



Their stories

*Commemorating the veterans
of Montreal West*



CORP. F. C. SCOTT
CORP. S. C. WESTGATE
PTE. W. JAR BROWN
PTE. ART. W. EATON
PTE. F. K. S. MACRAY
PTE. HUBERT B. MOTT
PTE. CHAS. E. TYLER
PTE. J. H. WESTOVER





Robert Oliver Armstrong

*In the Honour of the men
and women of the Navy, Army,
and Merchant Navy of Canada
whose names are inscribed here.
Their graves are unknown but
their memory shall endure.*

- Robert Armstrong is commemorated
at the Halifax Memorial



Jesse Augustus Baldwin

*"... he promised so brilliantly
and was so popular with his
brother officers, that deep regret
at his untimely passing has been
expressed by officers all over
Canada in letters to me."*

- Group Captain K.G. Nairn
in a letter to Jesse's mother



One of three children, Robert Oliver Armstrong was born on March 5, 1913, to Robert Kay and Jean ("Jane") Oliver Armstrong. He attended West Hill High School and, upon finishing his studies, worked as a clerk at Dominion Textiles for six years prior to enlisting on January 22, 1941.

After qualifying as a telegraphist in 1941, responsible for sending and receiving Morse code messages, he served on the newly commissioned corvette HMCS Shediak until 1943 escorting convoys in the North Atlantic and in the Mediterranean. He was subsequently posted to shore-based HMCS Stadacona in Halifax, Nova Scotia for further training in wireless telegraphy. He was promoted to Leading Telegraphist on January 15, 1944, and posted to HMCS Shawinigan six months later. On the night of November 24, 1944, the HMCS Shawinigan was struck by U-boat 1228 during an anti-submarine sweep in the Cabot Strait. All 85 aboard were killed; it was the Royal Canadian Navy's greatest loss of life during the Battle of the Gulf of St. Lawrence. Moreover, HMCS Shawinigan was sunk by the last functioning torpedo to be fired in the Battle of the Gulf of St. Lawrence. Robert was 31 years old.

The youngest of three boys, Jesse Augustus Baldwin was born on June 2, 1911, to Maurice Day and Mary Alexandra Marguerite Baldwin. He was a member of the Anglican Church of Canada (his grandfather was Maurice Scollard Baldwin, a prominent Anglican clergyman, bishop, and author; his father would similarly become rector of All Saints Anglican Church in Montreal), and was baptized at St. Philip's Church. He attended Montreal West High School from 1916 to 1923 and then Westmount High School until 1928. He later studied accounting at McGill University from 1930 until 1935. An avid sportsman, Jesse was a Class "A" skier and a member of both the Mount-Royal Tennis and the Montreal Badminton and Squash Clubs. He was at one time a provincial squash champion. On June 19, 1940, he enlisted in the Royal Canadian Air Force. Although initially an Accountant Officer, he later resigned to retrain and become a pilot; his ambition was to join the Fleet Air Arm, the branch of the Royal Navy responsible for the operation of Naval aircraft. On April 18, 1941, Flying Officer Jesse Augustus Baldwin died in a fire that took place in the officers' quarters of No. 6 Service Flying Training School near Dunnville, Ontario. He was 29 years old.



Wilfred Bark

*"You don't realize how dumb
you are until you hit the sea and
if people were not considerate,
life would be mighty tough."*

- Wilfred Bark in a letter home



Harry Cameron Beattie

The Engineer (1937)

*Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eyes around the curve
For what awaits us there.
When swift and free she carries me
Through a dark and stormy scene,
I watch the rails ahead and hope
That all the lamps are green,
Swift towards life's terminal I trend,
The run is like a dream,
God only knows what's at the end
I hope the lamps are green.*

- A poem written by Harry Beattie in grade 10.



Wilfred Bark was born on March 1, 1922, to Cyril and Edna Bark in Toronto, Ontario. His family moved to Montreal West in 1926 where he was a member of the United Church and attended Montreal West High School. He had a long-standing interest in sailing and served five years as a sea cadet sailing naval whalers and a schooner, although he also enjoyed skiing, hockey, tennis, football, and horseback riding. He briefly studied science at Sir George Williams University, then worked as a clerk with Canadian Industries Limited for two years prior to enlisting with the Royal Canadian Navy on January 13, 1942.

He received his initial naval training in Montreal and at King's College in Halifax, Nova Scotia after which he was posted to HMCS Weyburn as a Sub-Lieutenant on July 20, 1942. In September 1942, HMCS Weyburn was among the Canadian corvettes assigned to the invasion of North Africa, known as Operation Torch. HMCS Weyburn served as a convoy escort until February 22, 1943, when she hit a mine near Gibraltar planted by U-boat 118 three weeks earlier. Sub-Lieutenant Bark was asleep in his bunk when the first explosion came, but he nevertheless managed to make his way to the bridge, where he helped revive the Captain who was knocked unconscious by the blast. The Weyburn started slipping below the surface, and detonators that were jammed exploded, killing some men in the water including Sub-Lieutenant Bark. In total, eight members of the Weyburn were lost. For his part in the "gallant rescue work", Wilfred Bark was posthumously mentioned in dispatches. Sub-Lieutenant Bark was the youngest officer on board the Weyburn. He was 21 years old.

Henry (Harry) Cameron Beattie was born on April 30, 1920, to George Alexander and Lois Ruth Cameron Beattie in Glendyer, Cape Breton (Nova Scotia). The family moved to Montreal West where he attended Elizabeth Ballantyne School from 1926 until 1928, Woodland School and then Kensington School until 1935. He completed part of his third year at Montreal West High School, where he played baseball and hockey. Activities he enjoyed later included skiing, motorcycling and working on internal combustion engines.

After leaving school, he joined the army reserves, initially serving with the Victoria Rifles from 1936 to 1937 and later joining the Royal Canadian Army Medical Corps until 1939. He subsequently entered the workforce with Montreal West Automobile Service Limited and then as a clerk at the H.J. Brydges Company in Montreal West until enlisting with the Royal Canadian Air Force on June 19, 1941. Lieutenant Brydges, another Town veteran, wrote a letter of recommendation on his behalf. After his initial training, Harry attended Air Observer School at Chatham, New Brunswick, followed by No. 1 Wireless School and Bombing and Gunnery School at Jarvis, Ontario, where he graduated as Wireless Air Gunner (at the beginning of the war, Wireless Air Gunners played a dual role being responsible for radio operations as well as the operation of the gun turret). He was posted to No. 145 Bomber Reconnaissance Squadron RCAF in Torbay, Newfoundland on August 13, 1942. On November 1, 1942, Hudson BW449 took off from RCAF Torbay on an anti-submarine patrol and convoy escort duty. The aircraft failed to return. Sergeant Beattie was 22 years old.



Donald Clifford Bissell

Among his personal effects were a bible, a copy of the New Testament, six harmonicas, and a pair of ice skates.



Donald Brain

"He won his majority on the battlefield, known and loved by all his troops, an excellent soldier, a fine gentleman and a valued company commander."

- speaking of Major Donald Brain in a letter to his family



Donald Clifford Bissell was born on August 21, 1913, to Olin Cummings and Irene Mallory Bissell. He was born in Halifax, Nova Scotia and later moved to Saint John, New Brunswick before residing in Montreal West from 1917 until 1939. He had an older brother and two sisters. From 1919 to 1926, he attended Elizabeth Ballantyne School and then Montreal West High School from 1927 to 1932, completing grade 10 and part of grade 11. He was a member of the Montreal West United Church where he taught Sunday school for three years. In addition to coaching and playing hockey, he enjoyed boxing, wrestling, football, baseball, swimming, diving, paddling, skiing and track, as well as photography. In 1932, he joined the workforce as a salesman until he enlisted with the Royal Canadian Air Force on March 2, 1942.

Donald completed his initial training in Belleville, Ontario between June 8 and August 1, 1942. He subsequently attended No. 8 Air Observers School at L'Ancienne-Lorette, Quebec, where he graduated on January 22, 1943, briefly overlapping with Henry Read, another Montreal West veteran. On March 2, 1943, he was promoted to Pilot Officer and arrived overseas later that month; he was posted to No. 418 Squadron RCAF on December 7, 1943, the first and only intruder squadron in the Royal Canadian Air Force; its main job was to patrol enemy airfields in Europe at night and try to pick off night fighter landing and taking off. On January 3, 1944, after taking off from RAF Bradwell Bay on one such raid on an airfield near Diepholtz, Germany, Mosquito LR268 was lost. Flying Officer Bissell was 31 years old.

Donald Brain was born on November 5, 1919, to Mr. George Henry (commissioner for the Town of Montreal West from 1943 to 1953) and Mrs. Emily Sophia Paton Brain. He had three brothers, all of whom would serve overseas (including Thomas Brain, another Montreal West veteran), and a sister. He attended Montreal West High School, where he played basketball, junior hockey, and rugby. In 1939, Donald graduated from the Faculty of Arts at McGill University before moving to Winnipeg, Manitoba. On January 15, 1940, Donald enlisted with the Princess Patricia's Canadian Light Infantry and arrived in the UK in June 1940. On February 28, 1942, Donald married Lucy Violet Stuart-Menteth with whom he had one son, Donald Rowan.

Up until 1942, the Princess Patricia's Canadian Light Infantry trained for the anticipated German invasion of the southeast coast of England. After 1942, the Infantry took on a more offensive approach. On June 28, 1943, the Patricias sailed down to Italy as part of Operation Husky, the allied invasion of Sicily. Although the operation was successful, with the majority of Italy invaded by late October, the now Major Brain was sidelined with infectious hepatitis in October and December of 1943. On the day after his return to the battalion, which was now engaged along the Moro River in the hopes of breaching the German defensive line in western Italy, Major Brain was hit by German artillery fire and died instantly. Major Donald Brain is commemorated at St. Philip's Church with a stained glass window. He was 24 years old.



Thomas Reginald Brain

*They served God at his Altar,
assisting and serving the Rector
at the Altar with devotion and
reverence. They served their
country in time of need and
were called to a wider service in
His Church Expectant. Noble
boys, good companions of the
Rector and true friends.*

- the memorial dedicated by Rector Canon
Charles Ireland to four of his Altar Servers



Robert Alexander Bryant

*Private Bryant was buried in the
Brookwood Cemetery,
Surrey, England.*



Thomas Reginald Brain was born on June 13, 1921, to George Henry and Emily Sophia Brain. He had a sister and three brothers, one of whom was Donald Brain, another Montreal West veteran. He attended St. Philip's Church where he served as an Altar Server. His favourite sports included hockey, rugby, baseball, and tennis. He was educated at Elizabeth Ballantyne and then Montreal West High School. He briefly attended Sir George Williams College studying commerce and later studied bookkeeping and accounting for one year prior to entering the workforce. He enlisted with the Royal Montreal Regiment on March 23, 1942.

Thomas served with the Royal Canadian Ordnance Corps in England as a clerk from July 20, 1942. When he noticed a lump in his armpit and another on his neck a week later, he reported to the Medical Officer on November 11, 1943. He was subsequently admitted to No. 2 Canadian General Hospital with a diagnosis of Hodgkin's Lymphoma. Upon his return to Canada, he was admitted to St. Anne's Hospital on January 7, 1944, and was discharged from the army for medical reasons later that month. On September 2, 1946, Lance Corporal Brain passed away in the Royal Victoria Hospital. Thomas is commemorated at St. Philip's Church where his name is carved into the second step of the Altar on the Epistle Side, indicating the place where he knelt for years before the war as an Altar Server. He was 25 years old.

