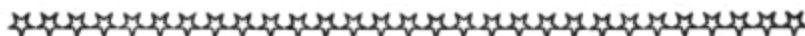


**CANADIAN**  
**MILITARY MEDALS**  
**&**  
**INSIGNIA JOURNAL**



ISSN 0318-2436

IN THIS ISSUE

DECEMBER 1980  
Vol. 16 (4)

- 952 - U-Boats in the St. Lawrence - B.K. West
- 937 - Medal Roll - RCNVR Officers' Decoration
- 938 - Orders, Decorations and Medals of Canada  
- Paul Morrissey
- 943 - Hudsons' Bay Co in WW I  
John Philip Sousa, MVO  
William Hall, RN, VC  
Medal prices in 1921
- 944 - Order of Military Merit Awards, Nov. 1980
- 946 - British Auxiliary War Services, WW II, Pt 2.

---

Editor: Ross W. Irwin,

## U-BOATS IN THE ST. LAWRENCE

by B.K. West

illustrations by George Reinjtes

Where the fresh water of the St. Lawrence meets the salt water of the Gulf of St. Lawrence, the mighty St. Lawrence River is 60 miles wide. This mixing of different densities of fresh and salt water was a nightmare for the ASDIC operators of the anti-submarine vessels of the escort forces; therefore, it wasn't at all surprising that an enterprising and daring U-boat Kapitän would eventually poke his nose into the St. Lawrence in order to attack unescorted merchantmen on their 593 mile voyage from Quebec to Sydney, N.S.

Despite the St. Lawrence Conference in March 1942, which met to review plans made in 1940 for the establishment of Quebec - Sydney convoys and the use of Gaspé as a base for escort vessels, no action was taken on the recommendations until after the U-553 arrived in the St. Lawrence. Kapitän Thurman's vessel was sighted by coast watchers near Cape Ray, Newfoundland, at dawn on June 10, 1942 as it was heading west. Later that day, U-553 was attacked by an aircraft which forced the U-boat to submerge. On the night of the same day, U-553 surfaced off Anticosti Island. Following normal operational procedure, the submarine submerged at dawn and lay on the bottom all day. One can only surmise that Thurman experienced some difficulties in regulating the negative buoyancy of the U-boat in this mixture of fresh and salt waters as well as maintaining the position of his boat against the currents swirling around it.

On the night of June 11, 1942, Thurman brought his U-553 to the surface and moved south across the river to take up a position just west of Cap des Rosiers. At 23:30 hours, he torpedoed a British merchantman, S.S. NICOYA, at point blank range, and it began to sink immediately. Moving off towards the north-east, Thurman encountered and sank the Dutch freighter LETO about two hours and forty minutes later. He then proceeded into the Gulf during the hours of darkness lay on the bottom during daylight, and headed out into the Atlantic the following night.

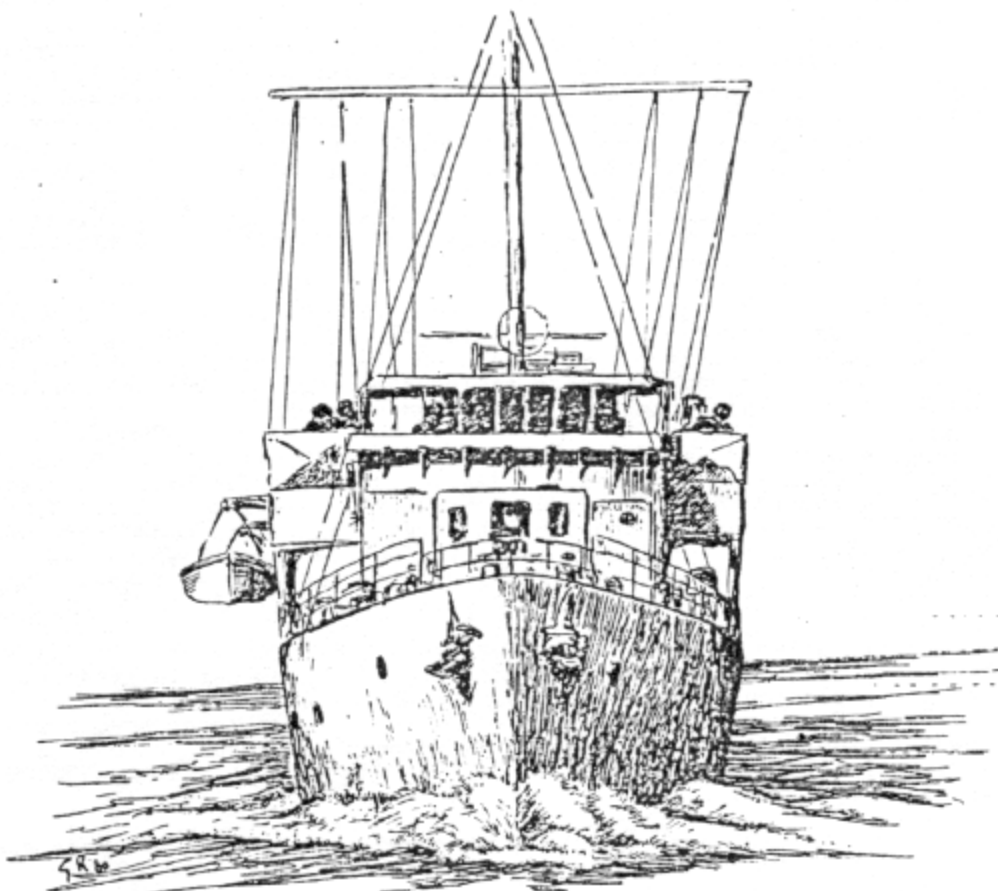
The results of Thurman's sinkings were immediate. Crowds gathered along the Gaspé coast after seeing the explosions and flames out in the St. Lawrence. Exhausted survivors covered with fuel oil were brought ashore, and the Canadian Navy was castigated for not preventing this disaster from occurring.

