CANADIANS AT WAR
1939-1945

DONALD M. SANTOR
London Board of Education

PRENTICE-HALL OF CANADA, LTD., SCARBOROUGH, ONTARIO

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Householders Descend On Grocers Demanding Huge Quantity of Food

Large stocks are cleared away in Bush and excerpts from the daily reports of World War, May 1939. The following were the principal developments in the past week:

- Fear of War Prompts Heavy Toronto Selling
- Wheat Ends Day 2½ to 1½ lower

Toronto Aug. 16 (CP) - Fear of war prompted heavy selling of wheat today at the Toronto exchange and in the Montreal market. This is a huge move down to the lowest price levels seen in the world market in early October. There is a general belief that the conflict in the Far East will bring about a decline in the price of wheat, mainly due to the milling and industrial use of the grain.

- Colony Takes War Measures

Government orders all emergency measures to be taken. All trade is suspended until further notice.

St. John's Aug. 16 (CP) - The St. John's market has been ordered closed until further notice due to the current war situation. All trade is suspended until further notice.

- Bullion Transfers Increase Sharply

OTTAWA, Aug. 16 (CP) - The war measures act of 1914, giving the Government extraordinary powers to deal with an emergency pending the assembly of Parliament, was proclaimed on Oct. 11, 1939, adopted as a meeting of the Government early today.

The War Measures Act, which came into being in 1914, gives the Government wide powers to control over shipping, censorship, trade and commerce, expropriation of private property, transportation, and other matters relating to the security of the State.

It was the government's intention, which is the Cabinet, authority to seize orders and regulations which may be deemed necessary during a period of real or apprehended war, invasion or revolution. These orders have the effect of placing the defense, peace, order, and well-being of Canada above all other considerations.

London Free Press, Aug. 16, 1939

C.P.R. Hotels Busiest In Years

Vacationists Keep Away From Troubled Europe

Blairmore, Alta., Aug. 15 (CP) - An all-time record for guests were reported last week by Pearl C. H. Reid, manager of the Hotel C.P.R. in Blairmore, Alta., for the season so far.

Meanwhile, the Hotel C.P.R. in Blairmore, Alta., has been declared the busiest hotel in the country, with vacationists keeping away from troubled Europe.

London Free Press, Aug. 16, 1939

Volunteers Off 'Somewhere Up the Coast'

Giant Searchlights Placed in Stanley Park

Volunteer military detachments fully prepared for action overseas. The Stanley Park troop, under the command of Capt. G. W. Macdonald, will be the first detachment to leave with the regular forces.

Vancouver, Aug. 16 (CP) - The volunteer military detachments fully prepared for action overseas. The Stanley Park troop, under the command of Capt. G. W. Macdonald, will be the first detachment to leave with the regular forces.

London Free Press, Aug. 16, 1939
Nova Scotia Women Volunteer For Service

Locally rallying to the support of their Empire in her dark hour, women's organizations and women of Nova Scotia have already sagged their willingness to serve the nation in whatever manner they are able during the war with Germany.

Within a few hours after the official declaration of war, representatives of many organizations, including the Women's Suffrage League of Halifax, were prepared to do whatever work they were asked.

Halifax Herald, Sept. 4, 1939

Air Raid" Rooms For Saint John

SAINT JOHN, Sept. 4 (CP) - Saint John, almost 4,000 miles from the battlefields of the new European war, has the stigma of a war zone on it tonight.

Most of the houses have been equipped with makeshift "airraid" rooms, with features designed to keep out gas and located so as to afford some protection in the event of a bombing raid.

Halifax Herald, Sept. 5, 1939

Rumors of Big German Spy Ring Near Grand Bend Spread Rapidly

War scare causes strange reports to circulate about Grand Bend. These reports were largely unfounded.

Rumors of raids to the headquarters of a large German spy ring in the area were widespread in Ontario. However, the reports were later discounted.

The local police were put on alert, and a search was conducted, but no evidence of a spy ring was found.

Halifax Herald, Sept. 5, 1939

ALL SHIPS ORDERED TO OBEY OTTAWA

Instructions Will Come From Department of National Defence

CANADIAN SOG IS LIKE ARMED CAMP

Routes Vessels Are To Take Will Be Liaised to Captains of Vessels

The wireless-banned

OTTAWA, Aug. 29 (CP) - The Admiralty issued a statement last night indicating that the armistice stands firm.

OTTAWA, Aug. 29 (CP) - The Canadian government today announced that armed vessels will be allowed to sail.

Doubts if War Looms; No Need To Be Jittery

"I do not expect to see a war," Captain L. W. B. White, the head of the Department of Marine in Ottawa, said last night.

"If war comes, we are ready for it. But, as far as I can see, there is no war." He added.

The wireless-banned

London Free Press, Aug. 29, 1939

Proclamation Placing Canada in State of War

Whereas by and with the advice of our Privy Council for Canada we have signified our approval of the issue of a proclamation in the Canada Gazette declaring that a state of war with the German Reich exists, I, by virtue of the Letters Patent of the Dominion of Canada as and from the Tenth Day of September, 1939, By Command, W. L. Mackenzie King, Prime Minister

London Free Press, Sept. 11, 1939
Men of all ages shared cramped quarters while serving on the Fisherman's Patrol.

...From Attack by Sea

"The Pacific Coast Militia Rangers, a guerrilla-type thing, local vigilante units along the coast, cooperating with regular types and acting as scouts for the military if the Japanese landed."

At the height of it, there were 18,000 people from the American boundary right up to Alaska and in through there. Right, 18,000 people, all fishermen, loggers, people in mining, in every town, village, city, inlet, fishing camp, logging outfit, mine along the coast and it eventually spread right into the Interior, to the Okanagan and the Cariboo and through there. There were 120 companies, with a captain at the head of each company.

B. Broadfoot, Suv War Years, p. 54

"I travelled up and down the coast doing this, and the thing that is not known, and has never been known, was that the whole damned coast was booby-trapped. In mines and logging you had people who knew powder, were familiar with explosives, and every bridge, every logging bridge and trestle, every place where there could have been an ambush, these guys had put their booby traps. And they had radios and had worked out special ways to communicate over long distances, if the Japanese ever did show up."

B. Broadfoot, Suv War Years, p. 54

In five months, the Battle of the St. Lawrence saw the U-boats run 22 ships and demolish 150 people (more than the Canadian Army would lose in total).

Booth, Lifeboat, p. 50

A boom blocks the entrance into the harbour at Esquimalt, Canada's main naval base on the West Coast. Nearby, the Defence Department established Royal Roads, a college for training naval personnel.

Booth, Lifeboat, p. 50

BOOM DEFENCE NET SET OUT AT ESQUIMALT, BRITISH COLUMBIA
PROTECTION AGAINST INCENDIARY BOMBS

Incendiary bombs are considered by those whose responsibility it is to study such matters, to be the most likely form of a concentrated enemy attack from the air on Canadian communities. [Red Pencils, p. 30]

...From Attack by Air

It was very easy for this Vancouver butcher who served as an air-raid warden to inform the public of any changes in the air-raid regulations.

HALIFAX AREA HAS FIRST “BLACKOUT”
District in Darkness For “Rehearsal”

Halifax and Dartmouth took on the appearance of a civilian district expecting an air raid for five minutes last night to the city and town had their first “blackout” since the inauguration of air-raid precautions. Both sides of the harbour were completely in the dark as citizens carried out instructions issued by the A.R.P. committee earlier in the day almost to perfection. It was a “rehearsal” planned for the residential districts only, but the majority of the downtown business district joined in. Crowds who had been waiting for hours witnessed the blackout spread from the commerce and shops of Citadel Hill. Only a few isolated lights and electric signs could be noticed a few seconds after the signal was given at ten o'clock by a brief inter- mission of the electric power cut-off. All street lights were cut off.

Halifax Herald, Sept. 1, 1939

Do you think an air raid on this province is at all likely this summer? (July, 1942)

<table>
<thead>
<tr>
<th></th>
<th>French</th>
<th>Rest of Canada</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>62%</td>
<td>39%</td>
<td>14%</td>
</tr>
<tr>
<td>No</td>
<td>16</td>
<td>48</td>
<td>76</td>
</tr>
<tr>
<td>No opinion</td>
<td>12</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

W. Sanders, Jack and Jacques, p. 37

These bilingual air-raid wardens served the Chinese community in Vancouver. Weekly meetings were held to discuss changes in the regulations and any problems in their district.
The shortage of imported cane sugar revived the interest in the sugar beet industry. By 1942 processing plants in Alberta, Manitoba, Ontario and Quebec produced 85,728,944 kg of beetroot sugar. This photo shows a stockpile of sugar beets in Alberta.

**LUMBER PRODUCTION**

In Millions of Board Feet

<table>
<thead>
<tr>
<th>Year</th>
<th>Production</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td>3,980,000</td>
</tr>
<tr>
<td>1941</td>
<td>4,941,000</td>
</tr>
<tr>
<td>1946</td>
<td>4,514,000</td>
</tr>
</tbody>
</table>

**VALUE OF PULP AND PAPER PRODUCTION**

<table>
<thead>
<tr>
<th>Year</th>
<th>Value of Production</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td>$58,303,000</td>
</tr>
<tr>
<td>1941</td>
<td>86,193,000</td>
</tr>
<tr>
<td>1943</td>
<td>110,845,000</td>
</tr>
<tr>
<td>1946</td>
<td>146,173,000</td>
</tr>
</tbody>
</table>

**CANADA TO BE CHIEF ARMS SOURCE IF BRITAIN INVOLVED IN CONFLICT**

Will Lead All Other Dominions in Export of Materials in Event of War

LONDON, August 28 — (CP) —
Canada is expected to lead all the dominions in export of arms and munitions to the mother country in the event of war, well-informed political sources said tonight.

The sources said the current forecast of British diplomacy was partly due to the support currently being given by the government of the United States. The support given by the United States could provide a significant boost to Canada's arms industry.

**CANADIAN EXPORTS OF FOOD PRODUCTS**

<table>
<thead>
<tr>
<th>Products</th>
<th>1939</th>
<th>1941</th>
<th>1945</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fruits</td>
<td>$10,5</td>
<td>$10,3</td>
<td>$13,5</td>
</tr>
<tr>
<td>Vegetables</td>
<td>$29,8</td>
<td>$34,8</td>
<td>$38,9</td>
</tr>
<tr>
<td>Meat</td>
<td>$37,4</td>
<td>$37,4</td>
<td>$37,4</td>
</tr>
<tr>
<td>Poultry</td>
<td>$18,2</td>
<td>$18,2</td>
<td>$18,2</td>
</tr>
<tr>
<td>Eggs</td>
<td>$3</td>
<td>$3</td>
<td>$3</td>
</tr>
</tbody>
</table>

**CANADA'S FOREIGN TRADE**

<table>
<thead>
<tr>
<th>Year</th>
<th>Exports</th>
<th>Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>1931</td>
<td>$588,000</td>
<td>$628,000</td>
</tr>
<tr>
<td>1939</td>
<td>935,000</td>
<td>751,000</td>
</tr>
<tr>
<td>1942</td>
<td>2,385,000</td>
<td>1,644,000</td>
</tr>
<tr>
<td>1946</td>
<td>3,267,000</td>
<td>1,586,000</td>
</tr>
</tbody>
</table>

**Leading Exports by Commodity**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Value of Exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat</td>
<td>$1,194,553,000</td>
</tr>
<tr>
<td>Corn</td>
<td>$1,180,000,000</td>
</tr>
<tr>
<td>Hay</td>
<td>$386,500,000</td>
</tr>
<tr>
<td>Potatoes</td>
<td>$146,500,000</td>
</tr>
<tr>
<td>Cattle</td>
<td>$126,500,000</td>
</tr>
<tr>
<td>Sheep</td>
<td>$114,500,000</td>
</tr>
<tr>
<td>Pigs</td>
<td>$104,500,000</td>
</tr>
<tr>
<td>Oats</td>
<td>$27,500,000</td>
</tr>
</tbody>
</table>

**BERNICE GALLEY AND KATHLEEN KILLIAN, two Chemistry graduates from the University of Toronto, test Buna-S rubber with acetone at the Polymer Rubber Corporation in Sarnia, Ontario.
Hay production rose from 4,064,200 t in 1939 to 6,197,990 t in 1944.