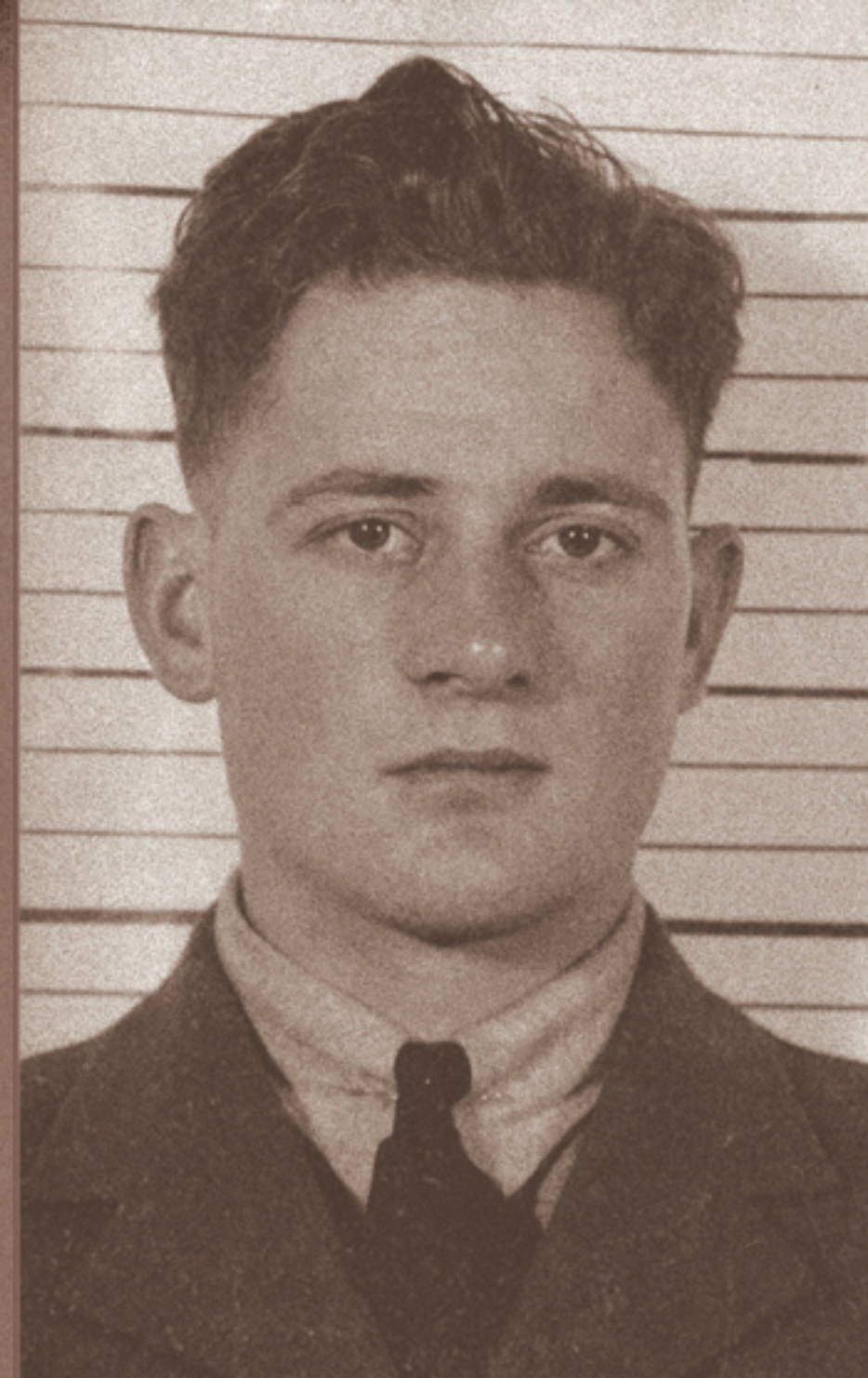
Robert Alexander Bryant was born on January 5, 1919, to Hershey Steatte and Clara Bertha Dunn Bryant. His father had arrived from the United States in 1905, and his parents married two years later in 1907. He had four brothers. The family resided in Notre-Dame-de-Grâce and were members of the Anglican Church. Prior to entering the military, Robert was employed as a waiter at the Berkeley Hotel, located on Sherbrooke Street. He enlisted on January 21, 1942, and arrived in England several months later on May 12, where he served as a truck driver with the 42nd Canadian General Transport Company. On September 30, 1942, Robert was killed in the guard room of the Canadian Corps Troop Carrying Column, where he was accidentally shot by a sentry returning from guard duty who had failed to properly clear his weapon prior to entering the guard hut. He was 23 years old.



Hugh Stanley Brydges

"... he felt it to be his definite duty to respond to the call of his country, doubtless reasoning this: 'I have not had to come up the hard way, I have been fortunate in material things, I have enjoyed advantages denied to many young men. I feel that I owe our country and our case my best, yes, my full measure of service.'"

- Reverend Dr. A. S. Ross at
Brydges' memorial service



Donald Wallace Clarke

"Your son was a very capable and keen air bomber and universally popular with all ranks."

- Wing Commander of No. 218 Squadron RAF
in a letter to Donald's father



Hugh Stanley Brydges was born to Hubert John and Minnie McClave on January 13, 1914. Hugh was a well-known citizen of Montreal West, having attended Montreal West High School, having owned H.J. Brydges Limited, a resource supply company, and been President of Montreal West Auto Service Limited. He was additionally an office-bearer of the Montreal West United Church. He was married to Mary Jamieson with whom he had one daughter, Beverley Ann, who was born on July 25, 1939.

Already a Second Lieutenant in the 17th Duke of York's Royal Canadian Hussars, Hugh volunteered early in the war for active service and was promoted to Lieutenant on March 28, 1941. He left Canada in November 1941 as Technical Adjutant with the 1st Hussars (6th Canadian Armoured Regiment). In his position, Lieutenant Brydges and his staff organized courses for each squadron received. On July 22, 1942, he was promoted to Captain. The regiment continued training until D-Day (June 6, 1944), taking part in the invasion of Normandy. Captain Brydges disembarked in France on June 15th seeing action throughout the breakout from Juno Beach. August 14, 1944, marked the start of Operation Tractable, meant to capture the French town of Falaise. Forming an anti-tank screen, Captain Brydges was passing a hedge when a German infantryman chucked a grenade into his turret hatch. When Brydges grabbed the grenade to throw it clear, it exploded and killed him; his quick response, however, likely saved his crew. Captain Brydges is memorialized in a stained glass window at the Montreal West Presbyterian Church. He was 30 years old.

Donald Wallace Clarke was born on November 7, 1919, to Atlee Bernard and Grace Edna Clarke in Bear River, Nova Scotia. He enjoyed photography, baseball, football, hockey, basketball, swimming, and tennis, and was a member of the Montreal West United Church. From 1928 to 1932, he attended Elizabeth Ballantyne School, followed by Montreal West High School until 1936. Later, he studied Chemical Engineering at Acadia University in Nova Scotia, but did not graduate.

Upon returning to Montreal, Donald joined the family lumber business until enlisting in the armed forces. He initially enlisted in the militia, but eventually opted for a career in the Royal Canadian Air Force, enlisting on August 16, 1941. He completed his initial training in Victoriaville, Quebec on January 2, 1942. After experiencing difficulty learning necessary pilot skills, he decided to remain in aircrew as an Observer and received his Air Observer's Wings on September 21, 1942. He arrived in the UK on March 17, 1943, where he trained with the No. 26 Operational Training Unit alongside Thomas Muir, another Town veteran. On November 25, 1943, he was posted to No. 218 Squadron RAF with whom Clarke completed a number of bombing and mining operations. On the night of September 12, 1944, 378 Lancasters and 9 Mosquitoes participated on the last major RAF raid of the war against Frankfurt, Germany. 17 Lancasters were lost that night, including PD262, that of Flying Officer Clarke. He was 24 years old.



Owen Munro Wovenden Clarson

Pieces of the aircraft can still be found on the Urro Moor today. A collection of panels and the remains of the fuel tanks lie in a pile in the heather to this day and are often visited by walkers.



Robert Warren Conway

*"A student of the dance,
whose flying feet
Delight with savage, swift,
barbaric beat."*

- High school yearbook entry



One of two sons, Owen Munro Wovenden Clarson was born on June 10, 1922, to Henry Thomas, an army man, and Dorothea Lindsay Clarson. Although he and his brother were baptized at the Pointe-Claire Presbyterian Church, Owen would later become Anglican. He enjoyed hockey, football, basketball, tennis, swimming, and bowling, and attended Montreal West High School before transferring to Westmount High School in 1938. Upon graduation he became an installer for Northern Electric until 1941.

As he was considering a career in the Air Force, Owen completed the War Emergency Training Program on May 18, 1942. This program was designed to provide basic skills training to prospective entrants to the armed forces. Upon completion, he enlisted in the Royal Canadian Air Force. Owen continued his training throughout 1943 completing a Flying Instructor's course in Pendleton, Ontario. He was posted as an instructor to No. 1546 Beam Approach Training Flight based at Faldingworth, England. On 7 January 1945, at the termination of one such course, Clarson, along with two other pilots, flew to Montrose airfield to deliver an aircraft to be used by a flying unit there. The forecast called for heavy snow showers and clouds which would have made flight difficult. Even so, Clarson convinced the Commanding Officer to allow the aircraft to take off, making reference to his experience with Beam Approach, a landing approach used in poor visibility. The aircraft crashed en route. At the time of his death Flying Officer Clarson had 321 hours of flying time. He was 22 years old.

Robert Warren Conway was born in Outremont on May 30, 1917, to Herbert Roy Conway and Gladys Gertrude Brown. The family moved to Montreal West in the early 1930s. Robert attended Montreal West High School, graduating in 1934 with honours in elementary geometry. He participated in a variety of sports, including basketball, rugby, hockey, and tennis, and according to his high school yearbook, tap-dancing.

He studied commerce at McGill University until 1936 and then stenography at Sir George William's College for a year prior to entering the workforce as a junior clerk in an accountant's office. On August 24, 1940, Robert enlisted with the Royal Canadian Air Force. He completed his initial training in Toronto, followed by flying and further training in Ontario, overlapping with Richard Laing, another Montreal West veteran, at No. 12 Elementary Flying Training School in Goderich. He finally trained as a flying instructor and taught Elementary Flying Training in Alberta upon graduation. From January 11, 1943, until April 9, 1943, Robert was posted to No. 34 Operational Training Unit in New Brunswick at which point Pilot Officer Conway was transferred overseas, where he was posted to No. 42 Operational Training Unit at Ashbourne, Derbyshire. On August 23, 1943, Whitley 4339 took off from RAF Ashbourne on a routine cross-country training flight. Despite a weather forecast of fair to fine, the aircraft was witnessed to crash into the River Severn about fifteen miles from Newport. It exploded upon impact. Robert was 23 years old.



Francis Bernard Croke

In this cloister are recorded the names of twenty thousand airmen who have no known grave. They died for freedom in raids and sorties over the British Isles and the lands and seas of northern and western Europe.

- Flight Sergeant Croke is memorialized at the Runnymede Memorial in Surrey



Charles "Chucky" William Cyril Crowdy

Flying Officer Crowdy is buried at Schoonselhof Cemetery in Antwerp, Belgium.