Actually, the total escort force allocated to the St. Lawrence at this time consisted of a Bangor class minesweeper and two Fairmile launches which had commenced immediately to search for the U-553 when news was received of the sinkings. Five more Bangor class minesweepers were recalled from the western local escort force and based in Gaspé further weakening the escorts of the Atlantic convoys. Sailings in the St. Lawrence were halted temporarily until the Quebec - Sydney convoys could be organized.

The Straits of Belle Isle now received the attention of the U-boats. This narrow but important waterway between Labrador and Newfoundland



death  
in the  
St. Lawrence



HMCS  
Georgiana attempting  
to ram U-boat

had, by the summer of 1942, become extremely busy as large quantities of supplies were moved to northern bases in Greenland and Labrador.

U-517, commanded by Hartwig, arrived off Belle Isle at the northern end of the Strait on the morning of August 26, 1942. He sailed between Belle Isle and Cape Bauld, the northern tip of Newfoundland. Early the next morning, Hartwig attacked a Sydney to Greenland convoy escorted by United States Coastguard cutters and sank the transport CHATHAM with one of the two torpedoes he fired. Evading the escorts, he moved northward the following day, August 27, 1942, U-517 sighted another U-boat, U-165, but as they were preparing to close for a consultation, Hartwig in U-517 circled Belle Isle and met up with the same convoy about 21:30 hrs. This time he torpedoed another ship and U-165 got another.

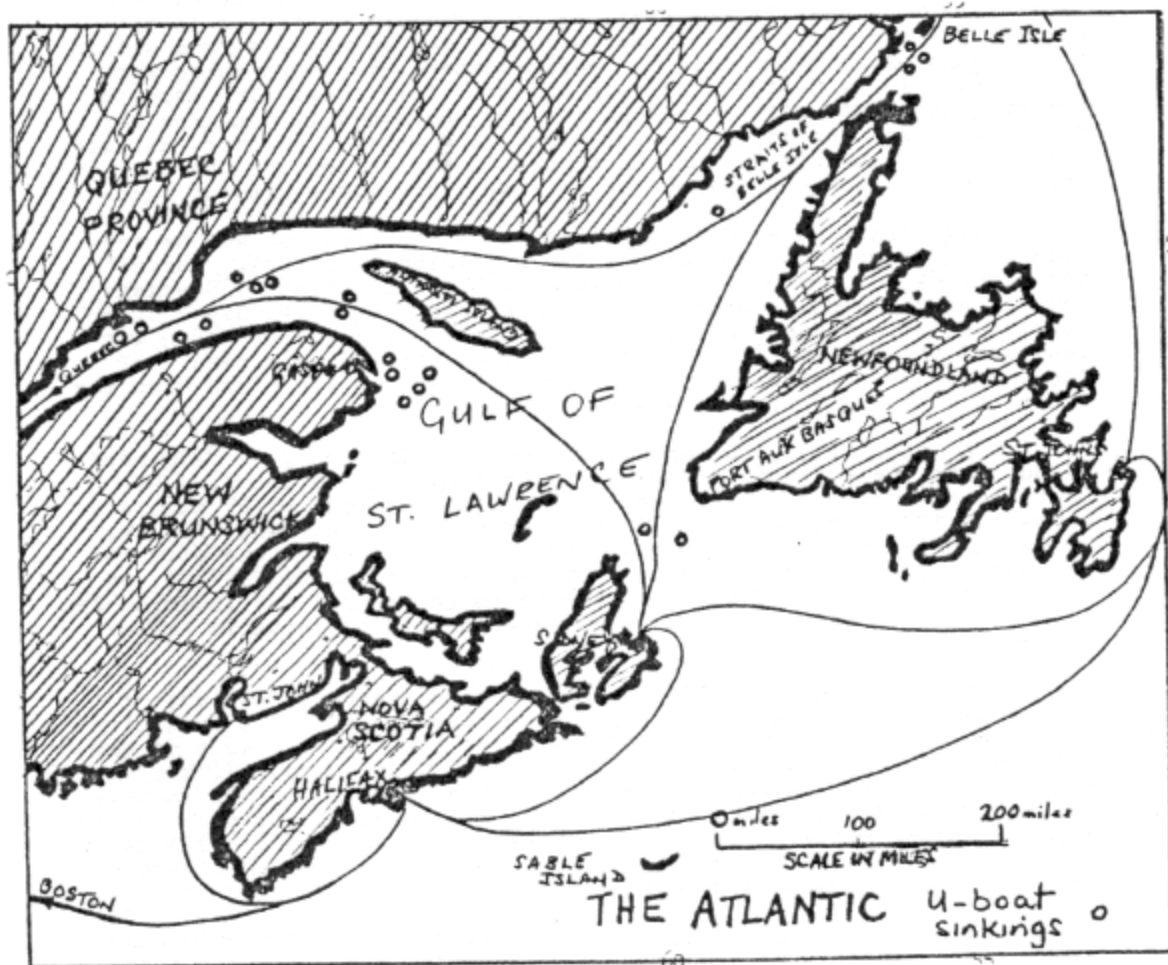
After taking evasive action to avoid the attacks of the escort vessels, Hartwig sailed the U-517 down through the Straits of Belle Isle into the Gulf of St. Lawrence which he reached on August 29. In the afternoon, he sighted Anticosti Island from which he patrolled in a line running NE-SW. In the early evening of September 2, he sighted a Canadian escorted northbound convoy which he shadowed until darkness fell. At 1:30 hrs the following morning, another convoy approached on a reciprocal course heading southward. As Hartwig moved in to attack, he was sighted by HMCS WEYBURN, one of the escorting corvettes, which opened fire with its 4-inch gun and fired rockets. As the corvette approached the U-517, Hartwig waited coolly for his opportunity to fire a torpedo which scored a direct hit on the merchantman, DONALD STEWART, which was set on fire.

