replaced after an almost-record 1,500-miles — equal to 100 times that amount on a passenger car.

Then came the tough Zetten fight on the Nijmegen "island." All Holy Roller needed after that was a new set of injectors for her diesels. In March came the Hochwald battle, when scores of tanks went up on one of the nastiest mine-fields in the history of warfare. Still this tank's luck held. Last month, at Apeldoorn, another 88 hit strip-



ped her track suspensions. Tanks have been abandoned for less, but Holy Roller was a legend by now and had to be saved. Six new suspensions, weighing about 1,500 pounds each, were laboriously fitted on and the tank lumbered away to the last scrap in Germany, 150 miles northeast.

At Godensholt, Holy Roller saw her last action. Just in time, too, for she was an ancient by tank standards, and everything started to fall apart as in the saga of the one-hoss shay. Now, although her battles are over, she's being put back in first-class shape by repair crews.

Repair work on a tank at this stage might seem like wasted labor and materials. Holy Roller will be turned over to a tank collecting point in Holland in a week or so.

Col. White doesn't think it's a waste of time. "That tank is going into the dump in the best shape of any tank in the whole Canadian Army," says the colonel.

"She's our pet, and she's going to leave our hands in the best shape we can put her in. We had a turnover of 346 tanks in this regiment since last June, out of a total strength of 61. Holy Roller is one in a million as far as we're concerned, the pride of the whole regiment. We'll sure hate to say goodbye to her."

Additional notes on Holy Roller:

The name “Hairless Joe” in the article above, a tank name suggested by Lt. Col. Frank White, deserves an explanation. Joe was a character in the comic strip “Li'l Abner,” written by the well known writer and artist, Al Capp.¹ In Capp’s comics, Joe was a moonshiner whose “Kickapoo Joy Juice” was “so strong that the fumes alone were strong enough to melt the rivets off battleships.” The conjured image of “Hairless Joe” and his near lethal moonshine affixed to a Sherman tank determined to fight, would have presented a fearful message of *strength* and *danger* to the unsuspecting enemy.

Each year we are proud to respectfully honour our somewhat religiously inspired, “Holy Roller,” but it leaves one to ponder how our June parades to Victoria Park might be altered if they were to recognise and honour a tank named “Hairless Joe?”

Crew names mentioned in Free Press articles are:

Original crew: Frank “Buster” Fowler who suggested Holy Roller as an appropriate name. He was also the Driver/Mechanic from D-Day to V-E day. The four other crew were: Lt. Col. Frank White; William Reed; Terry Doherty; Everett Smith. LFP June 1, 2014

Other recognised crew are: C. Deller; J.W. Nolan; W. Bury; C. Benoit; G.P. Cook; R. Moore; G. Green; Lewis McIntosh. LFP June 5, 1950



¹ The idea to use a character from Al Capp’s Dogpatch comic strip for a tank name was not an isolated notion. With the formation of the 1st Canadian Armoured Carrier Regiment, aka “The Kangaroos,” (Canadian Ram tanks with the turrets removed for carrying infantry) one whole troop sported names from the Dogpatch family: L’il Sue, Mammy Yokum, Pappy Yokum, Daisy Mae, Granny Yokum, and L’il Abner.



ROLL OF HONOUR



6TH CANADIAN ARMOURED REGIMENT (1ST HUSSARS)

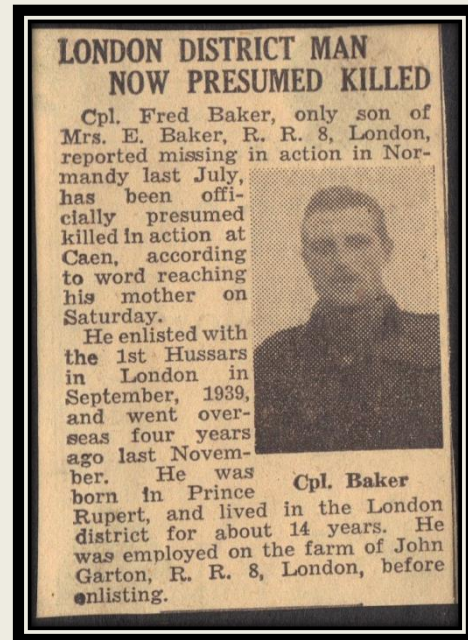
LEST WE FORGET

Corporal BAKER, Frederick Ianson, A 372,
KIA, 25 July 1944.

Operation "SPRING" - to clear the
Verrieres ridge; action leading to closing
the Falaise gap.

Bayeux Memorial, France

Panel 19 Column 2



Trooper JACKSON, Jack Leslie, A 579,
DoW, 6 June 1944.

D-Day invasion of continental Europe.

Beny-sur-Mer, France

Plot 1 Row D Grave 1

Age 23



Sergeant LILLEY, Roy Graham, A 88,
BEM, MiD, KIA, 14 August, 1944.

Operation "TRACTABLE" - to close Falaise
gap.

Bretteville-sur-Laize, France

Plot 25 Row H Grave 5

Age 26



**SGT. ROY G. LILLEY
LISTED AS KILLED**

ST. THOMAS, August 30 — Sgt. Roy G. Lilley, B.E.M., a native of St. Thomas, whose wife resides in Montreal, has been killed in action in France, Mrs. Lilley has been informed.
A man with an outstanding war record, Sgt. Lilley was among the

1944
first on the French coast on D-day, and fought later in the battle for Caen, it is understood. He received the B.E.M. in this year's King's Honors lists, and previously had been commended by Lt.-Gen. A. G. L. McNaughton for resourcefulness and courage in preventing an accident in Bren gun drill. He was employed in St. Thomas prior to enlistment.
Besides his wife, he is survived by his parents, Mr. and Mrs. D. G. Lilley, Glencoe, two sisters, Mrs. Jean Haskell, Glencoe, and Mrs. Ruth Cox, St. Thomas, and a brother, Bruce, Port Robinson, Ontario.



Lance Corporal MAGUIRE, Philip George,
A 500, KIA, 25 September 1944.

Operation "UNDERGO" - to capture Calais.

Calais Canadian War Cemetery

Pas-de-Calais, France

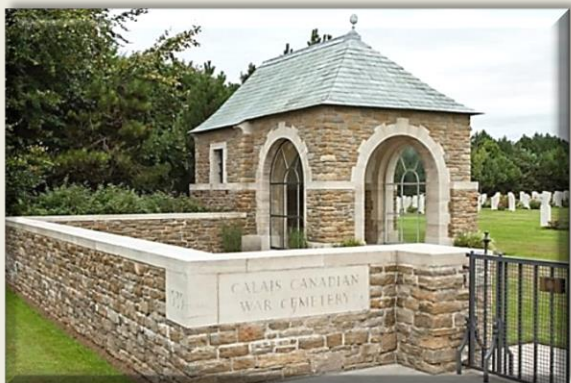
Plot 7 Row B Grave 3

Age 23

Brother of: Trooper MAGUIRE, Herbert H.