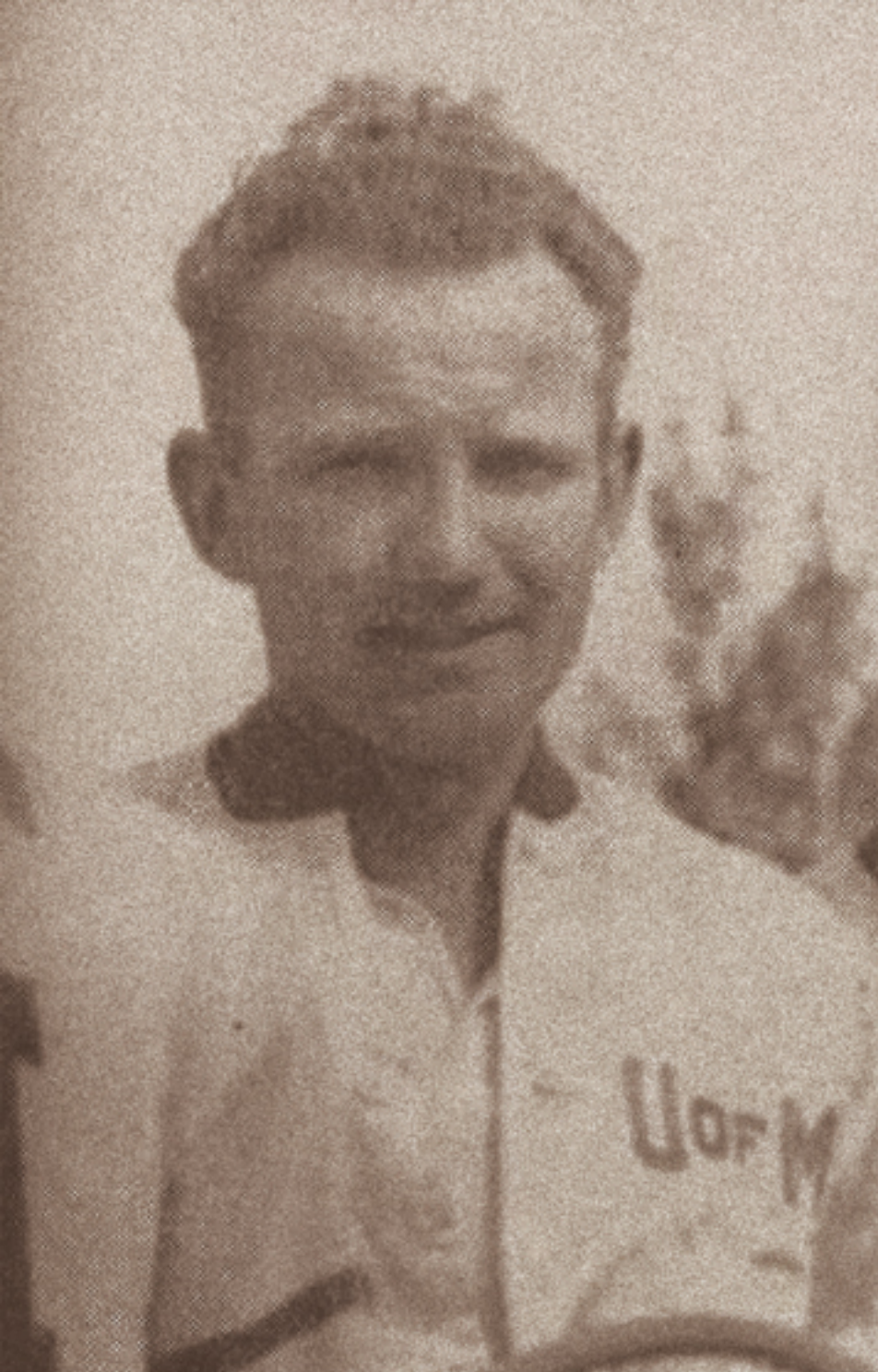


The third oldest of six children, Francis Bernard Croke was born on April 13, 1919, to Donald John and Harriett Laub Croke. He studied mechanical drawing at Loyola for three years and attended the Daniel O'Connell School from 1935 to 1937. In 1937, he started working as a draftsman and then assistant mould designer at Consumer Glass where his father was a production manager. He was a member of the Loyola Canadian Officers' Training Corps from 1939 to 1941.

On January 27, 1941, Francis enlisted in the Royal Canadian Air Force. Being too short for pilot officer training, he trained as a Wireless Air Gunner. He attended No. 3 Wireless School in Winnipeg and then No. 2 Bombing and Gunnery School in Mossbank, Saskatchewan before leaving for England on October 24, 1941. On December 9, he was posted to No. 1 Signals School at RAF Cranwell and then to No. 10 Operational Training Unit in Oxfordshire, on March 24, 1942. His first mission was to Hamburg, Germany on July 28, 1942; 256 aircraft participated in the raid including 91 from training units. The weather, however, worsened both over the outward flight and over the English bases and the aircraft were recalled. On August 22, 1942, Whitley Z9294 took off from RAF St. Eval on an anti-submarine patrol and failed to return. Francis was 23 years old.

The younger brother to three sisters (one of whom would later serve at the Royal Canadian Naval Hospital in St. John's, Newfoundland), Charles William Cyril Crowdy was born in Montreal on July 19, 1922. He attended Elizabeth Ballantyne School and Montreal West High School before enrolling in the Faculty of Science at McGill University in 1940. During his time at McGill, Charles distinguished himself as a wrestler, winning his weight class in an inter-company "Assault-at-Arms", was a cadet in the Reserve Training Battalion during his first year and then an aircraftsman, Second Class in the Air Force Wing of the Canadian Officers' Training Corps during his second year. Charles enlisted in the Royal Canadian Air Force on June 23, 1942.

Charles conducted part of his training in Victoriaville and Cap-de-la-Madeleine, Quebec, briefly overlapping with Thomas Johnstone and Gordon Kimber. He went overseas soon after and was posted to a number of operational training units before joining No. 192 Squadron RAF on February 21, 1944, in Norfolk, England. On April 24th, Halifax 622 took off as one of 637 aircraft participating in an air raid on Karlsruhe, Germany. Cloud over the target and a strong wind made accurate bombing difficult that night and only the northern part of the city was seriously damaged, most of the bombs falling outside the city. Even so, 19 aircraft were ultimately lost including the aircraft piloted by Flying Officer Crowdy. It was his sixth operation over enemy territory. He is memorialized in a stained glass window at St. Philip's Church where he was a communicant and sang in the choir. He was 21 years old.



Louis MacAdam Duff

*Leading Aircraftman Duff is
buried at the Mount Royal
Cemetery in Montreal.*



John Roy Freeland

The crew was initially buried at the civil cemetery in Orbassano before being transferred to the Milan War Cemetery. "While the bodies of the Canadian and English soldiers are leaving Orbassano, we say to them once again 'goodbye' and we ask you to say to your officers and to the family of these soldiers that the bodies of their dears who died in this terrible detested war have been considered (like those of) our brothers just like our partigiani. They have never been forgotten. Also, in the clandestine time also, we have covered their graves of tears and flowers thinking of their mothers, their brides, their sisters waiting in vain for those that could not come back."

- Pia Maddalena Audisiu of the Italian Women's Union of Orbassano in a letter to the families of the crew members



Louis MacAdam Duff was born in Renfrew, Ontario on February 5, 1917, to Charles and Lena MacAdam Duff. He had one sister and three brothers, two of whom would later serve in the Royal Canadian Air Force. After the family moved to Montreal West, Louis attended Elizabeth Ballantyne School and then Montreal West High School where he was on the 1931 Junior Soccer League Championship winning team and played intermediate hockey. Louis, however, distinguished himself as an avid tennis player. Duff was ranked first in the Province of Quebec Lawn Tennis Association ratings in 1940 and was in the finals of the singles and doubles later in the Canadian championship, ranking sixth in the country. He attended the University of Miami where he majored in Economics with a minor in English, graduating in 1940 with a Bachelor's degree in Science.

Louis enlisted with the Royal Canadian Air Force on August 24, 1940. On November 25, 1940, while engaged in solo flight training, his aircraft was involved in a mid-air collision as both aircraft were coming in to land. One of the pilots was believed to lose sight of the other in the setting sun and descended in a rapid glide. A stained glass window in the Montreal West Presbyterian Church entitled "The Boy in the Temple" was given in memory of Leading Aircraftman Duff by his family. He was 27 years old.

John Roy Freeland was born in Toronto, Ontario on August 24, 1918, to John Anderson and Etta Yarker Love Freeland. The youngest of four, John had two sisters and a brother. On moving to Montreal, the family were members of the Montreal West Presbyterian Church where John was an Altar Server. He attended Elizabeth Ballantyne from 1924 until 1931 and graduated from Montreal West High School in 1935 where he trained as a cadet. He would later complete a correspondence course in commerce at Queen's University, working as a teller at the Canadian Imperial Bank of Commerce in addition to being a private in the Black Watch before enlisting with the Royal Canadian Air Force on September 5, 1940.

John conducted his initial training in Toronto, completing No. 11 Elementary and No. 1 Service Flying Training in Cap-de-la-Madeleine, Quebec, and Camp Borden, Ontario, respectively, before leaving for the UK on June 19, 1941; he was posted to No. 9 Squadron RAF. On September 28, 1941, Wellington W1279 took off from RAF Honington on a raid against Genoa along with 38 other Wellingtons and 2 Stirlings. The target was bombed successfully; three aircraft, however, failed to return, including that of Pilot Officer Freeland. It was last heard from on wireless telegraph indicating engine trouble while over the Alps. It was John's second operational flight, the first being the evening before when his aircraft was forced to return early because of engine trouble. A stained glass window was dedicated to him and his brother by his sisters at the Montreal West Presbyterian Church. He was 23 years old.



Hugh Cameron Fulton

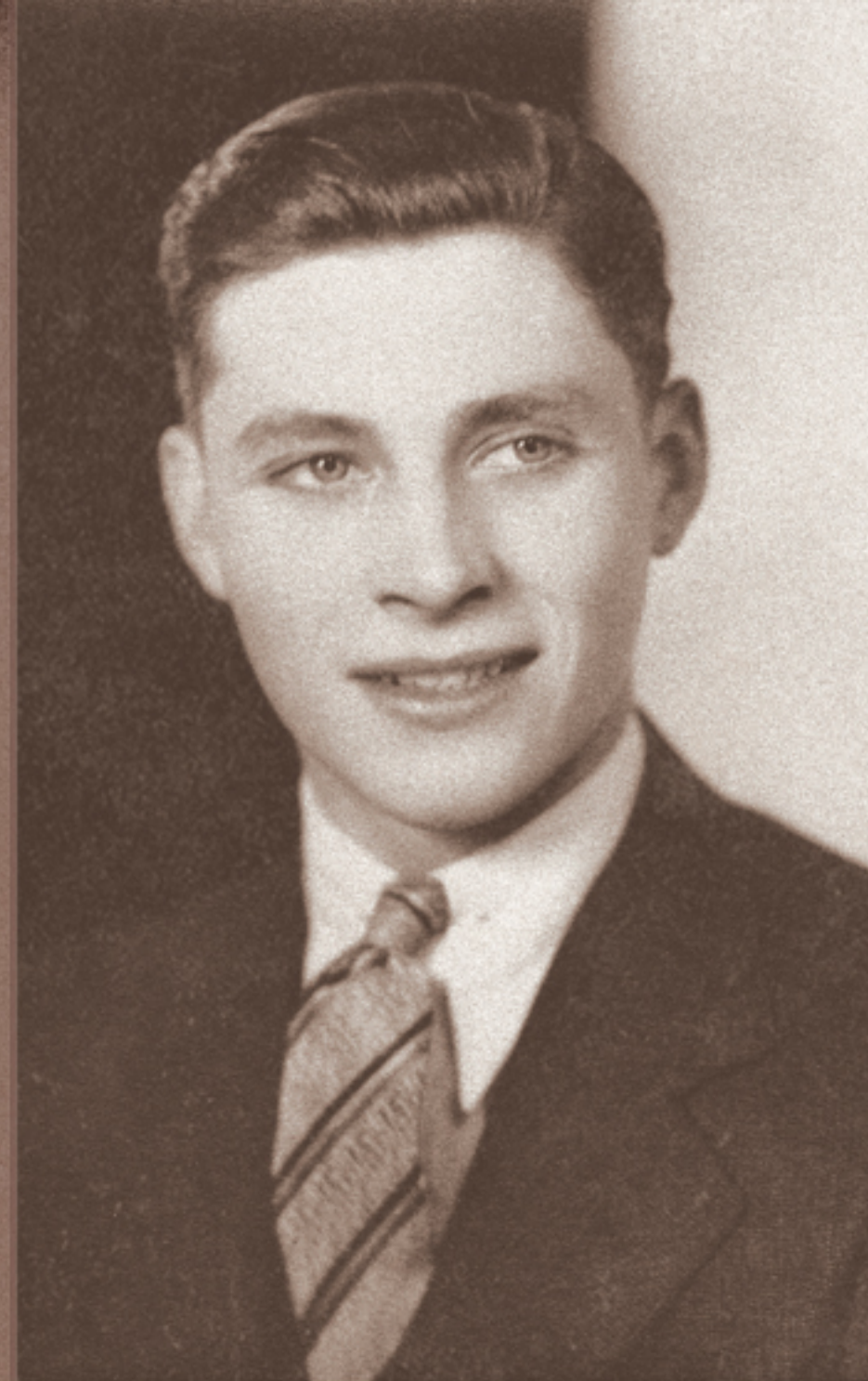
"No man thought more of his mother than did Hugh. We often talked about home and Hugh always had something nice to say about his mother."