During the next day, U-517 in company with U-165, patrolled the Gaspé passage between Gaspé Peninsula and Anticosti Island. An aircraft appeared suddenly and dropped a bomb on the deck of the U-517, which failed to explode, but with the assistance of the submarine's engineer and two sailors, the bomb was heaved overboard.

On the night of September 6, 1942, the U-517 was within 250 miles of Quebec City when a Quebec - Sydney convoy escorted by two corvettes and two Fairmiles and the armed yacht RACCOON came into sight. HMCS ARROWHEAD depth-charged the U-517 severely, and Hartwig ordered the release of a pillen werfer or submarine bubble target, which was tracked by the ASDIC of the ARROWHEAD until the echo vanished. Then the escort went to the aid of the survivors.

Shortly after midnight when the rescue work of the escorts had been completed, it was noticed that the RACCOON was not in attendance, and two explosions were heard from a long way astern. A Fairmile failed to find any trace of the RACCOON, and it was never seen again. However, the body of one of the crew members was washed ashore on Anticosti Island several days later. It was thought that the RACCOON was sunk by U-165.

Shortly before dawn, the U-517 regained contact with the same convoy and proceeded to penetrate the columns of ships before firing three torpedoes simultaneously. All torpedo's registered hits and the U-boat escaped from the series of attacks which were made upon it. Three days later, on September 11, Hartwig torpedoed HMCS



CHARLOTTETOWN which was returning to Gaspé in company with the mine-sweeper HMCS CLAYQUOT. Despite the fact that the two ships were zig-zagging a mile apart and that the ASDIC was manned, the U-boat's presence was not discovered until the two torpedo's struck the CHARLOTTETOWN on the starboard side. It is felt that the varying temperatures and densities of the different layers of fresh and salt water created confusing echoes which prevented the detection of the U-boat.

Within three minutes the corvette sank. Casualties were light until a depth charge on the stern exploded as the vessel sank, killing six men in the water. The CLAYQUOT searched in vain for the U-boat without success and then returned to pick up the survivors, many of whom were wounded.

With U-165, Hartwig attacked another Quebec - Sydney convoy on September 15-16 despite the presence of a British destroyer in the escort. In the first attack, Hartwig sank two more ships from within the columns of ships; and in the early morning, two more ships were sunk, probably by U-517 as Hartwig did not claim them. The escorts attacked the U-517 with determination and succeeded in damaging her firing gear and the apparatus for distilling water. However, Hartwig was determined to use all of his torpedo's before leaving the Gulf of St. Lawrence, but he remained for another three weeks without success.

Hartwig permitted a 50 ton sailing vessel to pass because he considered it unworthy of one of his few remaining torpedoes. During the night of October 3, 1942, he watched three illuminated Swedish neutral merchant ships pass. A few days later, he fired his four remaining torpedoes at long range at a convoy of 21 ships which was eastbound through the Gaspé Passage, but all missed as a result of the damage done to the U-boats firing mechanism in its clash with the convoy escorts on September 15-16.

With a total of 31,100 tons of Allied shipping sunk, Hartwig headed out into the Atlantic after his successful venture into the St. Lawrence River where he had been on the receiving end of 27 aircraft bombs and 118 depth charges. On his return to St. Laurent, France, he was awarded the Knight's Cross; but a month later he was attacked and sunk by an aircraft from the British carrier HMS VICTORIOUS, as he was outward bound. He was fortunate to be rescued and interrogated by intelligence officers to whom he revealed his exploits in the St. Lawrence River.

On September 21, HMCS GEORGIAN, a Bangor mine-sweeper, just out of Sydney harbour, and on her way to join a convoy, sighted a partially submerged U-boat at 1000 yards off her port bow. As a result of the pattern of shallow set depth charges which GEORGIAN dropped, the U-boat was blown to the surface and GEORGIAN attempted to ram. However, before GEORGIAN reached the U-boat, it turned over on its side and sank. Further patterns of depth charges were discharged, and a large quantity of oil bubbled to the surface. Despite all signs of a confirmed kill, the damaged U-boat escaped.