A 469, First Hussars

Survived the war.



**LONDONER IS KILLED
IN ACTION IN FRANCE**

L. Cpl. Philip George Maguire, 6th Armored Regiment (First Hussars), son of Mrs. Barbara Maguire, 389 Hill street, has been killed in action in France, accord-



L. Cpl. P. G. Maguire

ing to word reaching the city today. Prior to his enlistment he was employed at McCormick's.

A native of London, L. Cpl. Maguire was educated at Chesley avenue, Trafalgar and H.B. Beal Technical schools.

He is survived by two brothers, Tpr. Herbert (Curly) and Sgt. H. A., of the R.C.R., both of them overseas; and two sisters, Mrs. Nelson Cornelius and Mrs. Tom Cleve.



Trooper MANN, Douglas James,

B 134737,

KIA, 8 August 1944.

Operation "TOTALIZE" – braking through German lines leading to the Falaise gap closing.

Beny-sur-Mere, France

Plot 15 row B Grave 5

Age 21



Sergeant MOORE, Arthur Frederick, A 498,
KIA, 8 August 1944.

Operation "TOTALIZE" - breaking through
German lines leading to the Falaise gap
closing.

Bretteville-sur-Laize, France

Plot 3 Row C Grave 13



Reported Killed



Sgt. Arthur Frederick Moore, who was officially reported killed in action in France on August 8. His wife, Mrs. Frances Lorraine Moore, and two children, Freddie and Barbara, reside at 38 McKay street.

SGT. A. F. MOORE WAS PROMINENT LONDON SCOUT

Sgt. A. F. Moore, who yesterday was officially reported killed in action in France on August 8, was one of London's best known Scouts, remembered in the troops as "Dinty." He worked up through the ranks of Cubs and Scouts to become a leader, and for 13 years, from 1928 to 1941, he continued active as a Cub and Scout master. In 1928 he was Cub master of the 9th London Cub Pack, in 1935 Scout master of the 9th troop, and in 1937 of the 15th Troop. He was also a Sunday school teacher. Sgt. Moore joined the 1st Hussars in March, 1941, and went overseas in November of the same year. His wife, Mrs. Frances Lorraine Moore, and two children, Freddie and Barbara, live at 38 McKay street, and his parents are Mr. and Mrs. A. F. Moore, of 405 Pall Mall street.

Lance Corporal NICHOL, Gordon Ivan,
B 19597, KIA, 11 June 1944.

Commemorated yearly as the “Black
Day” for the regiment. “B” Squadron
ambush.

Beny-sur-Mer, France

Plot 6 Row H Grave 4

Age 25




EXETER SOLDIER DIES IN FRANCE

Mr. and Mrs. James A. Nichol of Exeter, have received official word that their second son, L.Cpl. Gordon Ivan Nichol, died in France on June 11. The cause of his death is yet unknown. He was in his 25th year.

L.Cpl. Nichol was born at Bluevale and in 1921, with his parents, moved to Grey Township, where he received his primary education and his high school education in Brussels. In June, 1941, he enlisted and in November of that year went overseas.

He is survived by his parents and three brothers overseas, Alvin, in Italy, Wilfrid and Lloy in France, and also one brother, Arnold, at home.



L.Cpl. Nichol



Lieutenant PATTISON, Herbert Kitchener,
KIA, 25 July 1944. Operation "SPRING" - to
clear the Verrieres ridge; action leading up
to closing the Falaise gap.

Beny-sur-Mer, France

Plot 12 Row C Grave 14 Age 30

BATTLE WITH FANATIC TOLD BY OFFICER NO

Special to The Star
London, Ont., Aug. 3—Lieut. H. Kitchener "Kit" Pattison, now reported killed in action, told of an encounter with a fanatical young Nazi, in the last letter received from the officer by his wife.

"There is quite a story behind this fellow," wrote Pattison. "He tried to toss a hand grenade into my tank." He enclosed a photo taken from the pockets of the boy Nazi, showing his cap badges, the Prussian eagle and the death's head of the storm troopers. Before the encounter was over the Nazi was dead, the letter indicated.

Lieut. Pattison was born in Toronto 29 years ago. Before his enlistment in April, 1942, he worked for the Scott McHale shoe company.

A week before he met death, he said, his tank had been blown up and his corporal killed and he had escaped "by a miracle." This is thought to have been in his encounter with the young storm trooper.




Lieut. Pattison



FANATICAI
Carried His Pictu

Killed in Action



Lieut. H. K. Pattison, of London, who was killed fighting in France last Tuesday, according to word received by his family yesterday. His wife, Hilda, lives at 22 Euclid and his mother at 111 Roberts street. Lieut. Pattison, who was 30 years old, was born at Toronto, and came here with his parents as a child. He was formerly employed at Kellogg's. He was a member of the Canadian Fusiliers (R) for about 10 years prior to the outbreak of war. He enlisted in London and went overseas in May, 1942, as a reinforcement officer for the First Hussars. Besides his wife and mother, three brothers, Lieut. Alfred, of Camp Ipperwash; S.Sgt. Charles, of Red Deer, Alta., and William, of New Toronto, and three sisters, Reta and Dorothy, of London, and Elizabeth, of Toronto, survive.



Sergeant PELKEY, Richard Thomas, A 314,
KIA, 11 June 1944.

Commemorated yearly as the “Black Day”
for the regiment. “B” Squadron ambush.

Bayeux Memorial, France

Panel 19 Column 1

Age 27

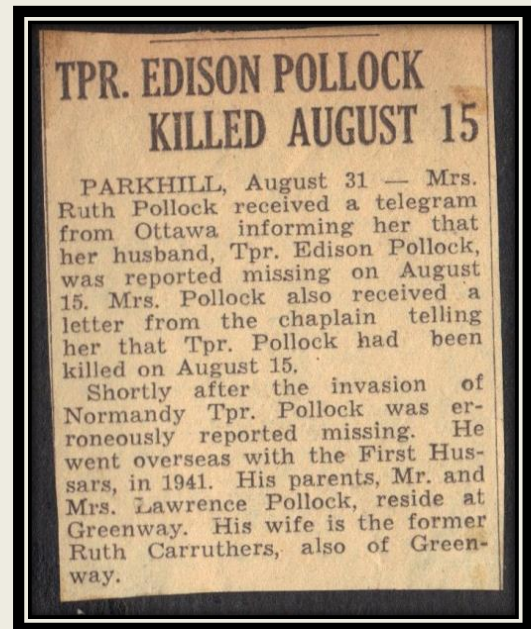


Lance Corporal POLLOCK, Edison, A 622,
KIA, 15 August 1944.