- Captain Ian Bell in a letter to Hugh's mother



The only son of John and Mary Fulton, Hugh Cameron Fulton was born on September 23, 1922, in Lethbridge, Alberta. Hugh attended Montreal West High School, where he played junior hockey, before entering the Faculty of Science at McGill University. At McGill, he competed on the track and field team and was a member of the university's Regimental Training Battalion. After half a semester, however, Hugh's father died suddenly, and he decided to work in order to save his mother the burden of putting him through college. He worked for the Bell Telephone Company as a collector before enlisting in the Royal Canadian Navy Volunteer Reserve on June 16, 1942.

Hugh underwent his training at HMCS Kings in Halifax, now University of King's College, and was posted to HMCS Alberni upon graduation. In April 1944, HMCS Alberni was one of 17 Royal Canadian Navy ships sent to the UK in support of Operation Neptune, the landings at Normandy. In June and July, she escorted a miscellaneous collection of landing craft and ships between Southampton Water and the five beaches but was sunk by German U-boat 480 while conducting an anti-submarine patrol in the area of the main shipping lanes to the Normandy beaches. 59 of the 90 men on board lost their lives, including Lieutenant Fulton. He was 21 years old.



Lloyd George Higginson

Pilot Officer Higginson is buried in the Rheinberg War Cemetery near Kamp Lintfort, Germany.



Lloyd George Higginson was born on April 6, 1917, to Clifford Gladstone and Margaret Elliot Higginson of Montreal West. He attended Elizabeth Ballantyne School from 1923 until 1930 and then Montreal West High School until 1936 where he played on the senior rugby team. He was additionally an accomplished equestrian and enjoyed hockey, track and field, tennis, baseball, and shooting. He apprenticed at A.K. Clarke Company until 1938 and worked as a leather salesman before enlisting with the Royal Canadian Air Force on September 5, 1940.

Lloyd completed his initial training in Toronto with John Freeland, another Montreal West veteran, finishing his No. 4 Elementary and No. 9 Service Flying Training in Windsor Mills, Quebec and Summerside, Prince Edward Island, respectively. On October 11, 1941, he was posted to No. 405 Squadron RCAF, which was the first bomber squadron of the Royal Canadian Air Force formed overseas. His first operational flight after he arrived in Britain was a "Cook's Tour" raid on Turin, Italy. He completed a total of twenty-two bombing missions including the first "One Thousand Bomber" mission against Cologne on May 30, 1942, major operations against Rostock and Lubeck, and the bombing of ammunition plants near Paris. On the night of June 8, 1942, Halifax DG224 took off from RAF Pocklington, Yorkshire on a raid against Essen. It was later reported to have been shot down near Sinnersdorf, Germany. In memory of Pilot Officer Higginson, the organ chimes were amplified in the Montreal West United Church. He was 25 years old.



Frederick Arthur Horning

*"... he had displayed a great
keenness both in the air and
on the ground."*

- Squadron Leader Flint in a letter to
Frederick's mother



Frederick Arthur Horning was born in Ottawa on July 3, 1921, to Frederick Jacombe and Florence Elizabeth Horning. After the family moved to Montreal West, he attended Elizabeth Ballantyne School until 1935 and then Montreal West High School from 1935 to 1939 where he was a member of both the interclass and interscholastic track teams. He studied science at McGill University from 1939 until 1942, where he was a member of the Kappa Rho Tau (Knights of the Round Table) fraternity, before enlisting with the Royal Canadian Air Force on September 8, 1942.

Frederick conducted his training in Malton, Ontario and obtained his Navigator's badge prior to leaving Canada on November 1, 1943. In England, he was posted to No. 10 Advanced Flying Unit on March 7, 1944, and later to the No. 16 Operational Training Unit before finally joining the No. 50 Squadron RAF that October. His first mission was a bombing raid on Nuremberg, Germany on October 18, 1944. Less than a month later, on November 6, 1944, Lancaster LM628 took off from RAF Skellingthorpe along with 173 other Lancasters and 2 Mosquitoes on the famous raid on the Dortmund Elms Canal, the principal east-west inland waterway connection in Germany. The aircraft was shot down nine miles from Heerde in the Netherlands, killing Pilot Officer Horning along with six other crewmen. He was 23 years old.



David Sinclair "Jake" Jacobs

*"We had a Squadron
Commander named Dave Jacobs,
Wing Commander Dave Sinclair
Jacobs DFC, to be precise, and
this was one of those really great
ones, who seem to rise, like cream
on milk. No noise, ego or bluster,
just high intelligence, enormous
competence and a huge awareness
of others as human beings."*

- Wally Kasper in the Spring 2012 edition of
the No. 408 Squadron Association Newsletter



David Sinclair Jacobs was born in Winnipeg on April 30, 1915, to Llewellyn and Emily Jacobs. He attended Lower Canada College from 1929 to 1930 and then Montreal West High School from 1931 to 1932. He graduated from the faculty of Engineering at McGill University in 1937 and after a year and a half of postgraduate studies in Paris, joined the staff of Canadian Liquid Air Company in Toronto before the war. He married Josephine Kilbourn Jacobs, and together they had a son who was named after his father.

David enlisted with the Royal Canadian Air Force on January 29, 1940, and conducted his flight training at Camp Borden and Trenton, Ontario. Prior to his posting overseas in March 1942, he served as a service flight instructor when he was promoted to Flight Lieutenant. Upon arriving in England, he was posted on No. 16 and then to No. 27 Operational Training Units before joining No. 420 Squadron RCAF. His participation in numerous attacks earned him the Distinguished Flying Cross in April 1943, a promotion to Wing Commander, and appointment to Commanding Officer of No. 408 Squadron RCAF on November 27, 1943. On the night of May 22, 1944, 361 Lancasters and 14 Mosquitoes carried out an attack on Dortmund, an important industrial target in the Ruhr. Of the 27 Canadian Lancasters, 3 failed to return including LL723 piloted by Wing Commander Jacobs. Some say a night fighter shot it down, while others claim to have witnessed the aircraft hit by flak in the bomb bay and explode. Jacobs was two operations short of completing his second tour of operations. He was 29 years old.



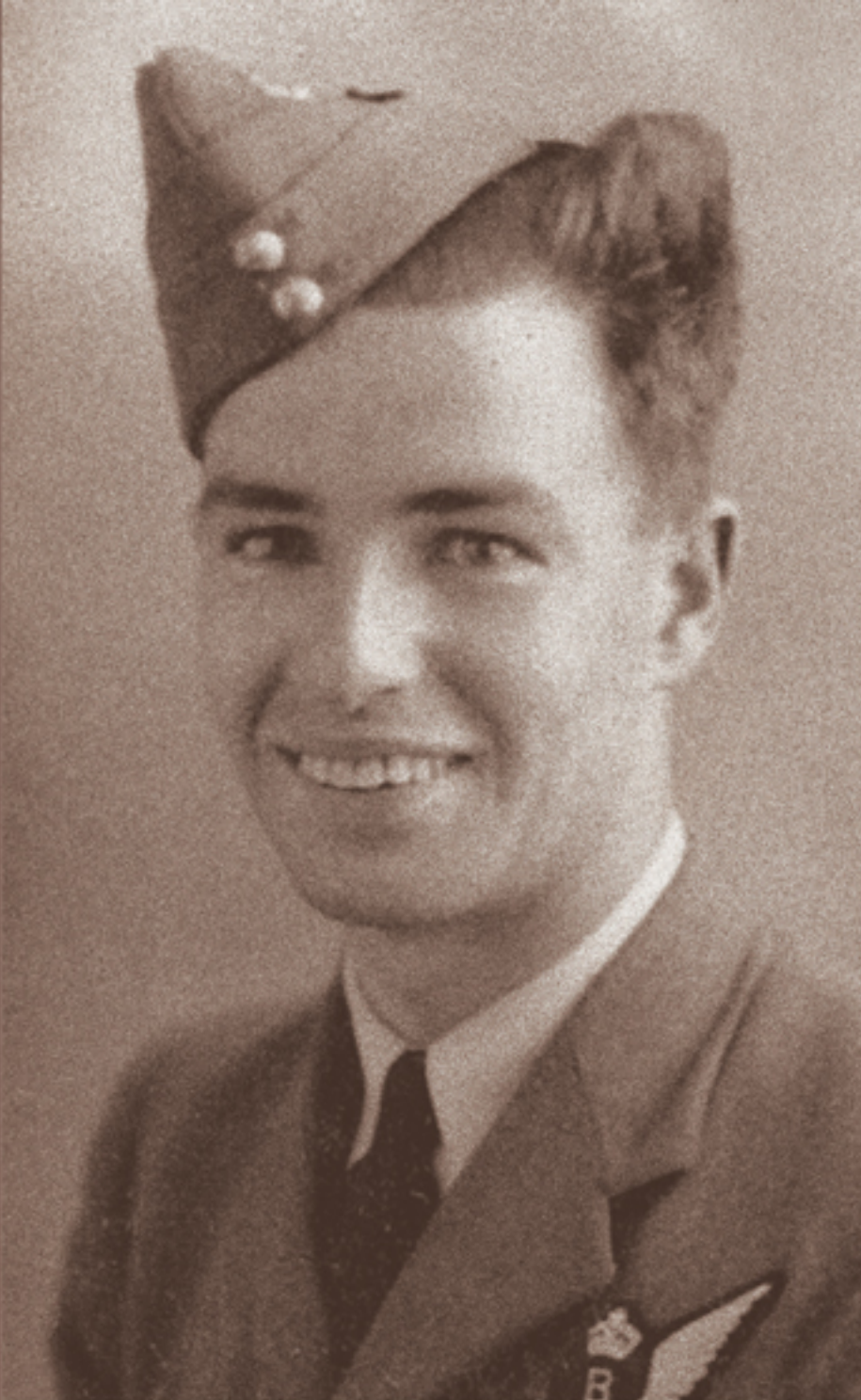
Jack Dennison Johnston

Upon completing a training course, one of Jack's instructors noted that he was, "one of the best gunners on the course who has always shown great keenness in his work on the ground and in the air. He is well disciplined, and is always willing to learn."



The younger of two sons, Jack Dennison Johnston was born on December 8, 1914, in Montreal West to James and Ada Sybil McLean Johnston. He attended Elizabeth Ballantyne from 1921 until 1927 and then Montreal West High School until 1928. He studied at Bishop's College, where he was a member of the cadet corps, and then Queen's University before working in the accounting department of the Royal Bank in Montreal West, from 1932 until 1939. He later married Neva Johnston and moved to Toronto.

Jack enlisted in the army on July 7, 1942, serving as a Trooper at Camp Borden until December 3, 1943. He then enlisted with the Royal Canadian Air Force, leaving Canada for the UK on July 11, 1944, where he served as an Air Gunner with No. 619 Squadron RAF. On March 16, 1945, Lancaster NG503 took off from RAF Strubby in Lincolnshire with 224 other Lancasters and 11 Mosquitoes as a part of a raid targeting Wurzburg, Germany. On the way to the target site, the plane crashed just north of Sulzdorf. It remains unclear if the aircraft was shot down, or if there was a collision with another Lancaster aircraft. Flying Officer Johnston was 30 years old.