During October 1942, U-boats again entered the St. Lawrence and two more merchantmen were sunk. On October 14, the passenger ferry

between Sydney and Port aux Basques, Newfoundland, was torpedoed and sunk in the Cabot Strait with the loss of 136 lives. Werner Janowski a German spy, was landed from a U-boat on a shore near New Carlisle. Fortunately, he was taken into custody by Canadian authorities within 24 hours of his landing on Canadian soil. This was the last act in the U-boat campaign in the St. Lawrence in which Canada had suffered defeat at the hands of the U-boats.

# ROYAL CANADIAN NAVY VOLUNTEER RESERVE OFFICERS' DECORATION

## MEDAL ROLL

R.W. Irwin

Name	Rank	Date Approved
Archie McCallum	Surg Cdr	10/ 6/1939
Wm G. Shedden	Cdr	2/ 5/1942
Donald A. Grant	Lieut Cdr	24/ 2/1943
Conan R. Frazer	Cdr	20/ 2/1943
Chas L.M. Donaldson	Lieut Cdr	24/ 2/1943
H.W. Balfour	Lieut Cdr	18/ 3/1943
P.B. Cross	Cdr	31/ 3/1943
A.L. Anderson	A Cdr	13/ 4/1943
R.P. Ponder	A Cdr	22/ 5/1943
E.T.C. Orde	Cdr T	22/10/1943
T.H. Beament	Act Cdr T	14/10/1943
E.P. Shaver	Act Cdr	13/12/1943
J.S. Wilson	Lieut Cdr	13/12/1943
H.G. Nares	Cdr	17/ 1/1944
F.A. Price	Cdr	15/ 1/1944
N.L. Pickersgill	Lieut Cdr	21/ 1/1944
R. Jackson	Lieut Cdr	7/ 2/1944
W.J.F. Hose	Lieut Cdr	5/ 4/1944
G.H. Buntain	Lieut Cdr	8/ 5/1944
J.J. Connelly	Cdr	26/ 4/1944
C.H. Bonnycastle	Cdr	22/ 5/1944
E.R. Brock, CBE	Capt	Not issued?
E.A. Brock	Capt	7/11/1944
L.L. Atwood	Act Cdr	19/ 1/1945
C.R.F. Piers	Lieut Cdr	17/ 5/1945
C.V. Green	Const Cdr	7/ 8/1945
J.H. Rowlands	Lieut Cdr (S)	21/11/1945
T. Hood	Cdr	8/ 2/1946
M.J. Magnusson	Cdr	6/ 5/1946
G.F. McCrimmon	Cdr	2/12/1946
R.L. Dunsmore	Cdr (SR(E))	/10/1948

Paul Morrissey

British titles were awarded to Canadians on the recommendation of the Canadian Cabinet from the time of Confederation until 22 May, 1919. When a resolution of the Canadian House of Commons requested His Majesty to refrain from granting titular honours to Canadian citizens, discontinuance of awarding British titles (along with reform of the Senate) had been demanded in all reform platforms of the early twentieth century. Prime Minister R B Bennett reversed this policy in 1933 and Canadians were included in 3 Honours lists before a new administration again reverted to the policy of 1919. The conferring of Orders of Chivalry, not involving the use of titles was recommended on 24 July, 1942 by a Special Committee as a war measure.

Though it is unlikely that Canadians will again be recommended for British decorations by a Canadian Prime Minister, it is still within the Queen's prerogative to grant awards such as the Order of Merit. The Canada Medal was authorised as the first distinctly Canadian decoration. The decoration was instituted by Prime Minister Mackenzie King in 1943 to recognise appreciation of national service - Mackenzie King was the leader of the administration that exiled British orders from use, if not from memory in 1935. But this award was not proceeded with and all 14 medals that were struck were impressed Specimen on the rim. The Medal had the effigy of the Sovereign on the obverse and on the reverse within a wreath of Maple Leaves the Escutcheon of the Coat of Arms of Canada surmounted by a Crown with the word CANADA on a scroll beneath. The word 'Merit' in English or French appears on the clasp from which the medal is suspended, this is distinct from the recent awards such as the Order of Military Merit where both language variants are used on the award.

See Taprell Dorling 1970 edition for illustration of the Canada Medal.

I have not listed the Canada Forces Decoration ( CD ) in the Order of Precedence below as it is purely a long service award. The Canadian Forces Decoration was authorised by Order-in-Council 6335 dated 15 December, 1949. This Order -in-Council was superseded by another issued 27 June, 1950. This Order, in turn was revoked with the Order made 5 March, 1953. The most significant difference between the Order-in-Council of 1949 and that of 1953 is that the former provided for different ribbons for members of the Regular and Reserve Forces.



The GVI issue of the CD has a solid bar with the word CANADA on tablet as a suspender mounting. The EIIR issue does not have this tablet and is suspended from a curved bar supported by scroll arms with a small Maple Leaf at the base. The tablet on the GVI type was engraved on the edge with the name and rank of the individual but the present type is stamped on the edge with the name and rank. The ribbon of the CD at  $1\frac{1}{2}$ " is wider than most medal ribbons and I *feel* that the award would be more attractive if the suspender was redesigned. The CD with its decagonal shape is an interesting design ( each side representing a province ) but with the omission of the CANADA mounting (the Royal Cypher has also been omitted from the reverse) it has lost much of the original meaning of Canadian Forces Decoration.