Canada exported 41,889,650 kg of cheese in 1939, and 61,420,479 kg in 1945.

**GROSS INCOME FROM THE SALE OF FARM PRODUCTS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Value in Millions of Dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>1,400</td>
</tr>
<tr>
<td>1935</td>
<td>1,200</td>
</tr>
<tr>
<td>1940</td>
<td>1,000</td>
</tr>
<tr>
<td>1945</td>
<td>800</td>
</tr>
</tbody>
</table>

*Grains and Field Crops, Other Farm Products, Live Stock.*

Canada Year Book, 1947, p. 428

**BACON SHIPPED TO THE UNITED KINGDOM**

<table>
<thead>
<tr>
<th>Year</th>
<th>Weight in Kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>150,139,050</td>
</tr>
<tr>
<td>1946</td>
<td>500,675,180</td>
</tr>
</tbody>
</table>

Canada Year Book, 1946, p. 302

**NUMBER AND VALUE OF POULTRY PRODUCTION**

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Dozens</th>
<th>Value in Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>235,525,000</td>
<td>286,688,000</td>
</tr>
<tr>
<td>1944</td>
<td>340,848,000</td>
<td>373,952,000</td>
</tr>
</tbody>
</table>

Canada Year Book, 1947, p. 234

*A worker examines unprocessed optical glass in the Instruments Division of the Canadian Arsenal Company in Toronto, Ontario.*

More than half of the world's asbestos production came from Quebec during the war. The open pit at Thetford Mines was one of the major suppliers.

<table>
<thead>
<tr>
<th>Year</th>
<th>Production in Tons</th>
<th>ALUMINUM</th>
<th>ASBESTOS</th>
<th>PIG IRON</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td>75,116</td>
<td>330,649</td>
<td>767,870</td>
<td></td>
</tr>
<tr>
<td>1940</td>
<td>98,066</td>
<td>406,286</td>
<td>1,187,615</td>
<td></td>
</tr>
<tr>
<td>1941</td>
<td>192,599</td>
<td>406,286</td>
<td>1,388,249</td>
<td></td>
</tr>
<tr>
<td>1942</td>
<td>304,838</td>
<td>387,502</td>
<td>1,791,734</td>
<td></td>
</tr>
<tr>
<td>1943</td>
<td>446,887</td>
<td>387,502</td>
<td>1,984,222</td>
<td></td>
</tr>
<tr>
<td>1945</td>
<td>423,569</td>
<td>387,502</td>
<td>1,612,955</td>
<td></td>
</tr>
</tbody>
</table>

Canada at War, p. 30 et al.

Even though Canada's wheat production fell from 521,000,000 bushels in 1939 to 318,000,000 in 1945, the value of the crop rose from $282,000,000 to $367,000,000. This harvesting photograph shows how the labour shortage was overcome.

*With a pressure of 34 GPa a forge presses a 2 in ingot into the rough blank of a gun barrel 6 in long. Great Steel Flats, Quebec.*

"From '41 on, we got good years and I put in everything I could. Wheat, and then barley for the pigs. We had an awful lot of pigs in those days, mostly for the British market, and my wife was milking 16 Jerseys too, with only the help of a hired girl from town.

The only real help, believe it or not, was the German prisoners, the P.O.W.3's. They gave me two and they were farm lads. Some fellows around got city fellows, fellows who had been book-keepers."

B. Broadfoot, Six War Years, p. 166

By the end of the war Canada's production of aluminum had doubled to more than 181,436,920 kg. In this photo Roger LaFrance supervised the piling of 23 kg ingots for shipment from Arvida, Quebec.

By June of 1942 civilian consumption of nickel had been reduced to 20%.

By June of 1942 civilian consumption of nickel had been reduced to 20%.

One large bomber required approximately 8,614 kg of aluminum.
PRODUCING
THE WAR
MACHINE

126,000 men and women built ships in yards from Nova Scotia to British Columbia. Here the destroyer broccoli is being launched down the rails.

DEFENSE OF CANADA REGULATIONS
Every person employed in the production, transportation, storage or delivery of munitions of war or supplies, on the construction, remodelling, repair or demolition of a defence project, who does any act, or omits to do anything which he is under a duty, either to the public or to any person, to do, the natural and probable consequence of which act or omission is to obstruct or delay the production, transportation, storage or delivery of such munitions or supplies or the construction, remodelling, repair or demolition of a defence project, or who prevents or attempts to prevent any other person from engaging in the production, transportation, storage or delivery of munitions of war or supplies or in the construction, remodelling, repair or demolition of a defence project, shall be guilty of an offence punishable by summary conviction or imprisonment for a term not exceeding two years, but such person may at the election of the Attorney General of Canada or of the province be prosecuted upon indictment, and if convicted shall be liable to imprisonment for a term not exceeding five years.

Provided however that, a person shall not be guilty of an offence under this Regulation by reason only of his taking part in, or peacefully persuading any other person to take part in, a strike.

Section 51B. Definition of Canada Regulations, 1942

Canada’s Production Record
1939-1945
Aircraft 16,000
Rifles 900,000
Military vehicles 815,000
Merchant ships 410
Landing craft 3,302
Navy tugs 254
Tanks 6,500
Escort ships 487
Machine guns 244,000

Hundreds of industries employing thousands of workers soon reached full capacity in their efforts to equip the armed forces.

By the end of the war Canada had produced more than 815,000 military vehicles. The vehicle shown in the photograph represents the daily production of the Ford Motor Company in Windsor. Insert shows C. D. Howe, Minister of Munitions and Supply receiving the 500,000th military vehicle produced during the war.

NAVAL GUN MOUNTS Made by Rafa

Workers assemble army uniforms.

Cannot Tolerate Unemployment
"We cannot tolerate anyone continuing to be unemployed and accordingly have provided that anyone who is completely unemployed more than a week or only partially employed for more than two weeks, may be required to take a suitable full time job. Refusal to comply with this regulation will call forth the full penalties provided—which have a maximum of a £500 fine or 12 months imprisonment or both."

—from "Facing Realities," a speech by W. L. Ledge, Sept. 15, 1942

Canadian AF: Policy in Canada
The War Supply Board was formed to coordinate economic and industrial facilities, the procurement of supplies, and the production of munitions.

A Sample of Contracts Awarded by the War Supply Board during November and December of 1938

<table>
<thead>
<tr>
<th>Name of Contractor</th>
<th>Commodity</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adeeaira</td>
<td>Acid sets</td>
<td>1,133,738.00</td>
</tr>
<tr>
<td>Commercial Alcohols, Ltd., Montreal</td>
<td>Alcohol 403 L</td>
<td>88.55</td>
</tr>
<tr>
<td>Great West Fall, Diva.</td>
<td>2,500 pairs canvas shoes</td>
<td>4,875.00</td>
</tr>
<tr>
<td>J. R. Gaunt, Montreal</td>
<td>1,000 badges, cap</td>
<td>2,110.50</td>
</tr>
<tr>
<td>Giovanni Gault, LaPrede</td>
<td>1,000 pairs rivets</td>
<td>394.17</td>
</tr>
<tr>
<td>Howe Oil Distributors Limited, Vancouver</td>
<td>Oil, lubricating</td>
<td>1,250.00</td>
</tr>
<tr>
<td>Ottawa Car &amp; Aircraft Ltd., Ottawa, Ont.,</td>
<td>ice tongs—500 pairs</td>
<td>1,050.00</td>
</tr>
<tr>
<td>Ceylon's Ltd., Montreal, Que.</td>
<td>Meat cutters, 1,000 English, white northerners, 4,000</td>
<td>2,077.50</td>
</tr>
<tr>
<td>Scott Canadian Co., Toronto, Ont.</td>
<td>Bacon</td>
<td>4,368.02</td>
</tr>
<tr>
<td>McGowan, Clarke Co., Ltd., Kegaro Falls, Ont.</td>
<td>144 forks, 150 knives, 360 spares</td>
<td>358.83</td>
</tr>
<tr>
<td>T. A. F. Co., Ltd., Toronto, Ont.</td>
<td>Kitchen sinks</td>
<td>398.00</td>
</tr>
<tr>
<td>Acacia Sugar Refinery</td>
<td>Sugar</td>
<td>7,392.00</td>
</tr>
<tr>
<td>Mechanics Bros., Hamilton, Ont.</td>
<td>250 rolling brushes</td>
<td>350.00</td>
</tr>
<tr>
<td>Stevens Hopkins, Pd. Elgin</td>
<td>7,018 brushes and brooms</td>
<td>528.00</td>
</tr>
<tr>
<td>T. D. Stevens, St. John</td>
<td>720 newspapering machines</td>
<td>275.75</td>
</tr>
<tr>
<td>Hewitt Co., Toronto, Ont.</td>
<td>320 brushes, scrib</td>
<td>780.83</td>
</tr>
<tr>
<td>Meakers &amp; Sons, Hamilton, Ont.</td>
<td>200 shaving brushes</td>
<td>324.00</td>
</tr>
<tr>
<td>World Cup Co., Montreal, Ont.</td>
<td>700 winter caps</td>
<td>11,000.00</td>
</tr>
<tr>
<td>Boston Bros., Toronto, Ont.</td>
<td>2,500 coats, great</td>
<td>10,986.75</td>
</tr>
<tr>
<td>Workmen Uniform, Montreal, Ont.</td>
<td>2,500 coats, great</td>
<td>8,446.75</td>
</tr>
<tr>
<td>S. S. Holden, Ltd., Ottawa, Ont.</td>
<td>3,500 trowsers, blue serge</td>
<td>4,285.50</td>
</tr>
<tr>
<td>Maritime Pant, Anthens</td>
<td>5,000 trousers, blue serge</td>
<td>4,375.00</td>
</tr>
<tr>
<td>Bell Thread, Hamilton, Ont.</td>
<td>4,000 sports thread</td>
<td>941.52</td>
</tr>
<tr>
<td>A. T. O'Leary Co., Holies, N.S.</td>
<td>Coal, Welsh anthracite</td>
<td>303.75</td>
</tr>
</tbody>
</table>

Would you approve or disapprove if the government used force to stop strikes in war industries after all other methods had failed? (Jan., 1943) English: 72%, French: 47%

Disapprove force 39

Undecided 8

How many hours do you think workers in war industries should work each week? (March, 1942)

48 hours 43%

49-59 hours 25%

60-69 hours 25%

70 hours or more 7

(Average number of hours selected was 54 per week)

Do you think that war workers who stay away from their work without a good reason should be fined in addition to losing their pay? (June, 1943)

English: 65%, French: 43%

Would fine 45

Would not fine 27

Undecided 8

W. Sandon, Jack and Jacques, pp. 23, 31, and 28

A poster graphic machine follows the design of the propeller model above to shape the rough blade inserted at the bottom.