Thomas Johnstone

Pilot Officer Johnstone is buried at Oxford Cemetery in Berkshire, UK.



Thomas Johnstone was born on December 18, 1921, to Robert William Johnstone and Mary Helen Kelly in Rothesay, Scotland. The family immigrated to Canada in 1925 and initially resided in Montreal West before later moving to Toronto. Thomas had two younger brothers, one of whom would play for the Toronto Maple Leafs in the 1943-44 and 1944-45 seasons, while the other would later co-found Paddle Canada, an organization formed to help coordinate the efforts of non-competitive canoeing and kayaking across Canada. Thomas attended Elizabeth Ballantyne School from 1927 until 1935 when the family moved to Toronto where he attended Humberstone Collegiate and Central Technical School. He studied aircraft mechanics at the former and worked as an engineer's helper for six months before enlisting with the Royal Canadian Air Force on May 1, 1942.

Thomas completed his initial training at Victoriaville, Quebec followed by No. 4 Bombing and Gunnery School in Fingal, Ontario and No. 5 Air Observer School in Winnipeg, Manitoba. He was commissioned a Pilot Officer on March 8, 1943, and arrived in the UK a week later. He attended Observer training in Bournemouth, England and was subsequently posted to No. 16 Operational Training Unit on June 1. On August 4, 1943, Wellington BK205 took off from the aerodrome at Lower Heyford Mill, Oxford on a day cross-country flight with Pilot Officer Johnstone as Air Bomber. After the aircraft became airborne and was about two miles from the aerodrome, the starboard wing dropped, the aircraft turned and dove straight into the ground killing everyone on board. Thomas was 21 years old.



Gordon Stanley "Buddy" Kimber

"Bud, as we always called your son, is missed most for his enthusiasm for sports and was respected very highly by all for his keenness and ability as a fighter pilot. We knew him as a good friend and true man."

- Sub-Lieutenant Kallio in a letter to Gordon's family



Richard Arthur Laing

I would like to mention one op with Dick Laing, the pilot we had such great love for. We were attacking the ships in Brest and we were making a turn... One of these ack ack [anti-aircraft] explosions came under our wing... He saved us that night; it was superb flying. We didn't get hit that night and we didn't get hurt or anything. But that was the closest we came to not getting back until we did get shot down. I've often thought that he should have gotten a DFC (Distinguished Flying Cross) for that. Instead he got killed striking those same ships when they went up through the channel.

- Winston Churchill Parker in *The Long March*



Gordon Stanley Kimber was born to Stanley Bertram and Jean Edna Kimber on January 9, 1922. He was the middle child of three, with both a younger and older sister. Gordon attended Elizabeth Ballantyne School from 1928 to 1936 and then Montreal West High School where he was captain of the school football team and class secretary prior to graduating in 1941. He studied engineering at McGill University and was a member of the school Canadian Officers' Training Corps until he enlisted in the Royal Canadian Air Force on March 19, 1942.

He completed his initial training at Victoriaville, Cap-de-la-Madeleine, and St. Hubert, Quebec before arriving in the UK on May 23, 1943. Although he was originally posted to No. 17 (P) Advanced Flying Unit in England, he was soon transferred to Egypt where he was posted to No. 417 Squadron RCAF, the only Canadian fighter squadron in the Mediterranean theatre during the Second World War, on February 8, 1944. The majority of operations consisted of a constant attack on enemy lines of communication with some bomber escorts and the occasional reconnaissance mission. On July 8, 1944, Flying Officer Kimber took off in Spitfire JG337 with five other aircraft on an armed reconnaissance in Pesaro, Italy. Three motorized transport vehicles were spotted on a road, and Kimber was detailed to bomb them. After rejoining the formation, Kimber spotted another motorized transport vehicle and asked permission to strafe. He was shot down soon after by German gunners. He was 22 years old.

Richard Arthur Laing was born on March 16, 1916, to Mr. and Mrs. Arthur Stewart Laing. He had three siblings who would serve as a Sergeant with the Royal Canadian Signal Corps, a Lieutenant with the Canadian Army Overseas HQ, and an airwoman at Upland Air Force Base in Ottawa. The family were members of the Montreal West United Church. Richard attended Elizabeth Ballantyne School from 1923 until 1931 and then Montreal West High School, where he was a cadet, until 1935. He then studied stenography at the Montreal West Business College for a year before entering the workforce as a clerk at the Dominion Bank.

On October 7, 1940, Richard enlisted in the Royal Canadian Air Force with a recommendation from the then Mayor of Montreal West. He completed his initial training in Regina, Saskatchewan, and Goderich and Camp Borden, Ontario, where he graduated as a Pilot Officer. He arrived in the UK on June 20, 1941, and was eventually posted to 419 Squadron on February 7, 1942. In March 1941, following many successful attacks on the Atlantic convoys, two German cruisers entered the port of Brest, France for repairs. The ships were effectively imprisoned by the Royal Navy and Royal Air Force; as such, Operation Cerberus was launched on February 12, 1942, in order to bring the ships back to Germany via a protected dash up the English Channel and through the Dover Strait. Bad weather and low clouds made the ships' departure undetected until many hours later at which point all available naval and air force units were ordered to attack before night fell. That night, Pilot Officer Laing's regular crew was stood down and when the alarm was raised, he was assigned to take a green crew on their first combat mission. Seemingly, Laing's aircraft (Wellington Z 1146) received a direct hit from defensive fire killing all crew members on board. Pilot Officer Laing was 25 years old.



Hubert Oberlin Lough

*Captain Hubert Oberlin Lough
is buried at the Mount Royal
Cemetery in Montreal.*



Hubert Oberlin Lough was born in Ottawa, Ontario on February 20, 1902, to John Oberlin and Margaret Griselda MacFarlane Lough. He had a sister Margaret and a brother Kenneth. The family moved to Montreal when he was ten and lived in Westmount where they were members of the United Church. He graduated from Westmount High School in 1919 and later graduated from the Faculty of Medicine of McGill University in 1927. He played baseball, basketball, and hockey, and dabbled with epidiascopes (projectors) as a hobby. He subsequently completed an internship in surgery and anaesthesiology at the Ottawa Civic Hospital, finishing in 1931. He practised general medicine in Tiverton and Kincardine, Ontario for ten years prior to enlisting in the Royal Canadian Army Medical Corps in February 1942. He completed his initial training at Camp Borden, Ontario and was later attached to the Canadian Signal Training Centre, Vimy Barracks in Kingston, Ontario where he was Chief of Staff. He was placed in charge of the medical inspection room at Vimy Camp where he suffered an attack of coronary thrombosis on March 10 and later died in Kingston Military Hospital on March 21, 1943. Captain Lough was 41 years old.



Philip Spalding Mainguy

*Philip's interviewing officer commented, "S
ability is very good — mind is objective. M
score shows very superior intelligence and
learning ability within the top 6% of army
population — M test reveals both mechanical
aptitude and mechanical experience. This
young man makes a fair impression — shows
some sense of responsibility — has exhibited
robustness in athletics."*



Philip Spalding Mainguy was born to Philip Neville Mainguy and Jessie Mai Spalding on December 16, 1921. His father owned Mainguy Limited, a national distributor of Sterling engines. He had one brother, who would later enlist with the Royal Canadian Naval Volunteer Reserve, and two stepbrothers from his father's earlier marriage. He graduated from Montreal West High, where he was Class President, and studied science at McGill University from 1939 to 1940 before finishing a second degree in engineering at the same university from 1940 to 1943. During his latter time at McGill, he served as Sergeant Major in the Canadian Officer's Training Corps. He enjoyed basketball and skating, but his favourite hobbies included boating, being a member of the Montreal Yacht Club, and motorcycling.

Although initially recommended for training in artillery, Philip joined the Royal Canadian Naval Volunteer Reserve like his brother, becoming an Ordinary Seaman on HMCS Montreal on May 25, 1943, and later an officer candidate at HMCS Prevost in London, Ontario. He subsequently developed Hodgkin's Lymphoma and was discharged from active service on April 25, 1944. He died at the Royal Victoria Hospital on June 12, 1944. He was 23 years old.



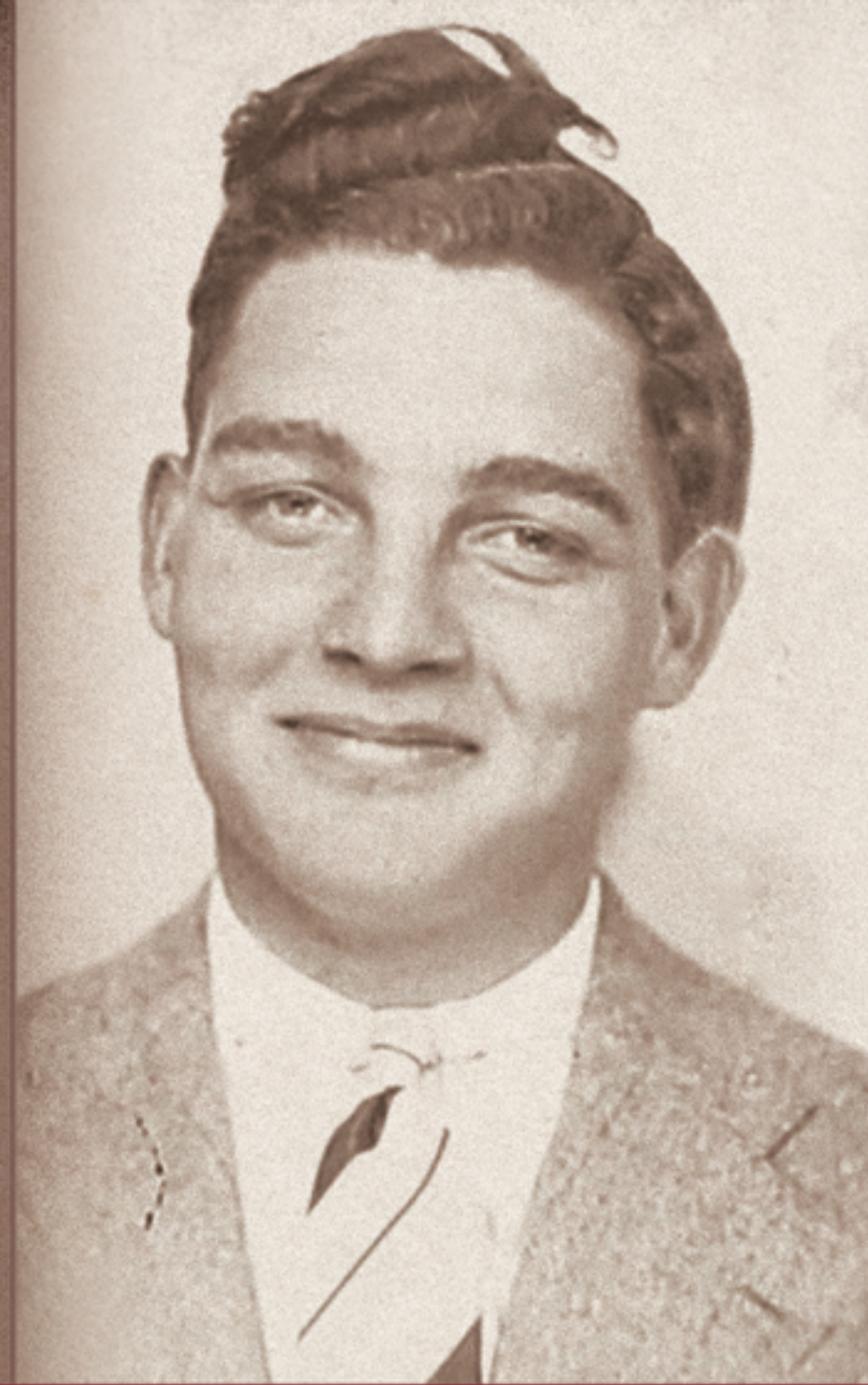
George Henry Herbert Marks

Warrant Officer Marks is commemorated at Runnymede Memorial in Surrey, England: In this cloister are recorded the names of twenty thousand airmen who have no known grave. They died for freedom in raid and sortie over the British Isles and the lands and seas of northern and western Europe.