Operation "TRACTABLE" - to close the
Falaise gap.

Bayeux Memorial, France

Panel 19 Column 2



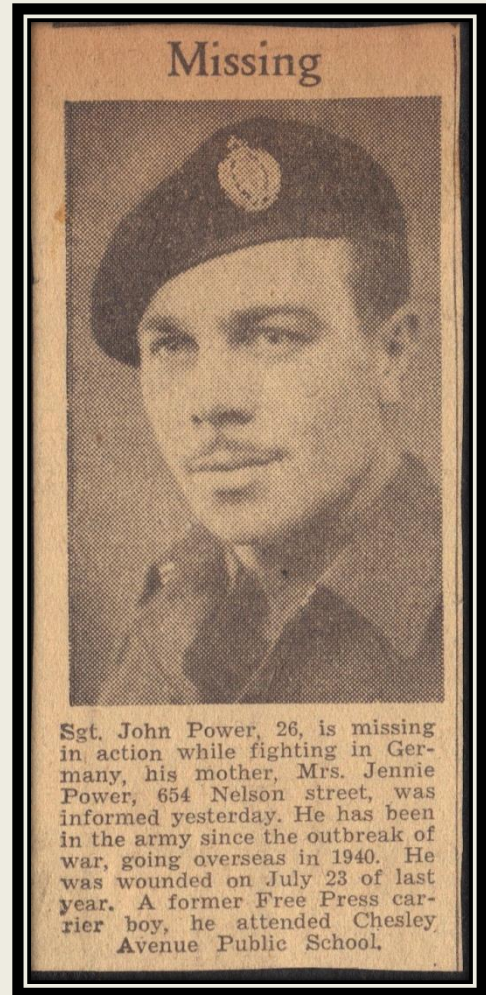
Sergeant POWER, Arthur John, A 134,
KIA, 26 February 1945.

Operation "BLOCKBUSTER"- to trap
German army in pincer movement.

Groesbeek Memorial, Netherlands

Panel 10

Age 26



Trooper SHEPHERD, Eric James,

A 106469,

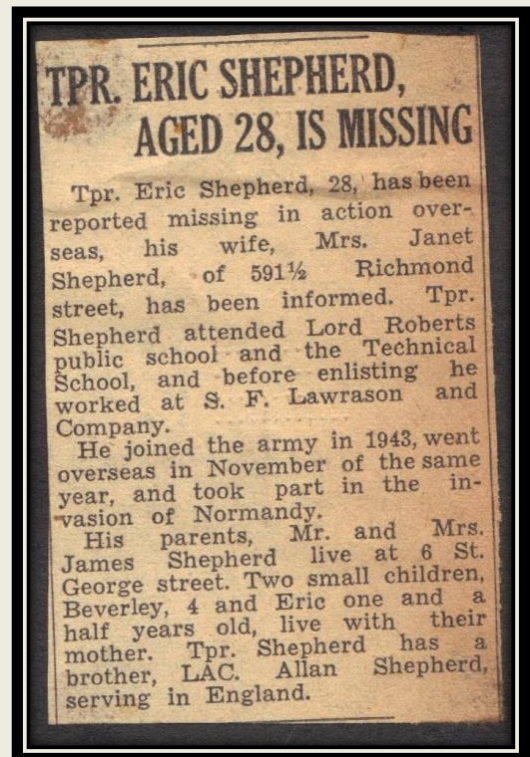
KIA, 25 July 1944.

Operation "SPRING" - to clear the Verrieres ridge; action leading up to closing the Falaise gap.

Bayeux Memorial, France

Panel 19 Column 2

Age 28



Trooper SMITH, William John,

A 106964,

KIA, 12 August 1944.

Operation "TRACTABLE"- to close the Falaise gap.

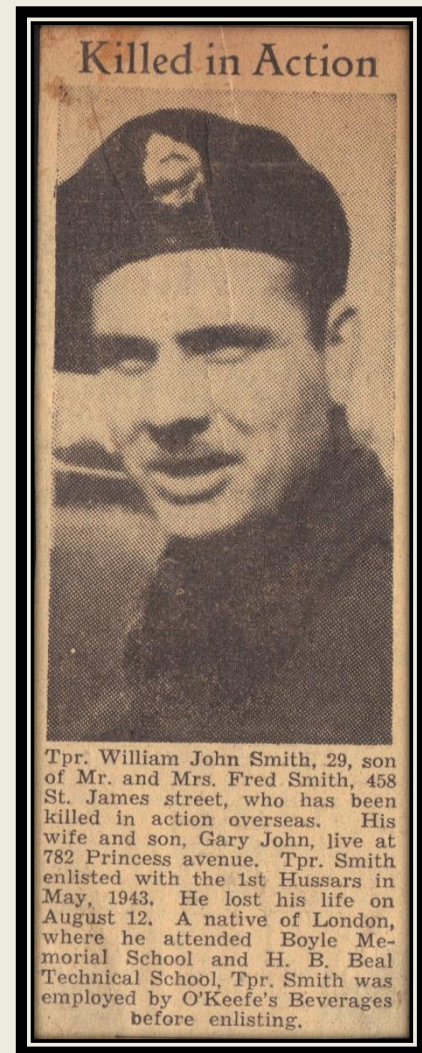
Bretteville-sur-Mer Cemetery, France

Plot 7 Row A Grave 2 Age 29



Trooper Smith was transferred to the Sherbooke Fusiliers at time of death.

James's widow Kathleen and young son Gary, supported each other for years. Gary attended Lorne Avenue School and Clarke Road High School. He became a draftsman with M M Dillion. In time, he married his neighbourhood sweetheart, Lynda Prowse.