The Canadian System of Honours is made up of the Order of Canada, the Order of Military Merit and three decorations for bravery. It is administered at Government House by the Honours Secretariat.

All of the Canadian national awards are published in the Canada Gazette. Each year, a day or two before Dominion Day July 1st, and just in advance of New Year's Day, lists are published in the Canada Gazette of newly appointed members of the Order of Canada and the Order of Military Merit. Press releases are made available at the same time. There are no specific dates for bravery awards and they are published as convenient.

Some months after publication, individuals to receive awards are invited to an Investiture ceremony at Government House in Ottawa where they receive the insignia from the Governor General and are guests at a reception to mark the occasion. As a rule, each recipient and one guest of his choice come to Ottawa for the Investiture at government expense. However, in certain instances because of the health or advanced age of a recipient, and if the Governor General will not be travelling to the place of residence of the recipient for some time, the Lieutenant-Governor of the province of the recipient is asked to make the presentation on behalf of His Excellency. The Order of Canada was instituted in 1967 (Centennial Year) and the Constitution of the Order was revised in 1972 when the Order of Military Merit and the bravery decorations were authorised.

Her Majesty is Sovereign of the Order of Canada and the Order of Military Merit and the Governor General is <sup>by</sup> virtue of that office is Chancellor of both and Principal Companion of the Order of Canada. The Chief of the Defence Staff serves as Principal Commander of the Order of Military Merit.

Unlike in Britain the Prime Minister has no jurisdiction whatsoever over the system of honours and anyone can put forward nominations for awards to the Honours Secretariat at Government House, Ottawa. Nominations for awards are considered by the Canadian Decorations Advisory Committee.

As the awards instituted in 1967 and 1972 have been illustrated in Sentinel magazine and elsewhere I will not go into detail about descriptions.

Though the Order of Canada and the Order of Military Merit have the St Edward's Crown as part of the design of the decorations, the Royal Cypher and the Crown have been relegated to the reverse of the bravery awards.

The gallantry awards of the Cross of Valour, Star of Courage and Medal of Bravery give no indication in the design unlike the George Cross or George Medal that the award is for bravery and the post nominal letters SC or MB mean little or nothing to the man in the street. The Maple Leaf is the central motif to all bravery awards on the obverse but strangely the distinctive word Valour etc is on the reverse of the decoration. The gallantry awards are available to civilians and servicemen of all ranks.

The bravery decorations are inscribed with the rank if to a serviceman or police officer, initials, name and date of incident for which the award was presented. The Cross of Valour and the Star of Courage are named on the reverse and the Medal of Bravery on the rim. The insignia of the Order of Canada and the Order of Military Merit are individually numbered.

As at 16 September, 1980 the total number of gallantry awards made is 8 Crosses of Valour, 121 Stars of Courage, 280 Medals of Bravery. Of these military personnel have received the following numbers 3 Crosses of Valour, 18 Stars of Courage, 43 Medals of Bravery.

A few of these awards were for acts performed during United Nations Operations particularly the outbreak of hostilities in Cyprus in 1974.

The Canadian Government ceased to make recommendations for British bravery awards in 1967, the date of the establishment of the Order of Canada. Since Canada instituted it's own bravery awards Australia has also created similar decorations but the Federal States unlike the Canadian Provinces can still submit names for awards of the George Cross etc.

Canada in company with the other Dominions issued a national service medal for WWII. The Canadian Volunteer Service Medal 1939-45 is an attractively designed award in silver but unlike the Australian and South African service medals it was issued un-named to the "Volunteers".

A general service medal has been proposed in the Canadian Parliament but this matter is still under review. Canadian servicemen have not been under fire since WWII other than as UN policemen and the terms under which the medal has been proposed (eg for NATO service) are different to those which British soldiers received GSMEs for Malaya etc. In making this statement I do not seek to belittle the servicemen and women of the Canadian Forces as peacekeeping in Cyprus and Vietnam has shown is not without danger.

Canadian military personnel have participated in all of the UN peacekeeping operations from 1948 to date-October 1980. In some operations such as Korea and UNEF (1) whole units were involved, in others such as UNTEA (West New Guinea 1962) a few individuals were on post as observers or specialist personnel. The Sentinel magazine issue no 1974/4 illustrated the UN medals to date and described them as "peace Medals" or "post WWII Campaign medals". Apart from Korea and the Congo where UN units were in combat most UN peacekeeping operations have been of an observation or interim status. The Canadian Centennial Medal is a well designed commemorative medal and unlike the recent bravery awards it does not disguise the Canadian links with <sup>me</sup> Crown. I find it disappointing that the Canadian decorations do little beyond celebrating snowflakes and Maple Leaves. Surely in that vast land between two great oceans there is more than these ephemeral representatives of Autumn and Winter that imagination could use in the medallion art. It may be denied that to satisfy both language groups the Queen's Silver Jubilee Medal issued to Canadians has no written inscription on the reverse but what could be described as the design of a frozen Maple Leaf with the dates 1952-1977 and the Royal Cypher. If it was felt necessary to have a "Canadian theme" on the reverse of the Queen's Silver Jubilee Medal why not the design of the word CANADA above the dates 1952-1977 surmounted by the Crown and the Royal Cypher all within a wreath of flowers representing the 10 provinces.