MacDonald Brothers Aircraft in Winnipeg, Manitoba, produced the Anson Mark 5 and the Aircraft Company and the Aircraft Industry.

CLASS "A"

Suggestions accepted which relate to the employee's own job, and which result in a saving of Productive Material in current use and/or Productive Labor, resulting in increased production above the standard established for the job at the time the suggestion was made.

In such cases, the employee will be given an award equal to the value of the savings in Productive Material and/or Productive Labor for a period of two (2) months. The award to the employee making the suggestion shall not exceed $750.00 (Purchase Value).

Model Employee Suggestion Plan, p. 8

NATIONAL SELECTIVE SERVICE REGULATIONS

Subject to exceptions which are explained on the back of this sheet.

1. No employer may lay off an employee without giving him or her seven days' notice in writing.
2. No worker may quit his or her job without giving the employer seven days' notice in writing.
3. No employer may interview for employment, or employ, any person unless the person has a permit to work employment.
4. Whenever a worker lawfully leaves a job the employer must give him or her a notice of separation.
5. When a worker presents a separation slip to a Selective Service Office, he or she will receive a permit to seek employment. He must not seek employment without this permit.

FOR DETAILED INFORMATION READ THE BACK OF THIS POSTER.
The Course of the War...
for the Canadians... for the Allies

1939
First convoy leaves Canada
First Canadian Division arrives in England
BCATP Agreement is signed

1940
Atlantic ferry begins
First Canadian graduate from BCATP
Battle of the Atlantic
Bunting killed in an crash
Hyde Park Declaration
Canada takes up convoy duty in Northwest Atlantic
Canadian invade Spitzbergen
Wage and price controls announced
Canadians defeated in Hong Kong

1941
Japanese Canadians ordered to leave West Coast
Battle of the St Lawrence
Vancouver Island shelled by Japanese submarine

1942
Japanese invade Sicily
Canadians occupy Kiska
Canadian invade Italy

1943
Bloody battle of Gothic Line
Canadians break the line

1944
Americans bomb Japan

1945
Russia takes Warsaw
German army in full retreat
Fire-bombing of Dresden
Allies cross Rhine
Hitler commits suicide
Russians take Berlin

Japanese Canadians ordered to evacuate the coastal areas of British Columbia, Feb 26, 1942.

Canadians give MacKenzie King authority to impose conscription for overseas service, April 27, 1942.

Canada declares war on United States in constructing the Alaska Highway from Dawson Creek, British Columbia to Fairbanks, Alaska, 1942-1943.

A joint U.S.-Canadian force attacks Kiska in order to discover that the Japanese had evacuated the island a week earlier. Nevertheless 500 Canadians were killed, August 19, 1943.

Over 7,000 Canadian airmen served in both the RAF and the RCAF in Southeast Asia. Their theatre of operations included China, India, Thailand, Burma, Malaya, Ceylon and the Indian Ocean.

Enlistments in Canada's Armed Forces

<table>
<thead>
<tr>
<th>Population of Canada</th>
<th>Canadian Troops Sent Overseas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941 11,706,000</td>
<td>1941-19: 41,802</td>
</tr>
<tr>
<td>1939 11,367,000</td>
<td>1939-45: 41,002</td>
</tr>
</tbody>
</table>

Enlistments in Canada's Armed Forces

| Army    | 730,625 |
| Air Force | 249,024 |
| Navy    | 106,532 |

Balloons carrying bombs from Japan land in the Rockies and the Prairies.

RCAF squadron leader prevents a second Pearl Harbor by warning the US of a Japanese fleet heading for Ceylon, April 4, 1942.

Fatal Casualties

<table>
<thead>
<tr>
<th>Army</th>
<th>Air Force</th>
<th>Navy</th>
</tr>
</thead>
<tbody>
<tr>
<td>22,910</td>
<td>17,047</td>
<td>1,981</td>
</tr>
</tbody>
</table>

Canadian Army Casualties

<table>
<thead>
<tr>
<th>Military</th>
<th>1941-45</th>
<th>1939-41</th>
</tr>
</thead>
<tbody>
<tr>
<td>56,638</td>
<td>22,910</td>
<td>19,368</td>
</tr>
</tbody>
</table>

Fatal: 56,638
Non-fatal: 19,368

Canadian Year Book, 1947, p. 118.
YEARS OF WAR: 1939-1945

40 squadrons of the RCAF were retained in Canada for home defence.

A Canadian soldier returns home after the war. May 1945.

A Japanese submarine attacks British forces off the coast of New Guinea, October 1943.

Effects of the war on Canada: Canada was occupied by Germany. Canada invaded and occupied Norway. Canadians suffered heavy losses in the Battle of the Atlantic. Canadians participated in the invasion of Sicily and Italy. Canadian forces broke through Hitler's line in the Siegfried Line, May 1944.

Royal Canadian Air Force Casualties 1939-1945:

<table>
<thead>
<tr>
<th>Approximate Number of Persons Killed, Including Civilians</th>
<th>USA</th>
<th>Great Britain</th>
<th>USSR</th>
<th>China</th>
<th>Japan</th>
<th>France</th>
<th>Germany</th>
<th>Italy</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>While on Operations</td>
<td>403,000</td>
<td>334,000</td>
<td>20,000,000</td>
<td>6,000,000</td>
<td>3,000,000</td>
<td>800,000</td>
<td>800,000</td>
<td>310,000</td>
<td>42,000</td>
</tr>
<tr>
<td>Killed or dead</td>
<td>352</td>
<td>315</td>
<td>10,000</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Wounded or stranded</td>
<td>250</td>
<td>125</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
<td>2,500</td>
</tr>
</tbody>
</table>

Strength of Canadian Army: 1945

<table>
<thead>
<tr>
<th>Strength of Canadian Army: 1945</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Service</td>
</tr>
<tr>
<td>Prince Edward Island</td>
</tr>
<tr>
<td>Nova Scotia</td>
</tr>
<tr>
<td>New Brunswick</td>
</tr>
<tr>
<td>Quebec</td>
</tr>
<tr>
<td>Ontario</td>
</tr>
<tr>
<td>Manitoba</td>
</tr>
<tr>
<td>Saskatchewan</td>
</tr>
<tr>
<td>Alberta</td>
</tr>
<tr>
<td>British Columbia</td>
</tr>
<tr>
<td>Outside Canada</td>
</tr>
<tr>
<td>Totals</td>
</tr>
</tbody>
</table>

Estimated Mobilized Strength of Selected Participants:

<table>
<thead>
<tr>
<th>Estimated Mobilized Strength of Selected Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>USSR</td>
</tr>
<tr>
<td>Germany</td>
</tr>
<tr>
<td>USA</td>
</tr>
<tr>
<td>British Empire</td>
</tr>
<tr>
<td>China</td>
</tr>
<tr>
<td>Canada</td>
</tr>
</tbody>
</table>
THE BATTLE FOR THE ATLANTIC:

"Our ships in convoy were not so fortunate; their long hulls, riding high in the water, were unmanageable in the frightful wind. The convoy dispersed, disintegrated, as each ship steered as best it could. In the grey light of a stormy dawn, I sighted the rescue ship, a little coastal passenger vessel that had once carried holiday-makers to British resorts; from her bridge a red Aldis lamp began to blink a signal to us. A great sea intervened, blotting her from sight; when it passed, she was nowhere to be seen. She had simply been engulfed, and weighted down with ice, had sunk in an instant.

"During that day and night we lost three other merchantmen, great, ocean-going ships that had accumulated such enormous weights of ice that they had simply toppled over and had been engulfed by the tremendous seas. Their crews were too small, in that freezing blast, to remove the vast areas of ice, and their hulls were too long for the ships, encumbered as they were, to be manoeuvred in the giant seas. All of them sank like a stone; we survivors, merchantmen and escorts alike, were powerless to lift a finger to help.

- J. Lamb, The Corvette Navy, p. 119

![Map of convoys](image1)

Bedford Basin provided a sheltered haven for convoys awaiting their departure. The Basin along with Halifax Harbour provided the Allies an ice-free port with rail access to the agricultural and industrial centres in the rest of Canada. It took several hours for a convoy to leave the harbour, because this usually took place during daylight, coastal command provided air cover to prevent U-boat attacks.

![Map of convoys](image2)

The speed of the main body often had to be reduced to prevent old crooks from becoming stragglers—prime targets for U-boats in the eastern Atlantic. In August 1940, therefore, slow convoys were instituted, and Sydney, Cape Breton, became their rendezvous so long as that harbour was free of ice.

- W. Douglas and B. Greenhow, Out of the Shadows, p. 63

Since April 1944, a War Service Bonus amounting to 10 per cent of total earnings has been payable by the Government, at the end of each 12 months of actual service, to merchant seamen who agree to serve for two years or for the duration of the war, whichever is the lesser. They are also entitled to two days' leave per month, with pay, at the end of each year; low-cost rail transportation home and back to port; and basic pay for sickness or injury up to 12 weeks. About 5600 seamen are now working under this type of agreement.

- Canadian Affairs, July 28, 1945, p. 11

![Map of convoys](image3)

SHIP LOSSES DURING THE BATTLE OF THE ATLANTIC

- June 1940 – April 1941
- January 1942 – May 1942
- August 1942 – May 1943

- Sunderland escorts
- Frigate escorts
The real heroes of the Battle of the Atlantic were the officers and men of the Merchant Service; everyone who served at sea knows that. Even the name, ‘Merchant Service’, was a misnomer; these men served in no organized force, wore no uniform, earned no recognition or awards. They were civilians, and although they earned a far higher rate of pay than any naval man, no wage scale could possibly have recompensed them for the hardship and endurance which kept them at sea, in helpless and often inadequate ships, in defiance of the terrors of the wartime North Atlantic.

J. Lamb, The Corvette Nest, p. 40

"I finished this voyage with the sober realization that it was the merchant seamen who took the real onslaught of the enemy at sea. Their ships could hardly fight back against the elusive submarine and, due to their ponderous bulk, could not manoeuvre quickly to avoid their attacker. They always presented the best targets. The men who lived in these ships could not have been unaware of their vulnerability. They pushed their ships along, never knowing when they would be singled out for extinction. In convoy they had little knowledge of how the enemy was deployed, and not much more when travelling alone. They lived, as it were, on the edge of a volcano. The constant suspense must have been awful."

A. Evans, To Nova, p. 94

Gales come almost as a relief because they break up the fog, then, however, the sea and swell often build up to heights of more than 18 m and the danger of collision or grounding gives way to other perils.

W. Douglas and B. Greenhalgh, Our of Wide Shadoes, p. 59

The Rules of War, as laid down by The Hague Convention, denied the right of any warship to sink any unescorted merchant ship without warning, or indeed to sink any without first visiting and searching it to decide whether its cargo was contraband. Even then the crew had to be assured a safe means of reaching land, for which purpose the ship's lifeboats were not considered sufficient. Clearly submarines, which became highly vulnerable as soon as they surfaced and could not possibly accommodate the crew of any merchant ship they decided to sink, were gravely handicapped in any action against seaborne commerce. In fact, if they held to the Rules of War, they could not be so used.