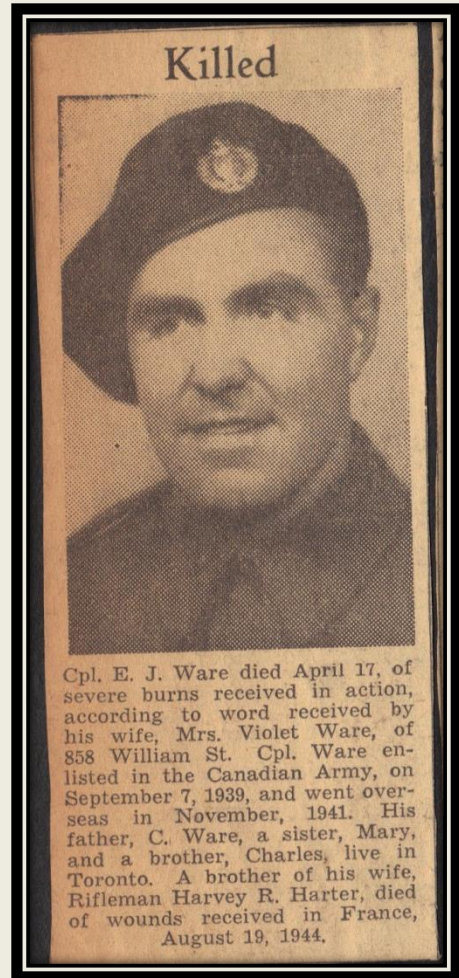


Corporal WARE, Edward Thomas, A 104,
DoW, 17 April 1945.

While advancing on Apeldoorn, Holland.

Groesbeek Canadian War Cemetery,
Netherlands

Plot 3 Row D Grave 5

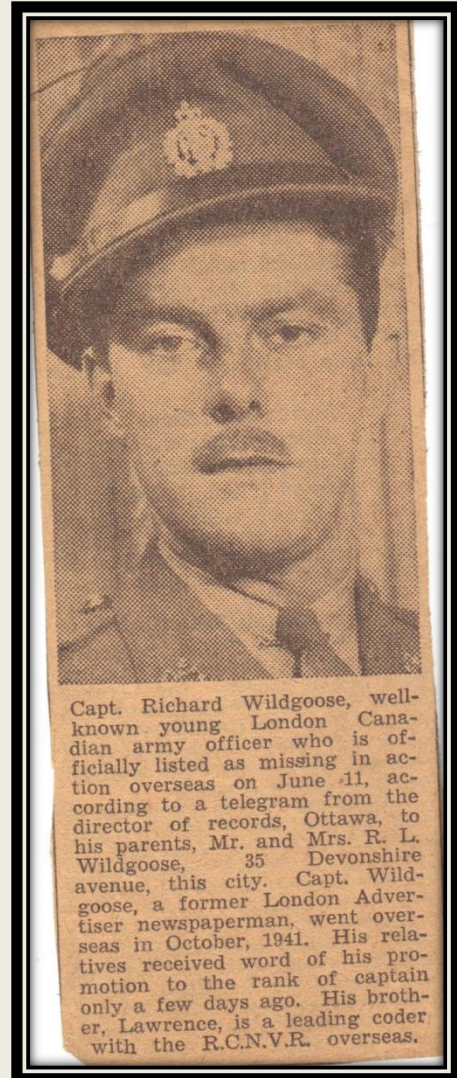


Captain WILDGOOSE, Richard,
KIA, 11 June 1944.

Commemorated yearly as the “Black Day”
for the regiment. “B” Squadron ambush.

Bayeux Memorial, France

Panel 19 Column 1



NON-FATAL CASUALTIES

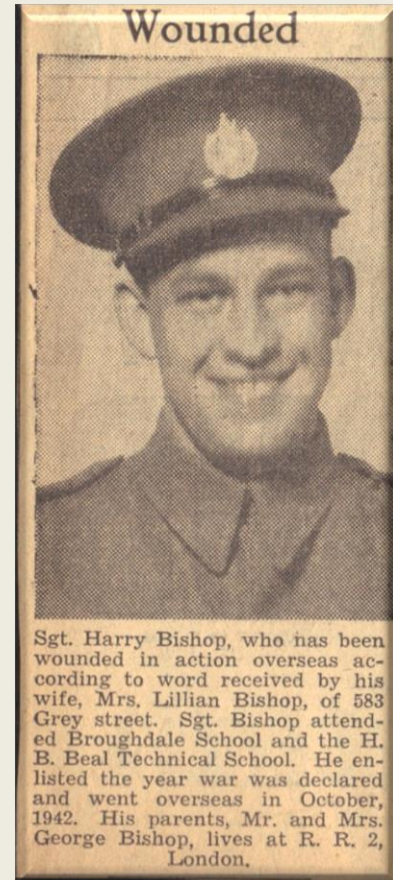
Wounded in Action & Prisoners of War

Sergeant BISHOP, Harry, A 173,

WIA, 25 July 1944. Operation "SPRING" -

During action to clear the Verrieres ridge leading up to closing the Falaise gap.

Post war, Harry enjoyed a respectable and stable civilian life. In 1949 he and his wife Lillian, had moved to 759 Strand St., a post war development area once part of the military preserve in London. His future prospects as a family provider, became secure when he was hired on at Labatt's Brewery. This old London brewery was prosperous; employment there meant a steady job with good pay. He may well have retired from Labatt's; the record indicates that in 1976 he is still listed as a brewery employee and married to Lillian.



Major CONRON, Alfred Brandon, DSO, CD, CdeG, WIA, 6 June 1944.

D-Day invasion of continental Europe.

Brandon “Brandy” Conron’s accomplishments in life are too numerous to relate here. Below is a web site outlining his distinguished career written by a long time friend.

From the regiment’s perspective he was a valued asset in times of war and peace. In 1940 he left university to join the Hussars rising to the rank of Major, OC “A” Squadron. Returning as Regimental Commanding Officer 02 September 1950 to 30 September 1952.

His longest service was acting as Honorary Colonel 24 May 1969 to 17 November 1978.

He passed away in 1993.



<http://www.canadianpoetry.ca/cpjrn/vol36/thomas.htm>

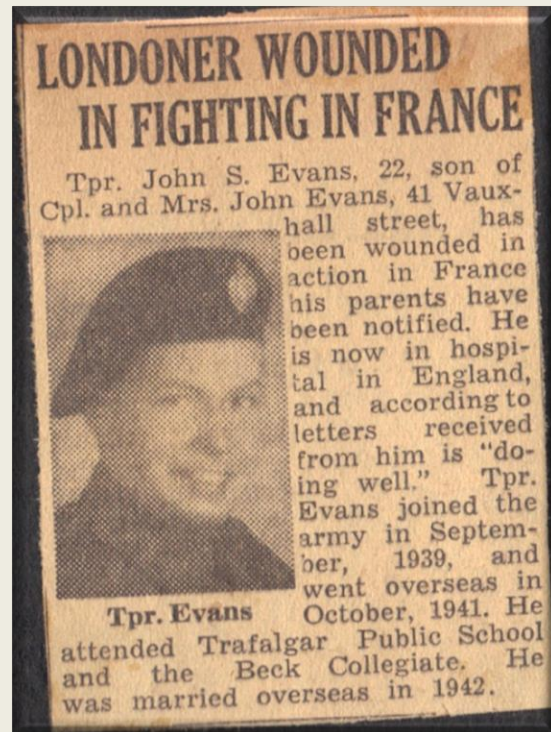
Trooper EVANS, John S., A 312,
WIA, 25 July 1945.