## Canada - Order of Precedence and Abbreviations

Victoria Cross	(VC)	
George Cross	(GC)	
*Cross of Valour	(CV)	
*Companion of the Order of Canada	(CC)	
*Officer of the Order of Canada	(OC)	
Order of Merit	(OM)	
Companion of Honour	(CH)	
Order of the Bath (Companion)	(CB)	
Order of St Michael & St George (Companion)	(CMG)	
Royal Victorian Order (Commander)	(CVO)	
Order of the British Empire (Commander)	(CBE)	
Commander of the Order of Military Merit	(CMM)	
Distinguished Service Order	(DSO)	
Order of the British Empire (Officer)	(CBE)	
Imperial Service Order	(ISO)	
Order of the British Empire (Member)	(MBE)	
Royal Red Cross (Member)	(RRC)	
Distinguished Service Cross	(DSC)	
Military Cross	(MC)	
Distinguished Flying Cross	(DFC)	
Star of Courage	(SC)	
*Officer of the Order of Military Merit	(OMM)	
*Medal of Bravery	(MB)	
*Member of the Order of Canada	(CM)	
*Member of the Order of Military Merit	(MMM)	
Air Force Cross	(AFC)	
Royal Red Cross (Associate)	(ARRC)	
Order of St John (Esq.St.J; SB St.J.,O.St.J., etc)		
Distinguished Conduct Medal	(DCM)	
Conspicuous Gallantry Medal	(CGM)	
George Medal	(GM)	
Distinguished Service Medal	(DSM)	
Military Medal	(MM)	
Air Force Medal	(AFM)	
British Empire Medal	(BEM)	

Obviously these awards are another form of striving for that elusive Canadian "identity". By restricting the number of grades of the Order of Canada and the Order of Military Merit "feudal overtones" are avoided. This may be important in the New World but the new Dominion members of the Commonwealth such as Papua-New Guinea have continued with British orders and the grade of Knight does not offer embarrassment to the Republics of France or South Africa in their decorations. Canada unlike her sister Dominions Australia and New Zealand does not have British decorations which are titular honours as part of it's Honours system. Our cousins in the Antipodes have expanded the British Honours system by instituting such awards as the Order of Australia and the Queen's Service Order. But Canada though observing the ~~British~~ Sovereign as the fount of all honours has drawn away Royal awards of knighthoods etc.

Did you know that the Hudson's Bay Company sent 250 far-north dogs with half-breed drivers from their posts to Russia in World War I under the command of Captain Kerry?

\* \* \* \* \*

John Philip Sousa was awarded the M.V.O. by King Edward VII in 1902. There were 29,000 people who attended his concerts in the Royal Albert Hall during two evenings and one matinee.

\* \* \* \* \*

From Spink's Circular, 1925, p. 186, lot 38983

Group - Victoria Cross; Crimea with bars Inkermann, Sebastopol; Indian Mutiny with bars Relief of Lucknow and Lucknow; Turkish Crimea; to H.M.S. Shannon. RRR  
70 pounds

During Sir Colin Campbell's advance to the final relief of Lucknow Residency on November 16, 1857, William Hall, Captain of the Foretop of H.M.S. Shannon was with the guns of Peel's Naval Brigade, and was conspicuous for his fearless bravery at the attack on the Shah Nujjiff, one of the stoutest defences of the mutineers around Lucknow.

This medal group is now a part of the Public Archives of Nova Scotia.

\* \* \* \* \*

George A. Lowe, 19 Adelaide St. E., Toronto, broke up a collection of 400 war medals in 1921 and advertised them at the following prices.

North-west 1885, with bar	\$20.00	British War Medal	6.00
same, no bar	10.00	Victory Medal	7.00
Fort Detroit	60.00	1914 Star	7.00
Chateauguay	45.00	1914-15 Star	5.00
Fenian Raid 1866	8.00	D.C.M. (Canada)	25.00
Fenian Raid 1870	16.00	Arctic 1855	10.00
FR 1866 + FR 1870	30.00	Peninsula, 8 bars	25.00
Red River 1870	50.00		

\* \* \* \* \*

ORDER OF MILITARY MERIT NOMINAL ROLL

November 24, 1980

GRADE OF COMMANDER

Brigadier-General Paul David Manson, CMM, CD, 45, Deep River, Ont.

Major-General Kenneth John Thorneycroft, CMM, CD, 52, Swift Current, Sask.

GRADE OF OFFICER

Lieutenant-Colonel Joseph Paul Denis Boiteau, OMM, CD, 51, Ste. Foy, Que.

Brigadier-General Bruce Trueman Burgess, OMM, CD, 47, Amherst, N.S.

Lieutenant-Colonel Joseph Douglas Albert Call, OMM, CD, 37, Quebec City.

Lieutenant-Colonel Kenneth Burton Clarke, OMM, CD, 50, Windsor, Ont.

Major Edward Key Dewar, OMM, CD, 47, Penhold, Alta.

Major Kenneth Stanley Durrant, OMM, CD, 48, Comox, B.C.

Colonel John Alan Robert Gardam, OMM, CD, 49, Victoria, B.C.

Colonel David Victor Hampson, OMM, CD, 54, Ottawa.

Lieutenant-Colonel Austin Hilyard Hayes, OMM, CD, 46, Sussex, N.B.

Colonel William Bentley MacLeod, OMM, CD, 52, Charlottetown, P.E.I.