One of six children, George Henry Herbert Marks was born on July 12, 1912, to Henry Kyle and Jessie Flora Bristow Marks of Wimbledon, England. He studied at the Margate Central School and later successfully completed the Oxford Junior Local Examination. He immigrated to Canada in 1928 where he became a clerk at the Royal Insurance Company, a position he occupied for twelve years. He played badminton and bowled extensively and enjoyed swimming, soccer, boxing, tennis, and cricket.

On July 20, 1940, George enlisted in the Royal Canadian Air Force. He originally wanted to be a pilot but was trained as an air Observer. He conducted training in Regina and Mossbank, Saskatchewan. Finally, he graduated from No. 1 Air Navigation School in Trenton, Ontario. He was posted to No. 19 Operational Training Unit on August 3, 1941, with Seward Terry Modeland, another Montreal West veteran, and then to No. 102 Squadron on February 1, 1942. On June 2, 1942, Halifax R9491 took off in one of 195 aircraft from Dalton for a raid on Essen, Germany. Fourteen aircraft were lost including Warrant Officer Marks. The aircraft was reported to have been shot down by an enemy night fighter and crashed in the sea off the Suffolk coast. This was Warrant Officer Marks' fourth operation with the squadron. He was 29 years old.



Seward Terry Modeland

"This year, the College produced one of the greatest, if not the greatest, football squads in its history. Besides winning the Eastern Townships interscholastic football championship, which, incidentally makes it the fifth time in a row, the Red and White piled up an overwhelming total of 283 points as against a very unimpressive 26 scored by her opponents, and came through the season undefeated."

-1939 Stanstead annual report



The oldest of two sons, Seward Terry Modeland was born in Peterborough, Ontario to Seward Gordon and Bertha Jane Modeland on December 14, 1921. On moving to Montreal, the family resided on Patricia Avenue and were members of the Montreal West United Church. He attended Kensington Elementary and Montreal West High School where he played junior rugby. He then studied at Stanstead College before graduating from the Beacon Study. While at Stanstead, he played on the 1938 Championship football team where he also played rugby, hockey, and baseball. Upon graduation, he worked as a truck driver for the O'Keefe brewery.

On July 20, 1940, Seward enlisted with the Royal Canadian Air Force. He completed his flying training at Regina, Lethbridge, and Calgary, Alberta. He arrived in the UK on April 17, 1941, and was later posted to No. 19 Operational Training Unit at RAF Forres on July 8, 1941 (with George Marks, another Montreal West veteran); he commenced operations with No. 102 Squadron later that month. On September 3, 1941, Whitley Z6946 took off in one of 126 aircraft bound for an air raid on Frankfurt, Germany. On returning to base, the aircraft crashed in Rectory Lane, Suffolk. This was the ninth operation Flight Sergeant Modeland had flown with the squadron. He was 19 years old.



Thomas James Muir

"He was most popular with all ranks and his eagerness to carry out anything his duty demanded was outstanding."

- Wing Commander Wynne-Powell
in a letter to Thomas' uncle



Edward Anderson Paterson

Among his personal effects returned to his family were textbooks on physics, chemistry and trigonometry and the following books: The Keeper of the Keys, the sixth and last mystery in the Charlie Chan series of Earl Derr Biggers, Jules Romains' Knock, The Red House Mystery by A. A. Milne and The Old Grey City by the Sea, a souvenir of St. Andrews.



The youngest of three, Thomas James Muir was born on June 15, 1921, in Montreal to Thomas Lindsay Muir and Ethel Robinson Griffin. After the death of his mother when he was eleven years old, Thomas resided for a time with his aunt and uncle in Montreal West, and attended King's School, in Westmount, and then Elizabeth Ballantyne School and Montreal West High School. He was a keen sportsman with a preference for swimming and rugby although he also enjoyed skiing, skating, running, and softball. After graduating in 1939, he started working as a clerk in the Royal Bank of Canada.

On July 5, 1940, Muir enlisted in the Royal Canadian Air Force. He initially trained as an Armament Instructor but later retrained as aircrew despite being considered an outstanding instructor. He conducted his flight training in Regina, High River, and Claresholm, Alberta, arriving in the UK on January 12, 1943. He successfully completed two operations as part of the No. 623 Squadron RAF: a raid on Hanover on September 22 as a second pilot and a mine laying operation on September 24. On October 3, 1943, Stirling EH994 took off with 546 aircraft on an air raid against Kassel, Germany. The raid did not proceed according to plan; aircraft acting as target markers overshot the aiming point. Even so, large fires were started at key factories and buildings in the target city. During the third wave of attack, Flying Officer Muir's aircraft was shot down. He was 22 years old.

Edward Anderson Paterson was born in Winnipeg, Manitoba on February 15, 1923, to Edward Blake and Emma Belle Haddow Paterson. He had an older brother who would later serve in the Royal Canadian Air Force as well. Edward attended Montreal West High School from 1936 until 1941 and then studied science at McGill University for one year. While at McGill he was a member of the McGill Reserve Training Battalion. He played hockey and basketball extensively and enjoyed football, baseball, and drawing. Edward was employed as a serial number stamper at Vickers Aircraft in Montreal when he enlisted with the Royal Canadian Air Force in 1942.

He completed his initial training at Belleville, St. Eugene, and Brantford, Ontario. He arrived overseas on May 7, 1944, and was later promoted to Flying Officer on August 25th while serving as an instructor at No. 18 Advanced Flying Unit at RAF Kidlington in Oxfordshire. On February 28, 1945, Flying Officer Paterson was killed during a night instructional flight. The pilot was thought to have lost control while practising evasive manoeuvres. Paterson had logged 252 solo flying hours at the time of his death. He was 22 years old.



Thomas "Tom" Melville Pethick

"We have lost one of our best pilots who has done an excellent job of work from the time he joined us and has made himself liked and respected by both Officers and airmen. In his quiet way Tom had everyone's confidence and I placed complete trust in his ability and judgement. He was a grand lad and we will sincerely miss him amongst us...Tom is greatly missed by us all and I know that it is going to be difficult to find anyone who could fill Tom's place amongst us."

- Squadron Leader R.A. Ellis,
Commanding Officer of No. 430 Squadron RAF,
of Montreal West



Henry "Corky" Calvin Chambers Read

*"A Rose is sweeter in the
Budde/bud than in full bloom."*

Favourite Expression:

"Oh, Thomson!"

Pet Aversion: Blushing

Ambition: To disprove

Mr. Ryder's comments

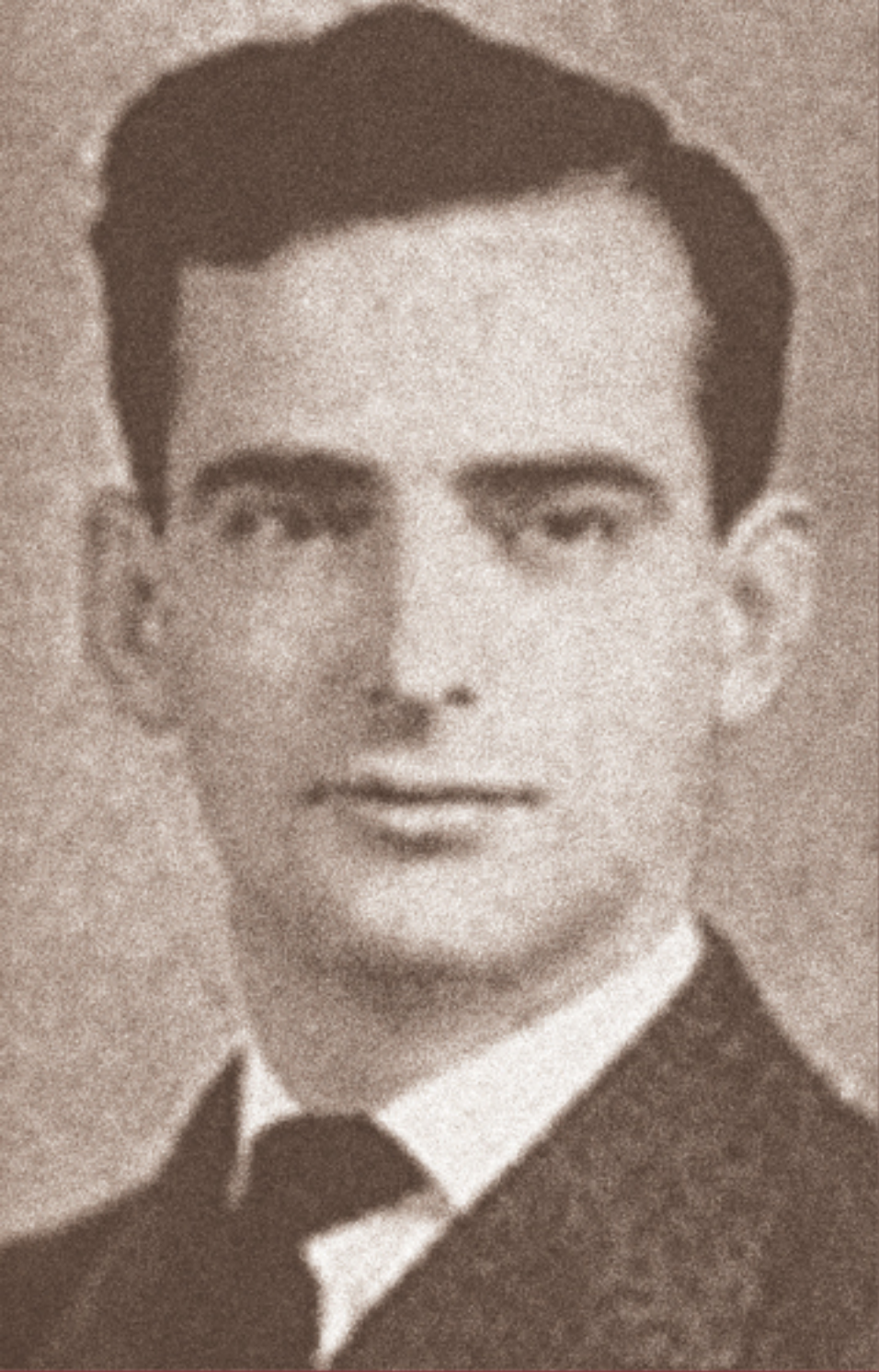
about his character

- Yearbook entry



Born on December 17, 1922, in Hamilton, Ontario, Thomas Melville Pethick moved to Montreal West when his father was transferred to a branch of the Canadian Imperial Bank of Commerce. Here, he was actively involved with scouting, becoming assistant Scout Master of the Montreal West troop by the age of 17; he received the Royal Life Saving Society's Bronze Medallion for swimming and acted as Altar Server at St. Philip's Church. He went to Elizabeth Ballantyne School and then Montreal West High School before continuing his education in science at McGill University. Out of three sons, Tom was the only one to be sent to university. Even so, he left after one year in order to enlist with the Royal Canadian Air Force on May 6, 1941 (both of his brothers would also serve in the RCAF). After conducting training in both New Brunswick and Prince Edward Island, Tom arrived in England March 9, 1942, and was promoted to Flying Officer in October of the same year. On June 2, 1943, Mustang AM200 was shot down while conducting a counter-air patrol over occupied France. He is memorialized at St. Philip's Church where his parents dedicated a stained glass window representing Saint George, the patron saint of England, and the Dragon. In addition, his name is carved on the second step of the Altar on the Epistle Side where he knelt for years before the war. He was 21 years old.