Operation "SPRING" -During action to clear the Verrieres ridge leading up to closing the Falaise gap.

Apart from service to his country and the First Hussars, the article notes that he was married overseas in 1942.

His post war career upon returning to London, notes that his British wife's name was Ann and in 1949 he worked at General Steel Wares.

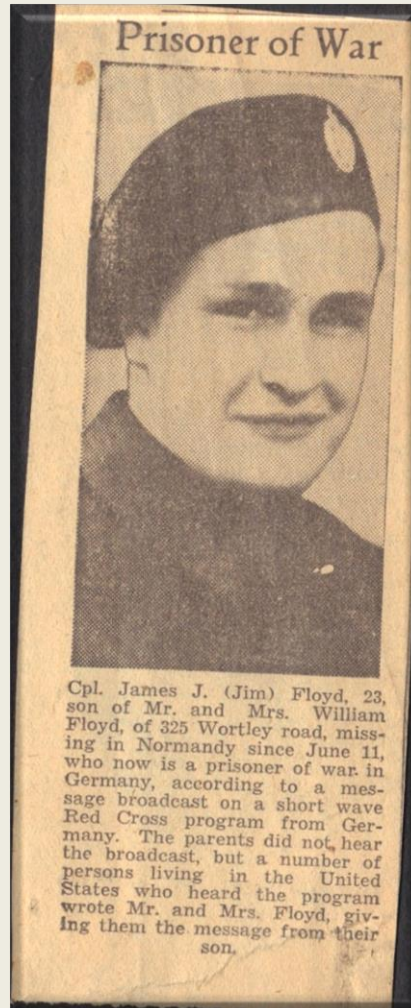
By 1964 he was a salesman for Rolland Hill Shoes.



Corporal FLOYD,
James J., A 560,
PoW, 11 June 1944

On that day in June, still regarded today as the "Black Day" for the regiment given the extraordinary number of killed and wounded, James J. Floyd should have received a decoration for his devotion to a fellow First Hussar. Upon capture, Floyd discovered his mate, Corporal SHIRE, Roy D., A 529, was also captured but wounded.

Shire feared for his life knowing the enemy's habit of murdering such incapacitated prisoners. Floyd without hesitation hoisted Shire up and practically carried him to their incarceration in Germany, to Stalag 357. Both men survived the war.



*Give To Red Cross
Saves War Prisoner*

From a German prison camp, in a letter written there on Christmas Day, has come the latest donation to the Red Cross now conducting its annual drive for funds, with a London objective of \$165,000.

Cpl. James Floyd, 26-year-old son of Mr. and Mrs. William Floyd, 11 Edward street, was reported missing on June 11 last year, during the fighting at Caen. For three months his parents anxiously waited for word of him, and then learned that he had been taken prisoner by the Germans.

Grateful for repeated help given him by the Red Cross since his capture, Cpl. Floyd wrote his mother asking her to turn over to the society a month's assigned pay—\$16. His letter says:

Text of Letter

"A merry Christmas to you all at home. Let's hope we are all together next year. We have had a very nice day thanks to the food from our Red Cross parcels. At breakfast we had coffee, biscuits and jam. For dinner we had pea soup (from the Germans), boiled spuds, peas and sausage and cocoa. For supper we had boiled spuds and turnips mixed, green peas and fried meat, rolls and tea. Tonight we had a chocolate pudding and coffee. Not bad, eh? Will you please give my next month's assigned pay to the Red Cross; they deserve it as they have kept me going."

Last night, with half of the three-week campaign over to raise \$165,000 in London towards the Red Cross national objective of \$10,000,000, Walter D. Jackson, treasurer of the Community Chest, which is handling the campaign, reported cash in hand of between \$79,000 and \$80,000, about \$3,000 short of 50 per cent.

Also released and now reported safe in England, according to reports received here by their parents, were Cpls. James Floyd and Gordon Campbell. Cpl. Floyd is the son of Mr. and Mrs. William Floyd, 11 Edward street. He went overseas with the 1st Hussars in 1941 and had been a prisoner of war since June 11, 1944, in Stalag 357, Germany.



Trooper FITZMAURICE, Philip Ambrose,
A 148,

WIA, 16 October 1944.

In Holland in support of the British 49th
(West Riding) Division.

With the war over, Philip returned home to live with his parents. Their home on Ontario Street is very near the main CPR yard in London. Sufficiently recovered from his wounds, he became a brakeman with the railroad. By the early '60s he was a conductor and married to Mildred, both living far from the tracks on Baseline Road.

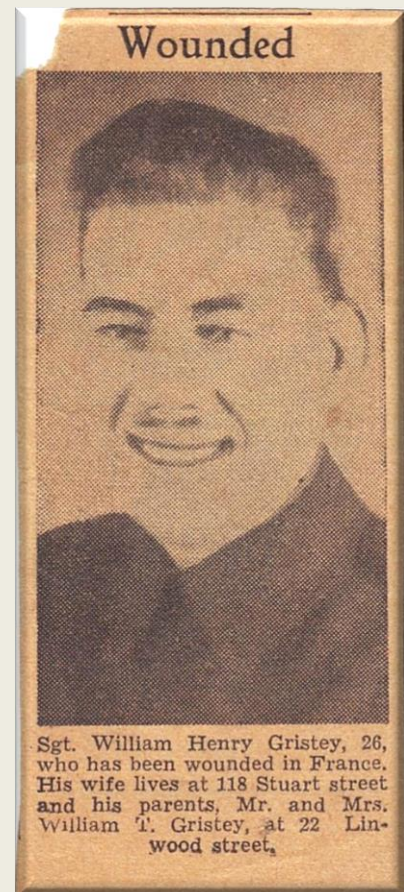


Sergeant GRISTEY, William Henry, A 219,
WIA, 25 July 1944. On the Verriers ridge.

Sergeant Gristey was struck by shrapnel on the wrist, crippling his arm completely. The irony, if he ever thought of the wound in a humorous vein, on his wrist at the time was a German watch he had “liberated”.

Following the war, Harry secured employment with the Richards-Wilcox manufacturing concern in London. After a number of years with them, he became a welder with General Motors Diesel from where he retired.

He suffered gravely from his wound. Each day forever more, his wife Mary applied salve to the wound. We owe these clippings to Mary.



Corporal HUSTON, Wilbur J., A 4455,
WIA, 15 August 1944.