D. Macleay, The Battle of the Atlantic, p. 17

Over 7000 ships damaged in the Battle of the Atlantic were repaired at

- Halifax: 1939: 766 1999
- 1940: 3131 165
- 1941: 3348 808
- 1942: 6249 052
- 1943: 861 034
- 1944: 344 494
- 1945: 377 740
- Total: 15 256 094

Merchant Ship Losses on the Atlantic in Tons

Convoys travelling the speed of the slowest freighter were "sitting ducks" for the Wolf Packs of U-boats that roamed the North Atlantic.

Convoys travelling the speed of the slowest freighter were "sitting ducks" for the Wolf Packs of U-boats that roamed the North Atlantic.
"Battles might be won or lost, enterprises might succeed or miscarry, territories might be gained or quitted, but dominating all our power to carry on the war, or even keep ourselves alive, lay our mastery of the ocean routes and the free approach and entry to our ports... The only thing that ever really frightened me during the war was the U-boat peril."

— Sir Winston Churchill

The Battle for the Atlantic was considered won by May 26, 1943. It had been waged for 40 months from the outbreak of war.

At the outbreak of war the Canadian Navy consisted of about 3,000 men and 11 fighting ships.

By July 1941 there were 900 Canadian naval personnel at St. John’s; three years later the figure soared to 10,000.


Winter ice was often so thick that the ship became top heavy. To reduce the risk of rolling over, ice would be chipped away—sometimes in rough weather.

Winter ice was often so thick that the ship became top heavy. To reduce the risk of rolling over, ice would be chipped away—sometimes in rough weather.

HMCS Comox at Halifax, October, 1940.

"The messdecks of a corvette in bad weather are indescribable; it would be difficult to imagine such concentrated misery anywhere else. Into two triangular compartments, about 10 m by 6.7 m at their greatest dimensions, are crammed some sixty-old men; each has for his living space—eating, sleeping, relaxing—a seat on the cushioned bench which runs around the outside perimeter of each messdeck. There is a locker beneath the seat for his clothing, and a metal tin-box—something like an old-fashioned hatbox—holds his personal things in a rack above. The space where he slings his hammock—carefully selected by the older hands and jealously guarded—is 46 cm beneath the deck-head, or another hammock, which are snug in tiers between stanchions and beneath pipes, wherever there is room. Most of the deck space is taken up with scrubbed deal tables, one to each mess, where you eat or write or play interminable games of cards..."

J. Lawrie, The Corvette Navy, pp. 23-24

Sieves poured water on the tabletops to prevent the dishes from sliding off the table.

"It was impossible to cook at sea half the time because of the motion of the ship. Even though you had guards to hold the pots on the stove there would be times when we had to depend on bully beef, hard tack and red lead, (that’s canned tannic acid). Red lead was what you used to paint the ship. Bully beef was canned beef, and hard tack was unheavenly sea biscuits."

Mesd deck of HMCS Tansak.
"The unfortunate ship which had been hit was loaded with iron ore and sank within two minutes. Searching for the U-boat, we passed survivors who were scattered in the icy water, each with his red light burning. Some were on rafts, some were alone, but no boats had survived. It is my most painful memory of the war that we had to shout encouragement, knowing well that it was unlikely that they would ever be picked up.

"It was an appalling decision to have to make, to stop or go on: but by leaving her place in the search, the ship would leave a gap through which more attacks could be made and more men drowned. We had to go on. After a search plan had been completed I went back the Pink to look for survivors but she failed to find them and after four hours' search I had to recall her to her station..."

"I could not stop thinking of the men in the water astern and only after the report of the next attack had come in was I able to achieve proper concentration again."

D. MacIntyre, The Battle of the Atlantic, p. 185

"You had to learn to ride a harrowch like a horse. The motion of a corvette is unbearable. You're not only going backwards, forwards, and sideways, but you're also going down, side to side, in an elevator shaft. You never know when you are going to stop, and when the corvette hits the bottom of the trough of a big wave, the shock is tremendous. Frequently it will pull the harrowch head right out of the deck head and land you on the floor. You'll also swing you sideways to the point where you are bouncing against the deck head. I have seen more injuries from bad weather than I have from enemy action."

During six years of war over 100,000 Cana-
dians enlisted in the Navy. The peak strength was 95,705.

Canadian warships convoyed 25,343 merchant
vessels conveying 1,84,558,550 t of cargo to the
United Kingdom.

By June of 1944, the Canadian Navy provided
all close escort for convoys from North
America to Great Britain.

A fast crossing took 10 days, a slow one from
15 to 20 days.

Only 3% of all German U-boats were destroyed
by surface ships, but aircraft destroyed 45%.

By May of 1943, 1,900 ships had been sunk in the
Atlantic alone.

JHMC3 Tolissant takes fuel from a British tanker at the rate of 53 t in 2 hours through a 6 cm canvas hose.

Each corvette was armed with two 40 mm
cannon which were used as anti-aircraft guns
and as a weapon against personnel on enemy
ships if the gun could be depressed enough.

"One food that really bothered us was Breton's Foot-
bread. It was a hard brown bread bought in Londenlo-
erdy and was very difficult to digest. When we got into
Newfyjohn the first thing we did was buy white bread
and eat it by the loaf, without even putting butter on it."

"The cook had a hard time keeping the eggs from
scrambling rubber man. They would practically
boil. He cooked them and tried to keep them
warm for a long time."

"Irish potatoes roated after three days at sea, be-
cause of the dampness."

Newfyjohn

"Newfyjohn was a different world, as you arrived in harbour a signal lamp would flash you, along with berthing instructions, news of the night's dance or concert party. For this man, Malagasy estab-
lished a rest camp where an exhausted crew could forget the sea in
a lovely woodland setting, living in tents and huts and basking themselves with baseball and fishing and swimming, the forgotten
recreations of civy street. There were dances and shows and parties
of one sort or another every night in the Caribou Hut or the
Knights of Columbus Hall or elsewhere, especially laid on for the
to follow from the ships, and the Salvation Army had something
going every day for the sailor home from the sea."


End view of a depth charge

A depth charge was 136 kg bomb that
looked like an oil drum. It was rolled off
the end of the ship or was spread from the
side by throwers. It could be set to
explode at depths ranging from 6 to 152
m. To intersect the path of a U-boat, a
depth charge was fired in a diamond-shaped pattern, but, to be lethal
it had to explode within 7 m of a U-
boat. On occasion an exploding charge
actually lifted the U-boat out of the
water.

The RCN destroyed or helped destroy a total of
27 enemy submarines in all theatres of the war.

Aircraft of the RCAF either destroyed or helped
destroy 23 enemy submarines.
From the Link Trainer...

"But the big thrill of the I.T.S. was the Link Trainer. Even though it doesn't leave the ground it was the first sight of an aeroplane we got and thoughts of fighting in the clouds began to replace the monotony of barrack routine.

"The Link Trainer is a box-like contrivance shaped like an aeroplane that moves up, down, sideways and around very much like a plane in the air. It can spin and dive and even crash, and sometimes is so realistic as to make the nervous squamey and sick. Moving about on its sockets inside a circular room with mountains, lakes and fields painted on the walls, the Link Trainer all but puts a man in the air.

"Take a course on that mountain and keep your air speed steady,' orders the instructor, and the anxious ace clutches his stick and fiddles with his many gadgets as though his life depended on it. In this mock aircraft a number of recruits reveal a nervous tension that eliminates them right away from their chosen line of war effort. They strive too desperately to be perfect. Others relax and roam around the 10-foot Heavens as though they didn't care a damn for their lives."

"The ABC of the 'stick,' he explained, 'is that if you pull it back you move 'elevators' or moving fins on the tail and the nose of the plane rises. If you push it forward the nose drops and the plane dives. Push it to the right and the right wing will go down and the plane will bank. Push it to the left and the same thing occurs on that side. Moreover you can combine several of the moves in one motion, moving the stick much as though you are steering a railroad car.'"

-N. Smith, The British Commonwealth Air Training Plan, p. 11

A Sickenning Flight...

"I was at the controls for the first hour, and completely too weary to be disturbed by the rough air which was causing the aircraft to lurch and waver. Higham, the other pupil, was sitting behind me concentrating exclusively on the bumps. When the instructor said, 'Change over,' I glanced over my shoulder and saw Higham, white-faced, looking at me with a glassy stare. As I moved to exchange places with him, he vomited where I had to sit for the next hour."

-J. Meek, Canadian Armies and Arrows, p. 38

A Way Around Liquor Rationing

"Now, it was rationing, and you needed a permit. I'd tell my class to go down and get a permit for liquor and, sure enough, the classes were for 10 weeks and the permits were good for a year, so there was a lot of time left and when they'd move on to the next station, you see, I'd get their permits. They'd give them to me, although some guys might add them. Two bucks. Five bucks. So what? So there never was a time I didn't have 20 or 25 permits on me, and I'd buy the liquor."
The AG mounted on a single wing was the appropriate and proud insignia of the air gunner.

"I wished to be a pilot. And you, along with me, But if we all were pilots Where would the Air Force be? It takes GUTS to be a Gunner, To sit out in the tail, When the Messerschmitts are coming. And the slugs begin to rain. The pilot's just a chauffeur. It's his job to fly the plane; But it's WE who do the fighting. Though we may not get the fame. If we must all be Gunners Then let us make this bet; We'll be the best damn Gunners That have left this station yet!"

N. Smith, British Commonwealth Air Training Plan, p. 21

During the latter part of the First World War, pilots began using parachutes; by the Second World War they were standard issue. At a training school in Virden, Manitoba, an air force personnel demonstrated the proper packing procedures to ensure that the chutes would open easily.

The British Commonwealth Air Training Plan provided training for the following categories of airmen:

- Pilots
- Flight engineers
- Navigators
- Wireless operators
- Air mechanics
- Air gunners

"It is at the I.T.S. that the aircrew recruits get that little white ribbon sewed on their caps, 'a mark of distinction we boasted over the landlubbers.' But some of them weren't so sure about it all when they were slipped into the decompression chamber the Ranting Institute has developed to test their airworthiness. Together with the Institute the R.C.A.F. has gone a long way with its Clinical Investigation Unit. The decompression chamber used at I.T.S. can simulate conditions at 7,620 m to the student, with or without oxygen, can make him dive or rush skyward. The small proportion that will always be air sick are in this way weeded out. Others with physical weaknesses are closely watched. This machine teaches the students how to act under most conditions they will face--to blow their nose in fight off increasing air pressure, for instance--and here is another new if air called electrolytrophotography that can test what the brain will do under pressure just as the electrocardiograph can tell the heart."

N. Smith, British Commonwealth Air Training Plan, p. 11

Before the war was over, Canada had the fourth largest Allied air force in the world. A total of 329,632 men and 31,720 women had enlisted. The RCAF had provided 40 squadrons for home defence and 46 squadrons for service in Europe. Nevertheless, there were actually more Canadians serving with the RAF than with the RCAF.
DICK AUDET
F/L R. J. "Dick" Audet had the distinction of becoming one of the first ace pilots to be killed in action. On December 29, 1944, the Alberta-born son of French-Canadian parents from Quebec, shot down two Messerschmitts and three Focke Wulfs in only ten minutes. On March 3, 1945, Audet was shot down by anti-aircraft fire and killed while on a low-level strafing run.

Spitfire I Specifications
- Wingspan: 11.3 m
- Length: 9.1 m
- Height: 3.5 m
- Wing area: 22.5 m²
- Weight loaded: 2,995 kg
- Fuel capacity: 366 l
- Maximum speed: 582.4 km/h
- Climb rate: 762 m/min
- Ceiling: 10,068 m
- Combat range: 630 km
- Maximum range: 925 km
- Power plant: Rolls-Royce engine
- Armament: eight 7.7 mm

By 1940, two of the Browning machine guns on each side were replaced with a 20 mm cannon armed with 120 rounds. Sometimes one of the cannons would jam, causing the plane to veer off to the same side.