In high school and university, Henry, otherwise known as "Corky", was known for his athletic prowess. He played a variety of sports, including football, hockey, rugby, tennis, and golf, and worked as a minor league hockey referee. Henry attended Elizabeth Ballantyne School and Montreal West High School. He studied at McGill University where he completed three and a half years of a pre-medical program before enlisting with the Royal Canadian Air Force in January 1942. When he finished his training, he was posted to Squadron 614 RAF, which was in the process of changing to PFF (Path Finder Force), a separate force within the Royal Air Force Bomber Command that used elite volunteer aircrews to find and mark bombing targets in order to improve accuracy of other bomber crews. On March 16, 1944, Halifax BB382 was detailed to attack the railway yards at Sofia, Bulgaria. On their return to base the aircraft became lost due to bad visibility. Thinking they were over the sea, the aircraft reduced height to pick up a bearing, only to strike a mountainside. Flying Officer Read had only been in Italy eleven days. He was 24 years old.

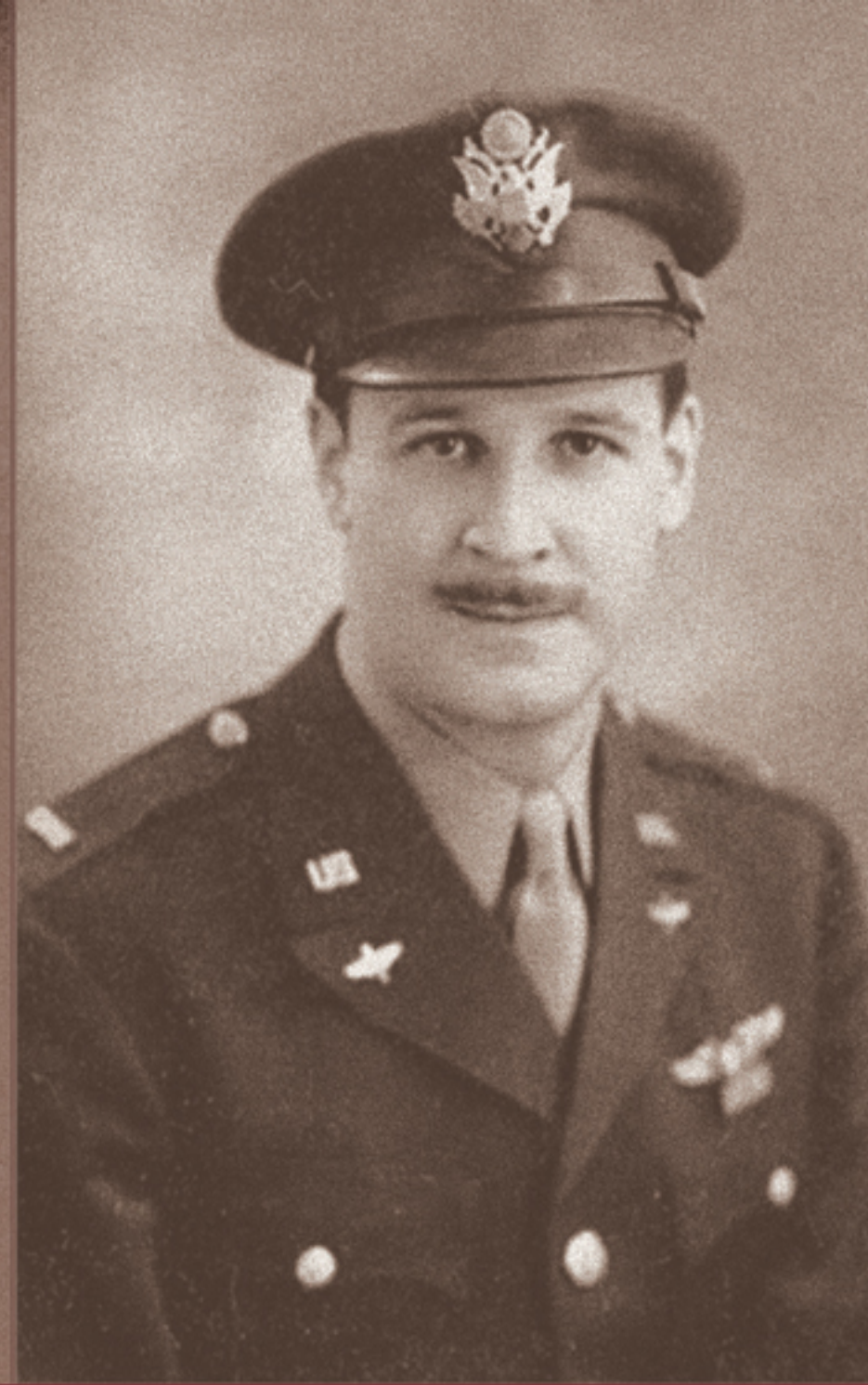


William George Roddy

Flight Sergeant Roddy is buried at Lorient Communal Cemetery in Morbihan, France.



Born in Calgary, Alberta on January 1, 1920, William George Roddy and his family moved to Montreal West in 1921. While here, he attended Montreal West High School before moving to Winnipeg, Manitoba where he finished his schooling. He completed a correspondence course in banking at Queen's University and was working at the Royal Bank of Canada when he enlisted in the Royal Canadian Air Force on February 19, 1941. (His brother, John Joseph Roddy, would later also serve in the Royal Canadian Air Force, while his sister, Helen Eileen, would work with the Combined Chiefs of Staff in Washington, DC.) Although he hoped to become a pilot, Roddy was trained as an Observer, responsible for managing the detection and weapon systems on an aircraft. After conducting training in Regina, Portage la Prairie, Macdonald, and Rivers, Manitoba, Roddy arrived overseas on February 20, 1942. On July 6, 1942, Wellington X3345 took off from Huntingdon, England on a "gardening" (mine laying) mission in the waters off of Lorient, France and failed to return. Of ten aircraft that took off, two failed to return. This was the crew's second operational mission. Flight Sergeant Roddy was 22 years old.



Clarence Dexter "Bud" Schnebly

First Lieutenant Schnebly was posthumously awarded the Air Medal, for meritorious achievement while participating in aerial flight, and the Purple Heart.



The only son of four children, Charles Dexter Schnebly was born on April 10, 1912, in Montreal West. The family were members of the Montreal West United Church, and he attended Elizabeth Ballantyne School and Montreal West School before entering McGill University for Engineering in 1929. In his spare time, Schnebly enjoyed photography and writing fiction and articles for newspapers and magazines. He was additionally mechanically inclined, putting him in a good position to work in the printing and advertising industries in Canada (Montreal, Ottawa) and the United States (New York), before he enlisted with the Royal Canadian Air Force on July 20, 1940.

After completing his flight training in Regina and Prince Albert, Saskatchewan, Clarence became a flight instructor in Dauphin, Manitoba until his discharge from the Royal Canadian Air Force on May 30, 1942. He then joined the United States Army Air Corps where he was attached to the 335th Bomb Squadron. He flew his first mission on May 13, 1943, to Saint-Omer, France attacking an aircraft factory. On May 21, 1943, on the squadron's sixth mission, fifteen aircraft took on a mission against submarine pens in Emden, Germany. Only one, B-17 Flying Fortress AC 42-3110, failed to return. First Lieutenant Schnebly was 31 years old.



Robert "Bob" John Stansbury

"I don't imagine we could get together often for there is a few thousand miles separating us. But this war will end someday and then maybe we can get together and celebrate — eh what! And boy am I really going to have a good time, And I'll want some pleasant company."

- in a letter to Ruth Chrome



Robert John Stansbury was born in Montreal on April 28, 1924, to George Edward and Isabelle Martha Mullaney Stansbury. He had two sisters, and a brother who would later serve with the Royal Canadian Signal Corps. He attended West Hill and Montreal West High Schools prior to starting work as a cutter for a silk manufacturer. Lying about his age, Robert enlisted in the army on September 9, 1940, at the age of 16. He arrived in the UK just over a year later, on November 24, 1941, where he began to correspond with a pen pal in the United States, Miss Ruth Chrome.

He disembarked in France on July 6, 1944, and joined the Black Watch in their advance on May-sur-Orne on August 5, 1944. The Black Watch had suffered a crippling defeat at the battle of Verrières Ridge, when the Royal Highland Regiment (Black Watch) of Canada decided to proceed with their planned attack as part of Operation Spring despite the lack of armoured support. The result was the costliest single day for a Canadian Battalion since the 1942 Dieppe Raid. Although it would have taken a month to absorb and train new men, the Black Watch re-entered the line of attack only eleven days later. Among the new troops was Robert. Private Stansbury died on August 5, 1944, after his trench received a direct hit from a tank. He was 20 years old.



Charles Peter Rodger Stevens

"He was very easy to work with but if you erred in terms of accurate and sensible, safe flying, he could be as hard as nails. He was supremely confident, competent as a Naval Officer and as a pilot. He was so eminently dependable and trustworthy. I suppose that in many ways he was a complex character, but he was fun to be with for he had a wry sense of humour and was capable of enormous kindness and selflessness."

- Teddy Key in his book The Friendly Squadrons



Charles Peter Rodger Stevens was born in Kingston, Jamaica on April 17, 1922, to George Roy and Zillah Louise Stevens. The family sailed from Jamaica to Montreal, and Charles was baptized at the Montreal West United Church on December 24 of the same year. Because of his father's position as Canadian Trade Commissioner, Charles lived in six countries by the age of five, including Cuba, Peru, and South Africa, where his two younger brothers were born. The family eventually moved to Montreal West in 1934; the Rodger family would continue to occupy the same house from when it was built in 1895 to 2011.

Charles graduated from Montreal West High School and then attended the Royal Military College but left after a year to join the Royal Naval Volunteer Reserve as an Acting Lieutenant. His goal was to become a pilot with the Fleet Air Arm, the branch of the Royal Navy responsible for the operation of naval aircraft. In 1944, Charles was assigned to No. 1772 Naval Air Squadron, which in combination with three other squadrons composed the fleet of the Indefatigable fleet carrier. With fourteen Fleet Carriers, six Light Fleet Carriers, twenty-five cruisers, ten battleships, seventy-five destroyers and over thirteen hundred aircraft, the combined British Task Force No. 38 was the largest armada ever assembled in history and was slated for a final assault on Japan. On July 28, 1945, Lieutenant Stevens (Firefly 69886) was the leader of an escort for an Avenger torpedo bomber strike against Harima Shipyard, Oo Bay, Honshu, Japan. Lieutenant Stevens was last seen when his flight split up to attack a number of luggers (small sailing vessels). He was 23 years old.



William "Bill" Frank Tudhope

William Frank Tudhope was buried with German military honours on Tuesday, August 27, 1940, at the Kampen General Cemetery in IJsselmuiden. The ceremony was attended by a large civilian crowd including the mayor of Kampen, Mr. Oldenhof. A platoon of Luftwaffe soldiers fired their rifles in military salute.



Richard Walter Vokey

Flying Officer Vokey is buried at Bergen-op-Zoom Canadian War Cemetery near Antwerp, Netherlands.



William Frank Tudhope, was born on March 5, 1919, in Johannesburg, South Africa. His father, John Henry "Tuddy" Tudhope was a pilot who gained considerable fame as a flying ace during World War I. After the war, the Tudhope family immigrated to Lumby, British Columbia. In the 1930s, William and his younger sister went to boarding school in the village of Ryde on the Isle of Wight in England, where he met and got engaged to Molly Christopher. In July 1938 William left school to enlist with the Royal Air Force.