Major Bryce Gordon McDonald, OMM, CD, 46, Montreal.

Lieutenant-Colonel William Cryle Robertson, MC, OMM, CD, 56, Kamloops, B.C.

Colonel Edward Edgar Henry Rowe, OMM, CD, 49, Sault Ste. Marie, Ont.

Lieutenant-Commander Donald George Smith, OMM, CD, 51, Dartmouth, N.S.

Lieutenant-Colonel Jerry Peter Stevenson, OMM, CD, 46, Victoria.

Colonel Gordon Lewis Waterfield, OMM, CD, 48, Dartmouth, N.S.

GRADE OF MEMBER

Master Warrant Officer Harold Haakon Alstad, MMM, CD, 46, Grande Prairie, Alta.

Captain Graham Gordon Barnard, MMM, CD, 42, Smiths Falls, Ont.

Master Warrant Officer William Edward Bowen, MMM, CD, 46, Halifax.

Warrant Officer Robert Arthur Brignell, MMM, CD, 48, Calgary.

Warrant Officer Joseph Raymond Paul Carriere, MMM, CD, 44, Ottawa.

Sergeant Jean Guy Chouinard, MMM, CD, 31, Trois Rivières, Que. 945

Master Warrant Officer Earl Franklin Clarke, MMM, CD, 46, Dartmouth, N.S.

Chief Warrant Officer Angus Forbes Cruickshank, MMM, CD, 49, Kelowna, B.C.

Chief Warrant Officer Frederick Allan Cruickshank, MMM, CD, 52, Amulet, Sask.

Master Warrant Officer George Joseph Del Fabro, MMM, CD, 47, Sault Ste. Marie, Ont.

Warrant Officer William Wayne Desaulniers, MMM, CD, 45, Chapleau, Ont.

Chief Warrant Officer Joseph Emilien Claude Gagnon, MMM, CD, 39, Nicolet, Que.

Chief Warrant Officer Charles Robert Hotston, MMM, CD, 54, Picton, Ont.

Master Corporal Robert Anthony Hubert, MMM, CD, 47, Fort Francis, Ont.

Chief Warrant Officer Olavi Waino Karkkainen, MMM, CD, 50, Thunder Bay, Ont.

Captain Charles Henri Lapointe, MMM, CD, 51, Quebec City.

Sergeant John Bruce Lockett, MMM, CD, 39, Annapolis, N.S.

Chief Petty Officer Class 2 Willard Albert Losier, MMM, CD, 40, Mission, B.C.

Captain James Malcom MacFie, MMM, CD, 44, Dunchurch, Ont.

Master Warrant Officer Kenneth Maybee, MMM, CD, 42, Oromocto, N.B.

Chief Warrant Officer Kenneth Eric McIntosh, MMM, CD, 46, Toronto.

Chief Petty Officer Class 1 Frederick Gilbert McKee, MMM, CD, 44, Dartmouth, N.S.

Chief Warrant Officer Richard Allan Menzies, MMM, CD, 52, Petawawa, Ont.

Captain John William Miles, MMM, CD, 50, Calgary.

Captain Richard Frederick Pane, MMM, CD, 45, Portage la Prairie, Man.

Lieutenant John Keith Rankin, MMM, CD, 43, Edmonton, Alta.

Chief Warrant Officer Guy Joseph Savard, MMM, CD, 38, Montreal.

Captain Paul Arthur Veilleux, MMM, CD, 44, Montmorency, Que.

Sergeant James Kelvin Walker, MMM, CD, 43, Portage la Prairie, Man.

Master Warrant Officer Karl Heinz Weiler, MMM, CD, 46, Gander, Nfld.

Warrant Officer David Earle Whiting, MMM, CD, 39, Chester, N.S.

Captain James Henry Wooffindin, MMM, CD, 53, Kamloops, B.C.

**WOMEN'S AUXILIARY POLICE CORPS**

Employment of women in the Police service has become general, not only in the capacity of women police but also as members of the W.A.P.C., performing clerical, telephone, canteen and motor duties.

**HOME GUARD**

The force called the Home Guard was established, under the name of Local Defence Volunteers, by order in Council, May 17th, 1940.

Units of the Home Guard, composed principally of Ex-Service men, are now in active operation throughout the British Isles. Their duties of local military defence are under direction of the Army Council.

The Home Guard is on a voluntary and unpaid basis and is rapidly increasing in personnel. In September, 1941, 1,700,000 officers and men were in training, chiefly British subjects, but the organization admits loyal recruits of other nationalities.

In November 1940 the War Secretary announced that automatic rifles, machine guns and grenades would be provided on a scale representing full armament and that "unimpeachable military status" would be given the Guard, thus removing the risk of the Germans treating members as "francotireurs".

**W.R.N.S. (WOMEN'S ROYAL NAVAL SERVICE)**

(The "Wrens")

50 Charing Cross, London, S.W. 1

The "Wrens" were organized in 1917, demobilized after the last war, re-organized in April, 1939.

Ranks: Officers: Chief Officer, First Officer and Second Officer. Ratings: Chief Wren, Leading Wren and Wren. Uniform of a naval type is worn. Age limits, 18 to 50. Enrolment, June, 1941, 14,000 ratings and 600 officers.