SECOND WORLD WAR Aces: No. of Kills
- Erich Hartmann (Germany): 352
- Johannes Johann (Great Britain): 38
- Richard Bong (U.S.A): 40
- George Beurling (Canada): 29
- S. Szabo (Poland): 18
- Dick Audet (Canada): 11

More than 22,000 Supermarine Spitfires in over 22 variations were built during the Second World War. By 1945 its range had increased by 160 km, its ceiling by 4,572 m and its power by 100%.

Flown by the RCAF's No. 1 Squadron as well as by the RAF, the Hawker Hurricane was the backbone of England's defence during the Battle of Britain. While it was not as fast as the Spitfire, it had a higher climb rate and had greater manoeuvrability. 1,400 of the 14,000 were built in Canada.

A Spitfire in the RCAF's No. 1 Squadron claimed the first victory of a jet, the Messerschmitt 262 on October 3, 1944.

By 1942, two pilots to their Hawker Hurricanes: England, July, 1942.
“Screwball!”
Beurling

Beurling first flew at the age of nine, when a pilot at the airport near his home took him up “for a flip” in exchange for chores performed around the hangars. Later, he started building model aircraft and selling them to his friends. As soon as he earned $10, he spent it on flying lessons. He first took over the controls of an airplane at fourteen and had soloed at sixteen. While his parents did not discourage him, his father refused to give him money to be “wasted” on his single passion. He received his pilot’s license just before the war and, in 1939, passed an examination for a commercial licence. The licence itself was refused because he was considered too young for commercial flying.

He determined to set out for China, then engaged in a bitter conflict with Japan; he had heard that pilots were desperately needed, and that the Chinese were not too particular about age limits. He crossed the border into the United States, heading for San Francisco with the idea of working his passage to China—but he was quickly arrested as an illegal immigrant and sent back home.

He returned to Canada, and his success was attributable to three things in the main: his phenomenal eyesight, brilliant marksmanship and the fact that he preferred to do things his own way, rather than by the book. Since he was only an “average” fighter pilot his eyesight was undoubtedly his most valuable asset, in this dangerous game where the ability to spot the enemy first was of life-or-death importance. Beurling’s large, pale-blue eyes were his most striking feature, and he carried out constant exercises to improve his sight. One of these involved making a series of tiny pencil marks on the crew-room wall; he would sit in an armchair, facing the opposite way, then suddenly swing round and try to locate the marks as quickly as possible. His eyesight, in fact, attested such a degree of perfection that he was usually able to state with absolute certainty how many cannon shells he had put into an enemy aircraft, and where they had struck home.

A combination of attributes placed Beurling in front of the rest. He was an outstanding shot, getting the very most out of his Spitfire as a superbly steady gun platform. It was an art which he had perfected with infinite patience and technical expertise. I used to wonder sometimes how good he would have been at driven pronghorns in November.

On his return from a low-level bombing strafing run over Yugoslavia, this Spitfire pilot clipped off a telephone pole, and held it in the leading edge of the wing, behind the are of the propeller, with the wires trailing behind—while he held to his course. Some time later, when he was passing over the Adriatic Sea, the telephone pole, wires and all, fell free from the wing.

Deflection Shooting

By then he had earned the nickname “Diamond Eyes,” because of his unerring accuracy. He became the recognized dean of deflection shooting. Deflection shooting depends on the adjustment of the angle of fire to compensate for the speed of a moving target. The pilot must calculate how far ahead of a speeding enemy aircraft he must aim if his bullets and his opponent’s plane are to meet. The planes were fitted with gyro gunsights, which anticipated the angle of fire and helped a pilot make this calculation. But Beurling found the special sights unnecessary. So swift were his calculations, and so keen his eye, that fellow pilots said this young sergeant pilot carried his gunsight in his head.

Beurling liked to boast his bullet during a fight. When he said: “I lined him up and gave him a squint,” it usually meant another victory, for few of his bullets missed their mark. Beurling’s combat reports were models of detail. He not only described the action, but often told exactly where and how many of his cannon shells and bullets had struck home. Once he claimed a probable and stated that five of his cannon shells had gone into the cockpit of the enemy plane. Shortly afterwards, a report came through that an Italian aircraft had crashed during a raid that day. Investigation revealed five cannon holes, just where Beurling had described them.
The Lancaster was the most successful bomber of the entire war. It was capable of striking at targets in the heart of Germany, and returning to home base with heavy damage, including the loss of one, two, or even three engines. 7374 were built during the war.

The Bombs We Dropped

<table>
<thead>
<tr>
<th>Bomb Type</th>
<th>Weight (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>100</td>
</tr>
<tr>
<td>Incendiary</td>
<td>500</td>
</tr>
<tr>
<td>AvioShell</td>
<td>1000</td>
</tr>
<tr>
<td>Armour Piercing</td>
<td>2000</td>
</tr>
<tr>
<td>Incendiary</td>
<td>4000 (4140 kg)</td>
</tr>
<tr>
<td>Bombardier</td>
<td>12,000 (5448 kg)</td>
</tr>
<tr>
<td>Tallboy</td>
<td>22,000 (9998 kg)</td>
</tr>
</tbody>
</table>

Lancaster Bomber Specifications

- Wingspan: 23 m
- Length: 20.7 m
- Height: 8.4 m
- Wing area: 129.4 m²
- Weight Empty Loaded: 18,581 kg
- Maximum Speed: 430 km/h
- Range: 4,226 km

Armament:

- 8 x 20 mm Canon M202
- 2 x 7.7 mm Browning machine guns
- 1 x 303 Win fuselage machine gun
- 4 x 500 lb bomb carriers

Bomb Load:

- Normal: 3,050 kg
- Maximum: 9,179 kg

THE DRESDEN RAID: 66 CANADIAN AIRCRAFT PARTICIPATE IN THE FIRE-BOMBING OF DRESDEN.

"I participated in the Dresden affair, which was a terrible thing, fire raid. I understood there were about 135,000 or so people killed that raid.

"We carried incendiaries over Dresden, and the Pathfinders leading us into places where major fires hadn't started yet. It was like a patch over here, say some residential area, and there would be a patch over there, say some industrial area, and the Pathfinder pilots would scoot over there and drop their markers. It was a wholesale destruction of a city, using the latest in city-burning devices.

"It was indescribable! When we saw the photos two days later, it was dreadful. Dresden. It was then that I felt we'd all been had. I thought was a pretty...Dresden was an unarmed city. Maybe a couple of battalions of home guards or Boy Scouts or something, and there was no military justification for that. As far as we were ever able to find out later, I was right. A straight political destruction of the city tactical advantage. The straight politics of destruction."

R. Broadfoot, Six War Years.
Finding the Target

Ge: A radio transmission from a ground station in England that enabled the pilot to fix his position more accurately. It also served as a homing signal for the return flight to the base.

Window: A scheme for jamming the enemy’s radar. Thousands of pieces of metal foil were dropped from the planes as they approached the target. Each piece of foil would appear as a blip on the radar screen, completely confusing the operator.

Obje: It consisted of radio beams transmitted from two separate ground stations. One beam guided the plane along the arc of a circle over the target. The other beam calculated the point for bomb release.

The Formation of No. 6 Group

On January 1, 1943, as a response to a Canadianization policy, Canadian squadrons were brought together to form No. 6 (RCAF) Group. In spite of this decision, by August of 1944, 17 RCAF squadrons were still serving with the RAF while only 9 flew in Canadian units. By the end of the war, No. 6 Group had flown 40,822 sorties and dropped 126,122 t of bombs.

Bombers flying in close formation presented collective firepower to attacking fighters and diluted their anti-aircraft defences by offering a large number of targets simultaneously.

The risk of being hit by anti-aircraft guns was reduced by 50 per cent for every additional 1,500 m of altitude.

Of the 41,000 fatalities sustained by Canada’s three services, over 10,000 were in Bomber Command.

The first 1,000-bomber raid of the war was directed against Cologne on May 30, 1942. Even though it did almost as much damage as all previous raids put together, it was not until 1944 that 1,000 heavy bombers were available on a regular basis for attacking Germany’s military and civilian targets.

Number B17 "Dambuster" Squadron, RCAF, was a unit composed of specialists in precision bombing. The Dambusters had originally been formed for the special task of destroying the Mohne, Eder, and Sorpe dams in order to flood the Low Countries and disrupt German communications. Now they ranged over the Continent, striking special targets with the brand new 22,000 pound Grand Slam bombs, the biggest ever used in Europe. These powerful weapons were still in short supply. Fawcett, rather than see them wasted in missions, developed the practice of using a Martin B-26 bomber for the squadron, flying low over the target and having the bomb dropped at the last minute.

Advances in airplane design that made long-range bombing possible:
1. Skinned wheels.
2. Wing flaps to assist in both take-off and landing.
3. Supercharger for engines which permitted greater masses of fuel and air mixture to be compressed in the cylinder at high altitudes.
4. Fibre-covered frame was replaced by a curved metal skin which gave greater strength and reduced ridges on both wings and fuselage.
5. Power-operated gun turret.
WOMEN AT WAR

In the Factories...

"Not only will we need the single young women but also married women with the exception only of those with considerable family responsibilities."

"The introduction of women into plants which have never before employed women obviously necessitates provision of suitable plant facilities exclusively for use by women. The employment of mothers of young children also entails provision for proper day care of their children while the mothers are working. As you know arrangements have been made already by Selective Service with the provinces of Quebec and Ontario for the financing, establishment, and supervising of adequate day care."

From "Facing Realities," a speech by Elliott Little, Sept. 15, 1942

Aptitude test for prospective employees at the Canadian Industries Limited plant in Verdun, Quebec included finger puzzels.

Women arrive by train at the Dominion Armored plant in Quebec. Three shifts: 7:00 A.M. to 3:00 P.M., 3:00 P.M. to 11:00 P.M., and 11:00 P.M. to 7:00 A.M., enabled the plant to produce twenty-four hours a day.

Girls for work as Waitresses, Kitchen Help and Pastry Cook for popular Restaurant and Soda Fountain in Clover Lake area. Experience unnecessary, but aptitude for this work essential. Enclosed photograph if possible.

GOOD WORKING CONDITIONS. INCL. ROOM & BOARD.

Apply to the EMPLOYMENT & SELECTION OFFICE, Brandon, P.E.O.R., Poplar Park, Winnipeg, which is located at the above address.

Winnipeg Free Press, June 6, 1944

Emma Ackerley of Montclair, New Brunswick and Jean Proctor of Pickering, Ontario, relax in their bedroom at the Dominion Industries plant at Ajax, Ontario, 1942.
And in the Forces ...

How Much Will I Be Paid in Addition to Receiving Quarters and Rations?