William was posted to No. 144 Squadron from RAF Station Hemswell in Lincolnshire, England, where he participated in low-level bombing missions to enemy targets over Germany. On July 20, 1940, William and his crew were en route to Wilhelmshaven near Hamburg when they were severely hit by flak. In spite of this, the crew attempted a second attack. Their engine was badly damaged, but the aircraft was brought home safely. Pilot Officer Tudhope was awarded the Distinguished Flying Cross for his bravery on this mission. Only several weeks later, on August 10, 1940, Tudhope and his three-man crew took off on another bombing mission from which they never returned. Hampden P4368 is believed to have crashed into the IJsselmeer, an artificial lake in the Netherlands. William was 21 years old.

Richard Walter Vokey was born on August 30, 1923, in Chatham, New Brunswick. He had two younger brothers, one of whom would later become an Able Seaman on the HMCS Assiniboine. Richard attended Highlands School and then Lachine High School until 1940 where he excelled at swimming and soccer and was corporal in the cadets. After graduation, he joined his father as a draftsman at Dominion Bridge, a steel bridge constructor based in Lachine, from July 2, 1940, until he enlisted in the Royal Canadian Air Force on September 5, 1941.

He completed his initial training at Toronto, Oshawa, and Uplands, Ontario before disembarking in the UK on June 15, 1943. He was posted to No. 83 Ground Support Unit on September 13, 1944, and then to No. 439 Squadron for Operation Market Garden. On the morning of September 17, allied troops descended on key bridges in southern Holland in the hopes of eventually encircling Ruhr, the heart of German industry. Airborne forces were charged with securing the bridges facilitating the advance of ground forces. Typhoon PD465 was one of nine aircraft to carry out an armed reconnaissance mission over roads and railroads in the Breda-Gorinchem area. While carrying out an attack against a ground target, Richard apparently pressed it home too long and failed to recover from his dive in time. This was Flying Officer Vokey's third operation. He was 21 years old.



Forrest Walker Wiggins

Captain Wiggins is buried at Brookwood Military Cemetery in Surrey, England.



Forrest Walker Wiggins was born on October 8, 1912, in York County, Toronto to Forrest Norman and Lilian May Wiggins. An only child, Forrest and his parents moved to Montreal West in 1924 where his father would become Mayor in 1953, serving five consecutive terms. The family were members of the United Church. He attended Montreal West High School before studying at McGill University from 1929 to 1933. He was a keen sportsman and took an active part in all sports.

Interested in an army career for many years, Forrest was first a cadet, then a member of McGill's contingent of the Canadian Officers' Training Corps where he rose to the rank of Lieutenant before joining the military. He served with the 2nd Field Brigade, Royal Canadian Artillery from March 5, 1935, until November 1, 1936, when he transferred to the Royal Canadian Regiment. He transferred back to the artillery on January 1, 1938. In 1939, Forrest married Dorothy Isabelle Wiggins, of London, Ontario, before being transferred overseas on December 15, 1940. Once there, he was promoted to captain and became adjutant to the 1st Anti-Aircraft Regiment on February 1, 1941. He died accidentally of carbon monoxide poisoning on March 23, 1941. He was sleeping in a room in which an open coal fire was burning. The chimney vent became closed by the fall of an iron flap. He was 28 years old.



Peter Yeates Williams

His interviewing officer noted that he was "a distinguished young man of good appearance and obviously good conduct, character, and fine disposition. [He is] a very good recruit in every respect."



Peter Yeates was born in Edmonton, Alberta. He attended Elizabeth Ballantyne School upon moving to Montreal West in 1931 after which he studied at Montreal West High School where he was a cadet captain. Peter enjoyed skiing, swimming, and played tennis extensively; he was active in scouting, being both an assistant Scout Master and a King's Scout, the highest rank in scouting; finally, he was a choirboy at St. Philip's Church and a member of the Guild of Servers of the Sanctuary. After graduation, he was briefly employed as a clerk in Simpson's department store before enlisting on December 11, 1941.

After completing his training, Peter was posted to No. 58 Squadron on May 6, 1943. No. 58 was an anti-submarine squadron of the Royal Air Force Coastal Command whose primary role was to provide convoy escort duties over the Western Approaches to the British Isles. On August 16th of the same year, Flying Officer Williams volunteered to join a crew on an anti-submarine patrol as an extra lookout man. Halifax H3746 was shot down by Hans Morr in the Bay of Biscay. The Rector of St. Philip's Church, Canon Charles Ireland, blessed and dedicated a stained glass window to Peter on the north side of the church. The subject of the window is St. Christopher the Christ bearer, patron Saint of Travellers. In addition, his name is carved on the second step of Altar on the Epistle Side, where he had knelt for years before the war as an Altar Server. He was 22 years old.



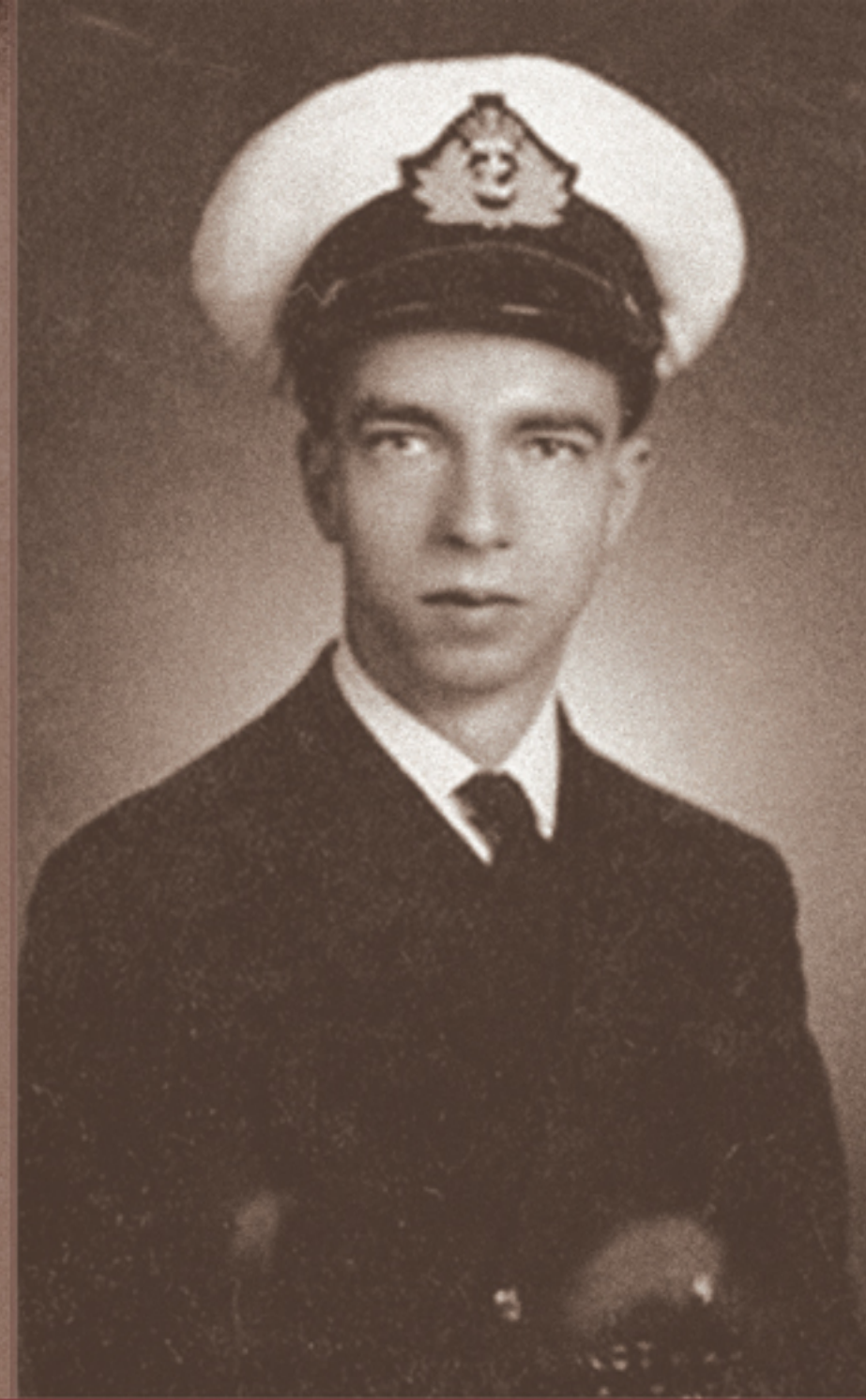
Donald Frederick Wilson

Among the personal effects returned to the Wilson family was a Montreal Masonic Choir book, a toy Santa Claus, a copy of the New Testament, and a souvenir wishbone.



One of six children, Donald Frederick Wilson was born in Kingston, Ontario on March 31, 1921. He attended West Hill and Montreal West High Schools and was a member of the Montreal West United Church. After graduating in 1940, he worked as a clerk at Northern Electric for a year and a half prior to volunteering for active service. Although already a Corporal with the Duke of Connaught's Royal Canadian Hussars, a reserve regiment, Donald felt the call of duty and action and so enlisted in the Royal Canadian Air Force.

He completed his initial training at Victoriaville, Quebec, at the same time as Gordon Kimber, at Fingal, Ontario, overlapping slightly with Thomas Johnstone, and in St. John's, New Brunswick. He arrived in the UK on February 4, 1943, eventually joining No. 433 Squadron. On the night of July 4, 1944, 102 aircraft successfully attacked the railway yards at Villeneuve-Saint-Georges, France. Donald Wilson was aboard one of these aircraft as bomb aimer, filling in for an ailing crew member. On their return trip to base, however, Halifax LW123 was struck by an enemy fighter. After the order was given to bail out of the stricken aircraft, Donald was last seen at the front of the aircraft, preparing his parachute. It was later reported that one member of the crew had jumped but his parachute had not fully opened. It was assumed to be Donald Wilson. Donald had 31 operations to his credit totalling over 196 hours. He was posthumously promoted to Pilot Officer. He was 23 years old.



Gordon William Wright

"He was great fun on the piano and all who met him, liked him."

- Lieutenant Dick Woodward in a letter home



An only child, Gordon William Wright was born in Shawinigan Falls on August 5, 1920, to Percy Welton and Alice May Wright and moved to Montreal West in 1927. He graduated from Montreal West High School in 1938 prior to obtaining his bachelor's degree in Electrical Engineering from McGill University in 1943. While there, he was a member of the Canadian Officers Training Corps; a member of the Phi Epsilon Alpha Society, an honorary member of the Engineering Society; and Secretary-Treasurer of the Electrical Society.

Upon graduating, he immediately enlisted into the Royal Canadian Naval Volunteer Reserve and was transferred to the UK August 1, 1943. During the development of RDF (Radio Direction Finding, later named Radar), priority in terms of equipment and specialists was given to the Royal Air Force. Desperate for people, the Royal Navy appealed to the Royal Canadian Navy, which had no trained personnel but was able to recruit into its Volunteer Reserve a small number of university graduates (Canadians predominated in the profession at sea at several stages throughout the war). Wright was posted to the HMS Gore, a Captain class Royal Navy frigate. On February 26, 1944, along with three other frigates, HMS Affleck, HMS Garlies, and HMS Gould, the HMS Gore sunk German U-boat 91 in the North Atlantic. Electrical Sub-Lieutenant Wright was subsequently transferred to the Gould to assist in a repair. Three days later, another U-boat (U-358) was located. After an entire day of fighting, the submarine succeeded in torpedoing HMS Gould, killing 123 officers and men. Gordon was 23 years old.

In Flanders Fields

*Between the crosses, row on row,
That mark our place: and in the sky
The larks still bravely singing fly
Scarce heard amid the guns below.*

*We are the dead: Short days ago,
We lived, felt dawn, saw sunset glow,
Loved and were loved: and now we lie
In Flanders fields!*

*Take up our quarrel with the foe
To you, from failing hands, we throw
The torch: be yours to hold it high
If ye break faith with us who die,
We shall not sleep, though poppies grow
In Flanders fields*

- John McCrae

*Roots &
Remembrance*



*Nos racines,
notre patrimoine*