Women work as cooks and waitresses, stores clerks, battery chargers, gardeners, laboratory assistants, librarians, radio telegraphists, etc., etc. There is to be an expansion of existing W.R.N.S. strength so that the Royal Navy on shore can be manned entirely by women. Early in 1941 a party of W.R.N.S. arrived in Singapore.

**A.T.S. (WOMEN'S AUXILIARY**

**TERRITORIAL SERVICE)**

War Office, Hobart House, Grosvenor Place, London, S.W.

Director and Chief Controller, . . . . . Mrs. Jean Knox.

This service was formed so that in time of war, women could release soldiers from routine work which they could perform equally well, such as cooking, typing, laundry work and storekeeping. Members of the A.T.S. are now assisting efficiently in the sighting of anti-aircraft guns. The director of the A.T.S. is responsible directly to the director general, Territorial Army.

In April 1941 some changes were made in Commissioned Officers' titles which are now: Chf. Controller, Snr. Controller, Controller, Chf. Comdr., Snr. Comdr., Jr. Comdr., Subaltern, Second Subaltern, with pay ranging from 28s. 8d. to 7s. 4d. per day. Non-Commissioned: Warrant Officer Class 1, Warrant Officer Class 2, Staff Sergeant, Sergeant Cook, Sergeant, Lance Sergeant, Corporal, Lance Corporal, Private, with pay ranging from 1s. 8d. to 8s. 4d. per day. Enrolment, June 1941, 40,000; objective, 100,000.

**WOMEN'S LAND ARMY**

Ministry of Agriculture, Balcombe, Hayward's Heath, Sussex.

The Women's Land Army is an active and enthusiastic corps of home defence workers. They are being trained at farm institutes in such subjects as tractor management and various agricultural jobs which will release men for other duties. Enrolment, 1941, 16,000; objective, 50,000.

**BRITISH RED CROSS SOCIETY**

3 BELGRAVE SQUARE, LONDON, S.W.

The War organization of the British Red Cross Society and Order of St. John of Jerusalem provides one of the finest medical and nursing services in the British Commonwealth. Its members, numbering many thousands enrol for V.A.D. service in Naval, Military or Air Force Hospitals; for mobile or

immobile service, full or part time duty in Emergency Hospitals and for duties in First Aid Posts or with First Aid parties as well as other branches of nursing, civil or military. Many of its members, including the St. John Ambulance Brigade (men and women) are entirely voluntary and unpaid.

**WOMEN'S TRANSPORT SERVICE (F.A.N.Y.)**

31a WILTON PLACE, KNIGHTSBRIDGE, LONDON, S.W.

Originally known as the Field Army Nursing Yeomanry, the work of this Corps is divided into two Sections. Enrolment, about 5,000.

(1) The Motor Companies, A.T.S., which come under the general administration of the Auxiliary Territorial Service and

(2) Voluntary transport workers (motor drivers) working under their own officers for various organisations including the American Ambulance, the Polish forces, the Home Guard, etc.

**MECHANIZED TRANSPORT CORPS (M.T.C.)**

34 LOWER BELGRAVE STREET, LONDON, S.W.

This voluntary organization, founded in 1939, provides automobile drivers to a number of British Ministries such as the Home Office, Ministry of Pensions, Ministry of Supply, Civil Defence, etc. 120 members of this Corps served both with the French Fighting forces and with the refugees in the South, and all took part in the great retreat.

Although the Corps does not come under the discipline of any Service Ministry, it is run on military lines and is subject to strict internal discipline. It numbers some 2,000 members, many of whom provide their own cars.

**THE WOMEN'S LEGION**

2 EBURY MEWS, ECCLESTON STREET, LONDON, S.W.

The motor drivers Corps was formed in January, 1916, as a Section of the Women's Legion for the purpose of supplying women drivers to the R.A.S.C. during the 1914-1918 war. After that war a reserve was formed of Ex-Service women and in 1927 the Women's Legion Motor Drivers received official recognition as a Volunteer Corps. Their work now covers motor driving, map reading, car maintenance, Air Raid Precaution and various other duties and members are enrolled for Home or Overseas Service.

**WOMEN'S INSTITUTES**

NATIONAL FEDERATION OF WOMEN'S INSTITUTES, PUDDINGHATTS FARM, MARKYATE, HERTS.

President, . . . . . Lady Denman.

The National Federation of Women's Institutes representing 300,000 members of the Women's Institute, has done valuable war work particularly in the organization of the evacuation of mothers and children to Reception areas in the United Kingdom and in their welfare after arrival.

**THE BALLOON BARRAGE**

This is a department of the R.A.F. but has its own organization.

Balloon Command has an Air Vice-Marshal at its head and is responsible for all barrages.

Regional control is maintained by groups, the largest being London. Four centres subdivide the work of defending London, each centre maintaining its squadrons, flights and balloon sites.

The force consists of a combination of regulars, volunteer reservists and auxiliaries.

The basic function of the barrage is to keep the enemy air-craft at a certain height and to prevent dive-bombing.

The manning of the balloons and their maintenance is now very largely in the hands of the W.A.A.F.

**THE AIR TRANSPORT AUXILIARY (A.T.A.)**

Consists of several hundred pilots from various countries, who are engaged in ferrying planes from factories to air bases.

**SEA CADET CORPS**

This is an organization run by the Navy League and recognised officially by the Admiralty. Its object is to encourage boys towards seafaring careers by providing preliminary training from the age of 12 in local units.