Operation "TRACTABLE."

We see here yet another Hussar who found time from his busy training schedule to court a girl, a Scottish girl, and marry her. By the war's end some 43,454 Canadian service men had married overseas.

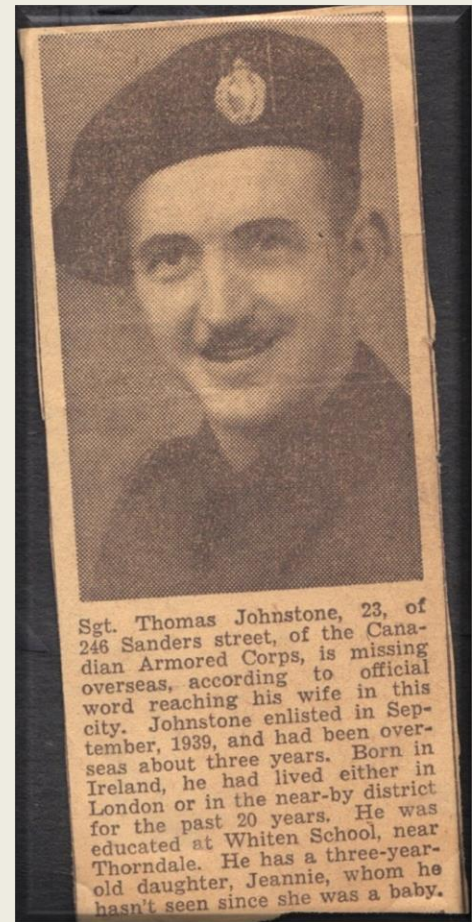
As the Germans retreated in a headlong rush to escape Normandy, Corporal Huston's wound was one suffered by many, including, a large number of Hussars who died trying to close the infamous Falaise gap. He was perhaps part of "C" Squadron.



Sergeant JOHNSTONE, Thomas, A 192,
WIA, Date unknown.

Adding to the details shown, Sergeant Johnstone returned to London, to the same address indicated, where he happily embraced his wife Violet, and, of course, his little daughter as well.

They eventually moved to Moffat Ave.



Captain McLEOD, Charles Melbourne,
WIA, 6 June 1944 and WIA, 25 July 1944

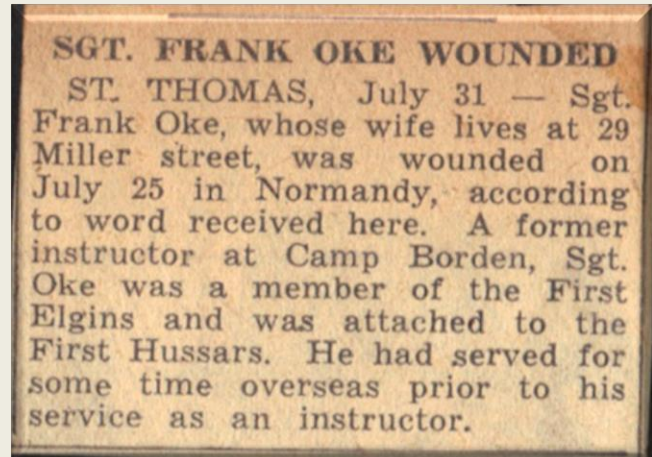
This officer landed on D-Day as a Lieutenant and was promptly wounded by the lethal German 88mm gun. His welfare was helped by Madame Chretien, a local resident who administered first aid. He gave her a medallion which proved useful after the war in locating her for a reunion and expression of gratitude.

Promoted to Captain and acting as second in command of "B" Squadron, he received a serious wound on the Verrieres ridge bringing to a close his much valued contribution to the regiment's success.



Corporal OKE, Frank L., A 44133,
WIA, 25 July 1944.

During action to clear the
Verrieres ridge leading up to
closing the Falaise gap.



Corporal Oke was originally on the nominal roll of St. Thomas' Elgin Regiment, noted here as the First Elgins. They ultimately became the 25th Canadian Tank Delivery Regiment (Elgin R) C.A.C. In 1943, one squadron was delegated to land in Sicily with the opening of the Italian campaign; it's not likely Oke was part of this force. At some point he was transferred to the Hussars which is why he is listed as a casualty with the First Hussars. In some cases Hussars were transferred out to other units (See above: Trooper W. J. Smith, KIA, 6 June 1944).



Corporal
PEARSON,
John E.,
B 19586,
WIA, 8 July
1944 and
WIA, 5
March 1945



This article is rare in its authenticity. John describes his July encounter with the deadly 88mm and lives to tell the tale. Despite his injuries and trauma, we are treated to some soldier humour when his mind spins to the happiest, craziest moment. Bar stories rejoice on these times. Then, forever the serious soldier, he doesn't forget his mate.



BEAUTIFUL BLONDE SHAVES TANK GUNNER IN HOSPITAL

Tpr. John E. Pearson, 22, was injured when his tank fought a German tank in



Samuel Smith

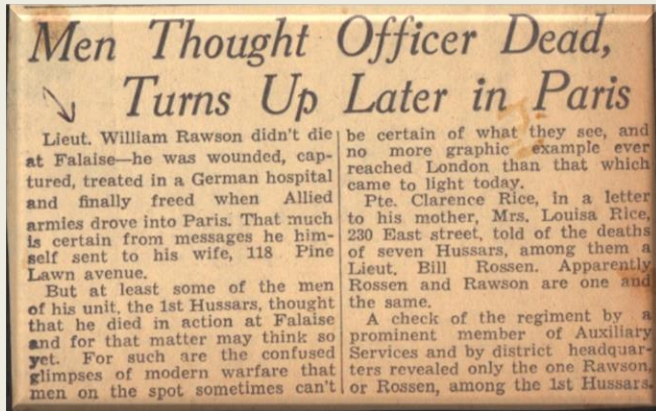
France on July 8. Flown to England and now in hospital he writes his parents, Mr. and Mrs. E. Pearson, Indian Rd. Cres. "We made the attack after our artillery had blasted most of the Germans out of their defences. "We saw a German Tiger tank just below the crest of the hill. I let him have it and we hit him broadside in the hull. We presumed we had finished him. I let him have it and we hit him broadside in the hull. But the turret crew, alive, let us have it with their .88 millimetre tank gun. It hit us just below our turret and below my legs, so I suffered a compound fracture. I also had a bit of shrapnel in my body, too. Only two of us were hurt.



Bryan Varey

"Zeke Secord was burned badly, but will be all right. After they got to hospital they operated on me. I went by air to England. What a thrill! Eighteen of us all on stretchers. When our plane landed W.A.