<table>
<thead>
<tr>
<th>Rank</th>
<th>Per day</th>
<th>Per month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>1.05</td>
<td>31.50</td>
</tr>
<tr>
<td>Private—after 4 months' service</td>
<td>1.10</td>
<td>33.00</td>
</tr>
<tr>
<td>Private—after 6 months' service</td>
<td>1.20</td>
<td>36.00</td>
</tr>
<tr>
<td>Lance-Corporal</td>
<td>1.30</td>
<td>39.00</td>
</tr>
<tr>
<td>Lance-Sergeant</td>
<td>1.50</td>
<td>45.00</td>
</tr>
<tr>
<td>Sergeant</td>
<td>1.75</td>
<td>52.50</td>
</tr>
<tr>
<td>Company Quartermaster-Sergeant or Staff Sergeant</td>
<td>2.00</td>
<td>60.00</td>
</tr>
<tr>
<td>Company Sergeant-Major W.O.</td>
<td>2.40</td>
<td>72.00</td>
</tr>
<tr>
<td>Quartermaster Sergeant W.O.</td>
<td>2.50</td>
<td>75.00</td>
</tr>
<tr>
<td>Sergeant-Major W.O. Cl. I</td>
<td>3.35</td>
<td>100.50</td>
</tr>
</tbody>
</table>

Approx. $37.50 per month is paid in lieu thereof. If quarters are not available, subsistence allowance of approximately $37.50 per month is paid in lieu thereof. You will receive a special dependents' allowance grant if you have been supporting or assisting in the support of your parents, invalid brother or sister. Then, also, if you can qualify for Trade Pay you receive an extra 25 cents per day for Group C: 50 cents for Group B, and 75 cents for Group A.

Several women were parachuted into occupied France to assist in the underground war against Hitler. When captured, and most were, they experienced torture and liquidation in the hands of the Gestapo.

The CWAC collar badges and buttons displayed the head of Athena, Greek goddess of wisdom and war.

A typical tattoo under a girl's watchband

Some of the girls even had tattoos imprinted on their arms and hands. According to one Halifax "tattoo artist" who had "decorated" more than 500 W.R.E.N.S. during the war, the girls won't take anything from a star or a snake or flowers like the men. "No lush sentimentality either," he reported. "They preferred something in cameo, something like their names or the names of their boyfriends, a certain memorable date, all very neat and small. And most of them in the most popular spot—under their wrist watch!"

P. Bowen's, We Skirted the War, p. 22

Jobs Done by Wrens

Electrical artisans
Welders
Wireless operators
Nursing aides
Operational planters
Skate-shoe attendants
Soldiers
Writers
Messengers
Men women
Cooks
Signallers
Cabinet
Draftsmen
Drivers

About 500,000 women worked directly in wartime production.

Serving on more than 50 naval bases and establishments the WRENS worked at over 30 different kinds of jobs. By the war's end their numbers were almost as great as the enlistment of the entire navy at the close of the First World War.

What Are the Requirements for Joining the CWAC?

Age—18-45
Marriage—You may be single or married.

Dependants—If you are married and have sons under sixteen or daughters under seventeen you are not eligible unless you can produce evidence of legal adoption.

Character—Must be excellent of course.

Education—Must be sufficient to effectively carry out your job.

Health—Your health must be good. You'll be given a medical examination before you enlist.

Women's Roles Changed

"Husbands and boyfriends came back from the war and found their wives and girlfriends just weren't prepared to start washing dishes again. It must have been quite a shock. But some women had ferried air force bombers to Britain, and others drove ambulances and worked in canneries serving the troops, or in war plants handling very expensive tools working on equipment, planes, instrument panels and things, and the companies found they could do better than men. It is no lie. And any girl, provided she wasn't two-headed, could walk into any store, dress goods shop, good restaurant anywhere, and get a job and no questions asked and find she was respected and well paid. And also, and don't you forget this, she found she enjoyed working, outside, with real, live people."

B. Broadfoot, Six War Years, p. 358

Weekly Wages for Women

<table>
<thead>
<tr>
<th>Job</th>
<th>Weekly Wages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live-in domestic</td>
<td>$3.50</td>
</tr>
<tr>
<td>Eaton's mail order clerk</td>
<td>12.00</td>
</tr>
<tr>
<td>War plant</td>
<td>25.00</td>
</tr>
</tbody>
</table>

Navy: 8781
Air Force: 17018
Army: 21624
Medical services: 6198
Doctors: 66
DIEPPE: "THE SHAME"

Reasons for the Raid
1. To relieve the pressure on Russia by opening a second front in Europe.
2. To deceive the Germans as to where the main blow would be struck in Europe in 1943.
3. To provide a theatre of action for Canadian troops that had been in England for over two years.
4. To gain experience to launch a major assault.

Objectives in Attacking Dieppe
1. To capture and remove German invasion barges.
2. To destroy German defences around Dieppe.
3. To destroy nearby air installations.
4. To destroy radar, rail, and harbour facilities, along with gasolene dumps.
5. To capture German prisoners.
6. To capture secret papers and radar equipment.

The Raids were scheduled for July, 1942, cancelled, and against the advice of some military planners was rescheduled for August 19, 1942.

Sequence of Events
3:00 A.M. Instructs to attack main assault craft.
4:00 Instructs to attack main assault craft.
4:30 Reinforce by sea and air.
4:45 Touch down on Yellow and Green.
5:00 Reinforce by sea and air.
5:15 Touch down on Blue and White.
6:30 Fill in naval landing on Green.
10:30 Reinforce by sea and air.
11:00 Reinforce by sea and air.
12:30 Reinforce by sea and air.

Made for the Assault...

The military planners predicted a 30% per cent loss of the assault force and a 20% per cent loss of tanks and armoured vehicles.

The Fusillers Mont-Royal Assault the Main Beach
The assault troops were ashore, the tanks were ashore, the assault guns were ashore, and the Fusillers Mont-Royal were ashore. With only the gun ports slit, and some equipment had been blown to pieces by the landings, wrecked on the beach by enemy fire or destroyed while still in the boat. The assault rammers had died in droves, the gunners had been massacred, and the only ones left were a group of half-mad men, fighting alongside the tanks and running against bullets. Because wireless and radio-telephone sets were smashed, and the command used runners who were almost always killed, the tanks and armoured vehicles were thrown away; and only those left were as much havoc as bullets...
The first landings occurred at 4:45 A.M. It was not until 6:40 A.M. that the first signal was received on Calypso, the command ship. But it was not until 7:20 A.M. that news of the impending disaster began to filter through.

By accident the assault force encountered and exchanged shots with a German convoy that was heading for Dieppe.

The loss of the assault force and its failure to answer the harbour challenge brought the German defenders to a state of alert by 5 A.M. ten minutes before the touchdown on the main beach.

“Dieppe was one of the most vital operations of the Second World War. It gave the Allies the priceless secret of victory… If I had the same decision to make again I would do as I did before.”

Earl Mountbatten of Burma

失败 on the main beach can be attributed in part to the late arrival of the tanks that were to provide covering fire for the Essex Scottish and the RHLI. A navigational error was responsible for the ten-minute delay.

Hand to Hand Combat in Dieppe

Private A. W. Oldfield joined three stray soldiers from the Fussiliers Mont-Royal. They started to run lightly up a wide, circling staircase and at the first bend met four Germans running lightly down. The enemy turned about in sudden flight, with the Canadians in close pursuit. The chase ended when the Germans went to ground in a cubby hole where grenades blew them to pieces.

Oldfield found a sniper hiding nearby and went after him with his bayonet. For the first time in his life, this young soldier killed a man while looking into his face, watching him die, and trying to free the bayonet before he vomited over his victim's head.

Private F. E. A. Jenner reached the third floor all on his own. “The only two Germans I ran into I shot because they wouldn't come out of their hiding place when I wanted them to,” he reported later.

The Evacuation from the Main Beach...

Then the first four assault boats sailed out of the smoke and headed in towards the beaches. Before they ducked down the great wild rush gathered momentum and hundreds of men came out from over the Essex Scottish, Fussiliers Mont-Royal, rappers, and beach parties rose from the hollows, from behind ridges, from behind detrited tanks and scout cars, from the sea wall, and from the anti-tank ditch to surge in one great dark flowing mass for the sea. The Germans made little attempt to stop them, preferring to wait until they reached the water before cutting down their ranks with relentless precision.

Of the 1,873 Canadians that were taken prisoner at Dieppe, 1,770 were wounded. Most were impressed in Germany until their liberation at the end of the war.

“Get off the beach quickly and it will be a push-over.”

— A briefing officer.

“The news came at Dieppe paved the way for the successful invasion of 1944.”—A military historian.

Surprise was the key to the success of the operation, but the attack on the flanks at 4:45 A.M. enabled the German defenders to meet the main assault which began at 5:20 A.M. about thirty minutes later.

The failure to take and destroy the German batteries on the flanks sealed the fate of the Canadians on the main beach.

A prime target for the German gunners was the wireless equipment, and their weapons were killed and their sets destroyed as soon as they reached the beach.

A dozen Canadians were running along the edge of the cliff towards the stone wall. They carried their weapons and some were firing as they ran. But some had no helmets, some were already wounded, their uniforms torn and bloody. One by one they were cut down and rolled down the slope to the sea.

R. Martin, Guerre et s'Offens, p. 326

Canadian Casualties at Dieppe.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Number</th>
<th>Enlisted</th>
<th>Killed</th>
<th>Wounded</th>
<th>Prisoners</th>
<th>Number Returned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fusiliers</td>
<td>283</td>
<td>252</td>
<td>17</td>
<td>263</td>
<td>204</td>
<td>319</td>
</tr>
<tr>
<td>RHLI</td>
<td>259</td>
<td>216</td>
<td>18</td>
<td>234</td>
<td>213</td>
<td>327</td>
</tr>
<tr>
<td>Essex Scottish</td>
<td>225</td>
<td>221</td>
<td>4</td>
<td>226</td>
<td>223</td>
<td>333</td>
</tr>
<tr>
<td>Horse Artillery</td>
<td>328</td>
<td>284</td>
<td>44</td>
<td>310</td>
<td>310</td>
<td>467</td>
</tr>
<tr>
<td>Cameronians</td>
<td>224</td>
<td>181</td>
<td>43</td>
<td>228</td>
<td>227</td>
<td>330</td>
</tr>
<tr>
<td>South Saints</td>
<td>259</td>
<td>208</td>
<td>51</td>
<td>260</td>
<td>260</td>
<td>347</td>
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<tr>
<td>Tank Reg.</td>
<td>32</td>
<td>28</td>
<td>4</td>
<td>32</td>
<td>26</td>
<td>29</td>
</tr>
<tr>
<td>RCA</td>
<td>14</td>
<td>12</td>
<td>2</td>
<td>14</td>
<td>10</td>
<td>14</td>
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<tr>
<td>RCE</td>
<td>7</td>
<td>5</td>
<td>2</td>
<td>7</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Others</td>
<td>14</td>
<td>10</td>
<td>4</td>
<td>14</td>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>Total</td>
<td>305</td>
<td>282</td>
<td>48</td>
<td>353</td>
<td>353</td>
<td>497</td>
</tr>
</tbody>
</table>

E. Magazine, Dieppe, p. 199

And the Capture of Thousands of Canadians.

T. Robertson, The Shore and the Glory, p. 315

1. T. Robertson, The Shore and the Glory, p. 315
**WARTIME CANADA**

"My first pay cheque was 72 dollars for the week and multiply that by a month and you’re up around 350 bucks—and that was more than I’d see for any whole year back in Saskatchewan since about ‘32."

**DEFENCE OF CANADA REGULATIONS**
- Manpower Act
- The Canadian Party
- The Peoples' Press
- Jehovah's Witness
- The Anglican: Workers Club
- The Russian Methodist and Eastern Church
- The Canadian Union of Fathers
- The Faroese Society
- The Croatian Catholic Association
- The Serbian Publishing Association
- The Ukrainians (Ukrainian Temple Association)
- The League for Peace and Democracy

**WANTED TO RENT**
- Furnished Suite with 2 Bedrooms, immediately. Phone 0495 2074 in downtown.
- Professional Man and Wife only. 8:45 2nd Floor, Bank of Montreal. Before 9:30.
- Large Bright Room for Business in Western Cloister 150 Bank. West 5th Ave. 947-1866, Park 7496.
- 1 or 2 Rooms Furnished or Unfurnished, rent $3. Feb. 26, Park 7496.
- 3-Bedroom Unit for Suite Adults. Phone 941-2700.

**The Housing Problem**

"We literally had to scrounge for accommodation and I can tell you that our home in Winnipeg was far better than 90 per cent of the houses we ever saw in Ottawa, and yet we had to scrounge. In basements. A basement would be cut up into four suites you could only charitably call cubicles, with one toilet, one wash basin, for four families or four couples. The tops of old wrecks of houses would be divided in two and that would bring in 120 dollars a month, 60 dollars each side which was a lot of money in those days.

"No pets. No parties after 11 P.M. No replacing 40-watt bulbs with 100-watt bulbs. No children in some places. No laws protecting the renter; Rent ceilings, all right, but if the tenant didn’t pay what was asked, regardless of the ceiling, he just didn’t stand a look in. And other things, on and on. No heat until mid-November and after late April. Half a mile to the streetcar. Maybe."

**Convictions for Drunkenness and Indictable Offenses**

<table>
<thead>
<tr>
<th>Year</th>
<th>Convictions</th>
<th>Indictable Offenders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1938</td>
<td>28734</td>
<td>1936 36059</td>
</tr>
<tr>
<td>1939</td>
<td>36007</td>
<td>1938 8761</td>
</tr>
<tr>
<td>1941</td>
<td>42002</td>
<td>1940 42646</td>
</tr>
<tr>
<td>1944</td>
<td>42646</td>
<td>1942 1337</td>
</tr>
</tbody>
</table>

**Percentage of Unemployment in Trade Unions**

- 1932: 25.5%
- 1935: 14.6%
- 1937: 13.0%
- 1939: 11.4%
- 1940: 7.4%
- 1941: 5.2%
- 1942: 1.2%
- 1943: 0.8%
- 1944: 0.6%
- 1945: 3.0%

For passenger automobiles, a down payment of 50 per cent is required and the balance is to be paid within twelve or eighteen months, depending on the cash value of the car.

**GAMES and SUGGESTIONS for MOTHERS and TEACHERS**

Whatever happens, he’s happy now. Make up your mind that the children shall be a Christmas party this year, the same as other years.

There may be no green for Christmas tree, no lavish paper decorations and you may only be able to afford one box of crackers but in spite of these drawbacks, determine that all shall be as gay as possible.

**A SURPRISE TO MAKE**

The surprise you may plan for the children is a home-made Christmas tree that you can make from articles around the house. It is made of a broom handle planted firmly in a flower pot with plaster and a toy hoop attached with cellophane string to the top of the pole. It glitters with candles and tinsel (saved from last year) and silver paper stars and on it hang a few crackers and a tiny gift for each child.

The War Cry, Christmas, 1943, p. 23
Equipment and Supplies Issued FREE by the Canadian YMCA

Newspaper
Envelopes
Postcards
Flapping cards (patriotic)
Matchbooks
Gummed Stick Bundles

cigarettes
Cigarette Holder
Thread Holder
Artist's Sticks
Sewing Needles
Bobby Pins
Pattern Needles
Bobbins
Sewing Baskets
Sewing Basket Lids

We knew each other for only a week before we were married; two days later he was sent to France. Soon after, my new in-laws invited me to live with them in Canada for the rest of the war. It was another two years before I saw my husband again... 

Price Controls

"Full details of the policy will be made public later, but I can say now that the limit on ceiling prices will apply to all goods, except sales for export. It will also apply to all rentals. The limit will also apply to the rates charged for electricity, gas, steam, heat, and water; telegraph, wireless and telephone services; the transportation of goods and persons and the provision of dock, harbour and pier facilities, warehousing and storage; undertaking and embalming; laundering, cleaning, tailoring and dressmaking; hair-dressing and related services; plumbing and heating; painting and decorating; repairing of all kinds, the supplying of meals, refreshments and beverages. Power is given to the Wartime Prices and Trade Board to add to this list."

From a broadcast by W. L. Mackenzie King "Controlling the Cost of Living," Oct. 18, 1941, p. 8

Shore patrol

Should the government tell each citizen what to do as his part in the war effort and require him or her to do it? (March, 1942)

Yes . . . 127%
No . . . 33%
Undecided . . . 9% W. Sanders, Jack and Jacques, p. 35

Wartime Immigration

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td>4,860</td>
<td>2,820</td>
<td>2,040</td>
</tr>
<tr>
<td>1940</td>
<td>3,939</td>
<td>1,797</td>
<td>2,142</td>
</tr>
<tr>
<td>1941</td>
<td>3,851</td>
<td>1,949</td>
<td>1,902</td>
</tr>
<tr>
<td>1942</td>
<td>2,280</td>
<td>1,029</td>
<td>1,251</td>
</tr>
<tr>
<td>1943</td>
<td>2,113</td>
<td>980</td>
<td>1,133</td>
</tr>
<tr>
<td>1944</td>
<td>2,391</td>
<td>1,253</td>
<td>1,138</td>
</tr>
<tr>
<td>1945</td>
<td>4,258</td>
<td>1,620</td>
<td>2,638</td>
</tr>
</tbody>
</table>

Wartime Immigrants

<table>
<thead>
<tr>
<th>National</th>
<th>Sugar</th>
<th>Gas, cans, tires</th>
<th>Biscuits</th>
<th>Tea</th>
<th>Milk</th>
<th>Liquor, beer</th>
<th>Coffee</th>
</tr>
</thead>
<tbody>
<tr>
<td>30%</td>
<td>12%</td>
<td>13%</td>
<td>10%</td>
<td>16%</td>
<td>4%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Starting from a completely devastated, prefabricated house like this one were erected, painted, had the water and electricity connected, and were landscaped in one day. By 6:20 p.m. Mr. and Mrs. Harry Katrek of Vancouver relax in the living room of their new home.

Deposits in Chartered Banks

| Canada Year Book, 1941, p. XXV |
| 3,080,911 |
| 3,464,781,844 |
| 6,771,520,133 |

Financed by the federal government and built by Wartime Housing Limited, projects like this one in Vancouver were developed in cities all over Canada.

In order to limit the consumption of alcoholic beverages, the government:

- fixed taxes on beer, wine and spirits
- limited the amount of spirit--lying per capita per year
- prohibited the advertising of alcohol for the duration of the war

W. Sanders, Jack and Jacques, p. 34

M. H. King 1942

Floor plan of a two-bedroom wartime house. Variations on the design could include a basement, or an upstairs with two bedrooms and a bathroom.

Should the government tell each citizen what to do as his part in the war effort and require him or her to do it? (March, 1942)
The Tale of a Shirt

WHAT TO DO WITH AN OLD SHIRT: If a shirt cannot be repaired satisfactorily, it can be molded into a sweater, a skirt, a dress or a petticoat. Or it can be cut into shirting. This shirt is now being used to make the undershirt worn over armor. One side had been planned to remove a worn spot at neck.

Warm Underwear for Children

With so many men going off with the armed forces it is more than probable that there are a good number of discarded pairs of underwear left behind that are not in sufficiently good repair to store indefinitely or to give away.

Thrifty mothers will be pleased to hear that a special pattern is being made to enable the best parts of those "discards" to be reused to make warm underwear for children.

The pattern was shortened a little by a stack of washers to conserve yarn.

30¢

a DOZ.

for

EMPTY

BEER

BOTTLES

You drop or your share, the rest per dozen in return, 5¢ per dozen in return, a shilling at the

bottler.

Government L. P. gas the

Winnipeg Free

Press, June 5, 1944

Morticians and War

Restrictions Reach Even into the Grave

Winnipeg mourners are reaching even into the grave. To begin with, the president said, there will be no more oak or mahogany until after the war. Supplies on hand are rapidly being depleted, and within the next several months will be non-existent. In future, caskets will be made of wood other than oak.

To conserve tin, the number of sizes of tins for canning food was reduced from over 100 to 11.

PAPER AND CARDBOARD

Paper and cardboard containers provide food containers, for new troops, office cases, cases for shelves. One old envelope will make a cardboard wedge. Consult your local Salvage Campaign Committee regarding this material.

On March 19, 1942, 725 schools, churches, hospitals and other public buildings were ordered to switch from oil to coal for heating.

The Industrial Report, p. 81

Shortages and Rationing

One ration book was issued to each member of the family. When a rationed product such as sugar, butter, tea, coffee, or bacon was purchased, the appropriate stamp was removed from the book by the storekeeper. Here Mrs. Bracken and six of her seven children receive their ration books from the postman.

Here’s How You Can Help

This is How Your Back Door Should Look on Collection Day

1. Garbage Can

The bucket should contain none of the following valuable materials.

2. Bones

These are best kept in a lidded tin, but a box or a bag may have to do.

3. Rings, Old Clothing

It is possible to put your rings and old clothes in three separate bags: (1) Containing wood, (2) Containing white cotton; (3) Containing colored cotton, silk, or other material.

4. Metal Scrap

Put all metal together. These include garden and outdoor tools, windows, lawn mowers, fire irons, windshield wipers, and any other metal; rain gutters, pipe, picture frames, hangers or any other article of aluminum can all be used. Silver paper, tin foil, tinfoil paste containers, brass end of light bulbs are all useful.

5. Paper

Including newspapers, magazines, letters, cardboard, cartoons. Paper should be clean and dry, tied into a package, with the smallest pieces inside; cartons should be flattened. Only cellulose, ground-up and carbon papers are not wanted. Magazines, if kept near any clean, are dissolved in ridding material to military camps, hospitals, etc.
By the end of 1942, 89.5% of the available rubber was used for military purposes.

Steamship an. a. p. 10

The interchange of gas between
marine gas products. Canad.
naval gas was not easy. It
took several months before the gas
was ready for use. The

The Industrial Report, p. 84

A person could be arrested for
burning rubber or gasoline in
a car or for obstructing the
use of rubber for the war

The Industrial Report, p. 86

By 1942, gasoline use for
military purposes had increased
The Industrial Report, p. 94

Another person had been arrested
in Montreal for using cloth to
obstruct the use of rubber for
military purposes. The

The Industrial Report, p. 90

A gallon of gasoline would cost
$1.00. By the end of 1942, the price
in Canada rose to $1.20 per gallon.

The Industrial Report, p. 96

Rubber was produced in large
quantities in Canada. By the end of 1942, the

The Industrial Report, p. 98

The sticker on the window signified that
the car owner was entitled to purchase gas for
personal use. In order to save rubber and gas, the federal
government set a 64 km/h speed limit for all of
Canada on May 1, 1942. Violators were
fined from $15 to $35 or 10 days in jail
for the first offense.

The Industrial Report, p. 106

Grow Your Own

Burnaby to Provide Lots for Gardens

Determined to encourage production of homegrown vegetables, Burnaby had six small
community gardens. The police could enter
the gardens at any time. The

The Industrial Report, p. 119

At Burnaby, a居民's lot was sentenced to pay $500 for cutting down a
mash of vegetables. By the end of 1942, the

The Industrial Report, p. 120

At Burnaby, a resident was sentenced to pay $500 for cutting down a
mash of vegetables. By the end of 1942, the

The Industrial Report, p. 121

“Isn’t it the truth?”