A.F. girls made a big fuss over us. I was really the prize. Everyone wanted to shave me because of my long beard. After a big beautiful blonde girl had shaved me I ate a hearty chicken dinner. By the way, I lost everything in the tank, for it burned after being hit."



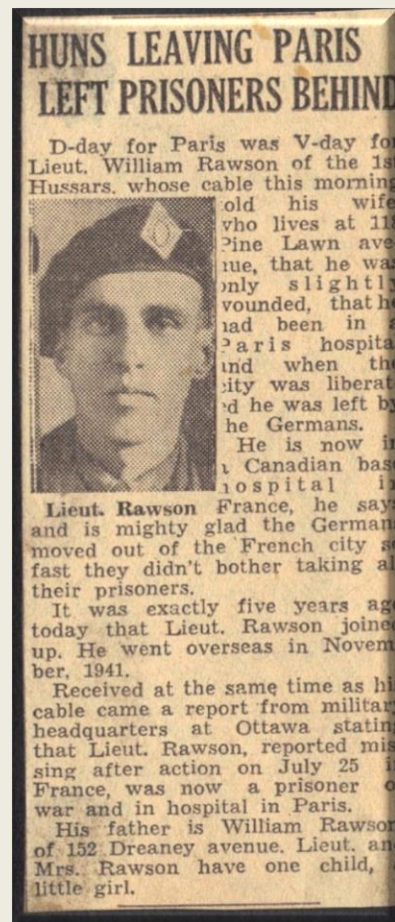
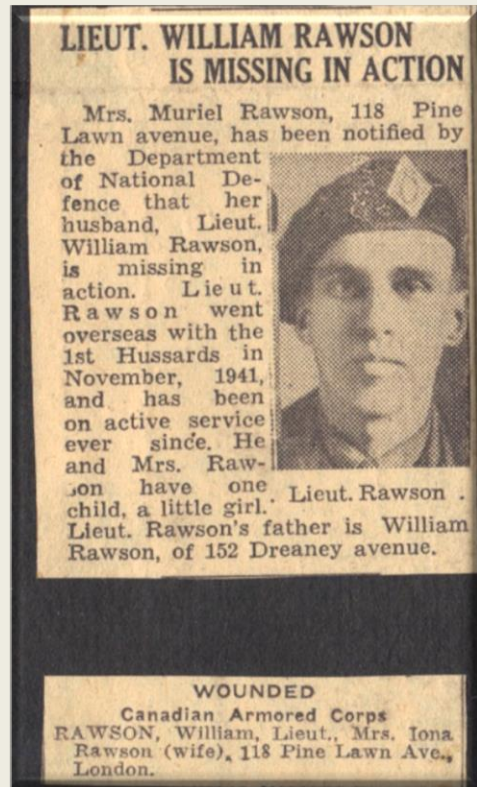
Lieutenant RAWSON, William,
WIA, 24 July 1944.

Verrieres ridge.

A typical wartime service man's saga:

First, soldier is missing; then found wounded - both bad news items. Then goes out word he is a prisoner in a German hospital - notice received reluctantly as some good news – at least he is alive!

William Rawson returned to London to his father William and his wife Muriel, perhaps seeing his little girl for the first time. He secured employment at Labatt's eventually retiring as foreman.



Lieutenant (Captain) STONER, Oliver Gerald MiD, WIA, 11 June 1944.

Commemorated yearly as the “Black Day” for the regiment. “B” Squadron ambush.

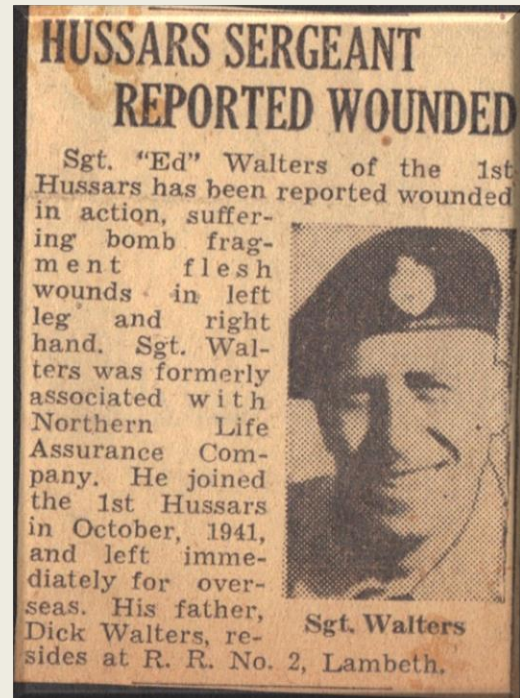
Captain Stoner had quite a war. The *Gallant Hussars* recounts many encounters this Londoner survived against a determined enemy. Post war, he remained in touch with members of the regiment he had known since 1941. On page 234, he is pictured on Juno Beach in 1971 as the long submerged “Bold” is hauled from the Channel to become the regiment’s WWII memorial in France. (See Chapter 5 for his personal account on 11 June 1944.)



Sergeant WALTERS, Edwin R., A 17087,
WIA, 8 August 1944.

Operation "TOTALIZE" - breaking
through German lines leading to the
Falaise gap closing.

Troops returning from overseas
duties were frequently welcomed
back to former employment; such
was the case for Edwin Walters. He
returned to Northern Life Assurance
Co. of Canada. This company was
located in a regal building at 291
Dundas Street, near our Armouries.
Ed became the company's Secretary,
retiring by 1976. The other notable
accomplishment was his marriage to Marion.



Trooper WILKES, Ernest Leslie, A 4227,
WIA, June 6 1944.

D-Day invasion of continental Europe.

With the war over and his wound healed, Ernest Wilkes returned to London and secured employment at the # 25 Central Ordnance Depot on Highbury Avenue. Along the way by 1949, he was married to Norma residing on London's East Street. When the C.O.D. closed, he afterwards worked in some capacity for the Department of National Defence.



The Ugliest Side of War – Murder:

After landing on D-Day, when the First Hussars got its first bleeding, not many days passed before the regiment began to get wary of the enemy's murderous intentions beyond normal battle tactics and resistance. Barring their way into Caen, SS Panzer Divisions confronted them near the village, Le Mesnil-Patry, a name never to be forgotten in regimental history. On June 11, "B" Squadron was practically annihilated as it attacked around the village. In the aftermath, dead tankers were found with all the tell-tale fatal wounds of execution; the Germans had murdered some of the wounded and prisoners taken.

The accompanying article printed after the war in the Toronto Star, memorialises some of the victims, all Canadian soldiers, two from the First Hussars. They are:

Captain SMUCK, Harry Lee, KIA , 11 June 1944. Buried Ryes, France.

B 61599, Trooper PEDLAR, Kenneth Oscar, KIA, 11 June 1944. Buried Beny-sur-Mer, France.¹



¹ In post war 1945, a pathologist determined that Trooper Pedlar was probably not murdered. More likely, he died of combat wounds sustained in a tank.

TORONTO FAMILIES SHOCKED BY NEWS KIN MURDERED

Eight Toronto families who believed that their kin had been killed or missing in fighting overseas, learned today that death had come through what defence department officials call "murder" by Nazis. They are grief-stricken.

"We were celebrating our 23rd wedding anniversary when a telegram came from Ottawa, saying our boy was missing," said Wallace Findlay of Lamb Av. A short time later, he said, word came that the son, Pte. Robert M. (Red) Findlay, had been "killed in action" on June 8, 1944, and was buried in a Canadian cemetery in Beny-Sur-Mer, seven miles from Caen.

Somewhat similar experiences were felt by the other seven families. The new information regarding their kin came in a defence department announcement last night that a total of 114 Canadian soldiers were "murdered" by the 12th S.S. division under Major - Gen. Kurt Meyer, after being captured during the invasion of the Normandy beaches in June, 1944. The latest list included the eight Toronto men.



Red Findlay



Rfm. Fred Holness

Meyer now is appearing before a Canadian military court under

Maj. - Gen. Harry W. Foster of Picton, Ont., and Halifax, on charges of being directly or indirectly responsible for the shooting of 48 Canadian prisoners at the ancient abbey of Ardenne, at Mouen, and at Authie, near Caen.

The men came from three battalions of the 3rd division, the Queen's Own Rifles of Toronto, the Sherbrooke Fusiliers of Sherbrooke, Que., and the North Nova Scotia Highlanders of Amherst and Truro, N.S. and other units yet to be officially determined.

"About a year ago we learned indirectly that Robert had been transferred from the 48th Highlanders to the Winnipeg Rifles," said Mr. Findlay. "Then we read how 18 members of that regiment had been brutally murdered in cold blood. We have always wondered if Robert were among them."

The father of the slain soldier said the mass murder of innocent soldiers, whose only crime was serving their country, was "too awful to speak about."

Pte. Findlay attended Central Tech. and enlisted in the 48th Highlanders in the summer of 1942. Six weeks after arrival overseas he was reported missing in action. His brother, Lieut. James Findlay, is



Tpr. Ken Pedlar

being treated at Christie Street hospital for wounds received overseas.

"A Terrible Shock"

Lieut. Barker was a graduate of Queen's university. He joined the Hamilton Tigers just before the war, as quarter-back on the championship team.

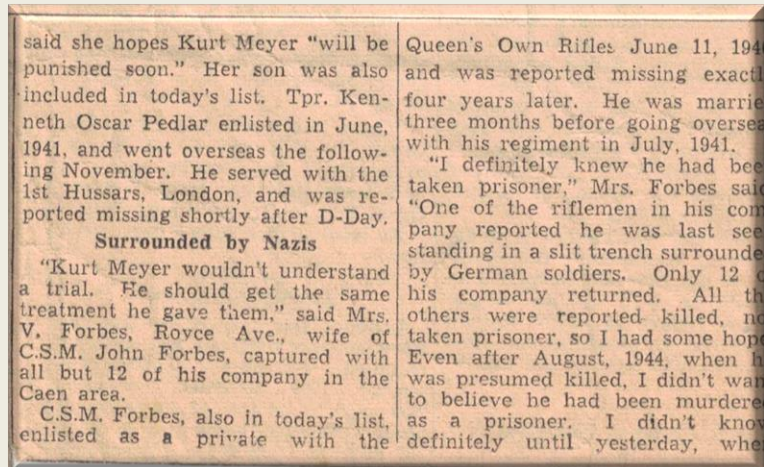
With the outbreak of war he joined the R.C.A. as a battery officer, going overseas with the Third Division, and into action with them on "D" Day.

"I was notified a year ago of my son's death, since then, men of his unit have filled in some of the blank spaces for me, therefore it didn't come altogether as a surprise," Mrs. Barker added. "However, it is still a terrible shock."

Until they read in The Star the murder by the Germans of Rfm. Fred Holness, 21, his parents, Mr. and Mrs. Albert Holness of McMurray Ave., believed he was killed in action. "They are too heartbroken to speak," said his sister, Lillian, today. "We went through this last year, and now it is an additional shock to them."

Rfm. Holness went overseas in June, 1942, with the Lorne Scots. He transferred to the Winnipeg Rifles and went into action on D-Day. He was reported missing June 8, 1944, and reported killed the following September. He is survived by his parents, his sister and three brothers, Gnr. Albert, in Germany, Clifford and Eddie.

Mrs. S. J. Pedlar of Corbett Ave.



Note the comments made by the families as to the hoped for future prospects awaiting Major General Kurt Meyer. In the words of Mrs. V. Forbes: "Kurt Meyer wouldn't understand a trial. He should get the same treatment he gave them."

The evidence to determine if a soldier was murdered or died of combat wounds is a daunting task. The case cited above for Trooper Pedlar illustrates how initial assessment for cause of death could be wrong. In a few incidents there was an eye-witness to verify that the soldier was shot, but in many cases this evidence is missing. Despite the difficulty of making a definite determination as to cause of death, Canada's Department of Veteran's Affairs states that "up to 156 Canadian soldiers were illegally murdered in scattered groups, in various pockets of the Normandy countryside."

The known list of First Hussars who were probably murderedⁱ is:

A 609, Trooper BOWES, Arnold David, KIA, 11 June 1944, Buried Beny-sur-Mer, France

A 57462, Trooper CHARRON, Albert Alexander, KIA, 11 June 1944, Buried Ryes, France

B 135342, Trooper HANCOCK, Arthur Richard Hugh, KIA, 11 June 1944, Buried Ryes, France

D 131465, Trooper LeCLAIRE, Joseph Marcel Andre, KIA, 11 June 1944, Buried Ryes, France

B 49476, Trooper PERRY, Clayton George, KIA, 17 June 1944, Buried Beny-sur-Mer, France

B 61456, Trooper PRESTON, Lee Irwin, KIA, 11 June 1944, Buried Beny-sur-Mer, France

L 154029, Trooper SCRIVEN, Gilbert Harold, KIA, 11 June 1944, Buried Beny-sur-Mer, France

Captain SMUCK, Harry Lee, KIA, 11 June 1944, Buried Ryes, France

Lest We Forget



HODIE NON CRAS

ⁱ Despite the probability that they were murdered, they are nevertheless, recorded as Killed In Action, KIA.