If no one asks to get more than his share, the
enforcement of the rules is not necessary. We
personally observed that the efforts of the

The Industrial Report, p. 122

“Isn’t it the truth?”

If no one asks to get more than his share, the
enforcement of the rules is not necessary. We
personally observed that the efforts of the

The Industrial Report, p. 123

“In spite of the rationing, we always had
enough to eat. We did not waste any food,
and we were grateful for what we had.”

The Industrial Report, p. 124

Candles are rubber was converted to
1. medical supplies
2. baby bottle nipples
3. protective clothing, gloves and footwear for nurses, farmers, soldiers, etc.
4. jar rings for preserving food
5. phonograph supplies
6. tire repair material
7. essential war parts
8. waterproof footwear
9. components for industrial equipment
10. rubber canoes, etc. (The Industrial Report, p. 125)

“Is it possible to have enough of ‘homemade jams and jellies’?”
No, all jams and jellies whether home-made or commercially packed are subject
to rationing when sold.”

The Industrial Report, p. 126

Candles are rubber was converted to
1. medical supplies
2. baby bottle nipples
3. protective clothing, gloves and footwear for nurses, farmers, soldiers, etc.
4. jar rings for preserving food
5. phonograph supplies
6. tire repair material
7. essential war parts
8. waterproof footwear
9. components for industrial equipment
10. rubber canoes, etc. (The Industrial Report, p. 125)
"In the store where I worked, we kept bananas and oranges under the counter, and sold them only to our favourite customers."

— Grocery store delivery boy

Six school children in a small community in the interior of British Columbia didn’t have any cash to buy War Savings Stamps—neither did they have any real money, as a matter of fact. They set up a tinseline and cleared $14, all of which went in stamps. As our B.C. correspondent remarks: "$14 will buy a lot of jelly beans..."

— War Flowers Review, Sept. 1940

"I couldn’t go off to war but I could help boost the morale of the soldiers. Each week I wrote a drawn letter to the guy who joined up from my high school. My mother and one of her friends used to visit the homes where a son or father had been lost. She would visit regularly for a week or two until family life returned to normal..."

— "Most of the boys in my high school received compulsory army cadre training. Even though we practiced with dismantled weapons and dunmimics, we took everything seriously. Because there was a fear of invasion by sea, we were trained in aircraft identification, and manned the "Spouting Swell" built at the edge of town. Our parents were so afraid of an invasion that they often talked about gathering up their families and weapons and moving up north..."

— "A wartime teenager"

The Little Happy Gang, the children’s knitting club of Moosejaw, Saskatchewan, 1940 was typical of groups across Canada who contributed to the comfort of men overseas.

"Every kid in the class was told to bring a quarter every Monday morning to buy a War Savings’ Stamp. Our teacher wrote everybody’s name on the board and when you brought your quarter she rubbed off your name. If you brought in two quarters you could have the name of a friend rubbed off. My mother was a widow with four children and we couldn’t afford to buy stamps. By Thursday my friend David would usually bring another quarter and get my name rubbed off. This went on for the whole year. Some kids used to call me cheap. I felt rotten when my name was left up there with one or two others..."

— Memories from my childhood

Recycling was the order of the day. The Scouts in Peterborough, Ontario were featured in a publicity campaign to save paper for the war effort.

The Paper Drive: "Every school had a paper drive. Our school was divided into four sections and the section that collected the most paper would be awarded the school banner and a trophy. Early every kid participated. Some bundled, some stacked, and some worked the streets with their weights. Our section gathered over ten tons and won the banner. There were newspapers stacked in every corner of the school yard..."

— Memories from my childhood
JOIN THE WAR EFFORT

TO THE SCHOOL CHILDREN

This is an opportunity to assist your fathers, uncles, brothers and cousins who are on the front lines. Help your local organizations to collect the scrap material: COLLECT SCRAP TO HELP WIN THE WAR. Waste Collection Is Now Necessary

Children were asked to donate their lead soldiers to the war effort. These would be melted down and used in war munitions.

Cadet training was compulsory for boys in many high schools across Canada.

"If you get a job helping with the planting on a relative's farm in June, you would escape from writing your final exams. In those days we all had to write everything. Everyone found a long-lore farm, even the prime minister's daughter. Nobody wrote an exam that year."

"Lots of times in the fall our teachers would let us out of school for the day to gather milkweed pods. We were told that the seeds from the pods would be used to make life jackets for the sailors."

—Ron Smed

ONTARIO FARM SERVICE FORCE

Farmer Cadet Brigade General Information on Camps

Collection and Supervision of Workers

Planned Officers of the Ontario Farm Service Force are responsible for the selection and placement of suitable workers on all camps.

Medical Examination

Before going to camp all workers must be medically examined and pronounced by their family doctor as physically fit to do farm work. A medical certificate from a physician is required in this connection for all workers who are over 65 years of age, and for the workers own protection, it might be well to have one issued against yellow fever.

All cadets without camps must have passed their seventh birthday, be a resident of a Minimum Exemption Area, and weigh over 125 pounds.

House of Work

Workers will work up to ten hours per day, weather permitting. There may be some Sunday work to be done, depending on the weather and conditions. Workers are not compelled to work on any farm where wages or working conditions are not satisfactory.

Wages

The rate per hour varies according to distance and skill, and is arranged between the government and the local growers as a general practice. When the work is done on a crop basis, the rate will be fixed by the local County Committee and the Labour Secretary, for each crop paid at a rate equal to the above minimum and with no other conditions attached.

There are three principal camps and workers who are willing to do factory work are given a job at the following rates per hour:

- $0.25 per hour
- $0.20 per hour
- $0.15 per hour

These rates do not apply to workers who are not able to work under factory conditions, and are the maximum rates paid on farms. They are not required to work on any farm where wages or working conditions are not satisfactory.

Equipment

Below is a check list of equipment necessary for each camp operator. It is necessary that each person does not bring more equipment than is necessary, as the storage space on camps is limited.

- One pair of overalls
- One pair of boots
- One pair of suspenders
- One pair of underwear
- One pair of socks
- One pair of shoes
- One pen knife
- One sewing kit
- One can opener
- One ax

The use of alcohol or tobacco is not permitted on the camps.

Transportation

- Train tickets for farmers may be obtained from the Department of Agriculture.
- The fare is paid by the farmer, and the ticket may be used for travel to and from the camp.

Certificate of Merit for Work Certificate

An Ontario Federation of Women's Institutes certificate for the War Effort certifies the Devotion and Service done by Ontario Farmers towards the War Effort, and is given to the principal of the school in which the students of the school have been active in the above work.

Borden, Canada, July 1, 1918.

T. G. C. 

31
Early in 1942 both the Army and the Navy believed the Japanese did not constitute a threat to the security of Canada. In addition, the RCMP felt that it had interned most Japanese whom they considered dangerous.

Origin of the Japanese in Canada:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td>23,224</td>
</tr>
</tbody>
</table>

To help overcome the fuel shortage in British Columbia, 800 Japanese were employed in a wood-fuel project. By March of 1944, 43,763 cords of firewood were cut for both themselves and the people of the coast.

The RCMP, provided security escorts for all trainloads of Japanese moving to the interior. Permits, available from the RCMP, were required by the Japanese when crossing any provincial boundary in Canada or when entering a protected area.

"They put all us Japanese in Hastings Park (in Vancouver, 1942), in the cattle barns, and they whitewashed the walls and put up kind of partitions, and each family would have one of these tiny cubicles. Like little stalls. We were there for about three and a half months. It was mainly a place to lie down and sleep.

"There was nothing to do. We used to walk around and get up on a high spot and watch the horse races, and sometimes we'd go to another place and watch the golfers on the golf course they had.

"We worked in the kitchens too. Fifteen cents an hour for three hours a day, and my job was to stand at the end and put two slices of bread and a pat of butter on each plate. We washed dishes too. Just to get a little spending money."

B. Broadfoot, Six War Years, p. 154

Dining hall at Hastings Park Clearing Station.

With the authority granted by the War Measures Act, the government announced the planned evacuation and detention of all persons of Japanese ancestry.

—February 20, 1942
“There was some farming, but not too much. They grew some potatoes and cabbage but there were very few working on the farm. The men were out cutting wood for winter, and then they finally got a little sawmill to cut some lumber.

“There was nothing to do, not for three years. It was a useless existence—an until-the-war-ends type of thing. We tried to make it as comfortable as possible for everybody. There was a little store, a butcher shop, a bakery which sold only bread, no pastry or anything fancy. So you got the basics. If you worked in the mill or on the roads, the pay was 15 cents under eighteen and two bits over, and you could buy winners or hamburger in the butcher shop but that’s all. But if you were eighteen and over and single, then you were sent to the road camps in the mountains.”

B. Broadfoot, Six War Years, p. 114

The settlements were situated in mountain valleys which were accessible only by a few roads. Security for the settlements was in the hands of the RCMP who established road blocks at key points to check all passers-by. Lumin Creek, shown above, was one of several settlements in British Columbia.

Each town operated under an Occidental supervisor with one or more assistants, also Occidental Welfare and Treasury Officers, and in most cases Occidental doctors and nurses. Japanese have been employed as doctors, dentists, optometrists, nurses, teachers, clerks, cooks, construction and maintenance workers, etc.


“The first winter the snow was deep and the firewood was cut green. I still recall we had to put the chunks of wood in the oven to dry them out so we could burn them. There was only room for wooden bunk beds and I remember I could wake up in the morning and scratch that my initials on the heavy frost on the inside of the boards. The bunk was against the wall.

“By the second winter, after the first winter’s experience, there was always a fight to try and get the cardboard boxes that the supplies came in—corrugated cardboard boxes. We’d nail them on the walls. This was insulation and everybody wanted it. They were hard to come by.”

B. Broadfoot, Six War Years, p. 114

Disposing of Their Property

“When they threw the Japanese out of the coast they had these so-called auctions of their property and they were a farce. First, those who were running the show, they and their friends got all the best stuff. They’d go into a house and one would say, ‘I’ll take that,’ and it would be one of these beautiful old clocks encased in glass, the kind they call 400-day clocks, and the other fellow would say he’d put it down for 5 dollars, and that was the way it was done.”

B. Broadfoot, Six War Years, p. 111

The majority of the Japanese who were interned in the settlements were Canadian-born.

All vehicles, cameras, radios, and weapons of all Japanese living in interned areas were confiscated.

Report of the Department of Labour, p. 35

Houses, fishing boats and other personal property of the Japanese who were evacuated were turned over to the Custodian of Alien Property. He was authorized to sell it at a public auction or on the open market but the price was often as low as $1.00 on the dollar.
Hiding the Assault Force
Every port in the United Kingdom had invasion shipping in it at that time, but Southampton was probably more crowded than any other. Ships were moored along wharves for miles and in the inlets and in Southampton Water itself there were hundreds upon hundreds of white-and-grey landing craft, assault ships, troopships, gunboats, destroyers and the multitude of surface craft that go into making a combined operation. Smoke screens covered a good portion of the fleet to protect it from any venturesome German aircraft. But the Luftwaffe made no real raids against this great concentration of shipping. In the Thames Estuary there was another great concentration; it was the same in Bristol and Cardiff, in Plymouth where many of the Americans loaded, in Glasgow, Liverpool and Hull.

A few of the millions of mines used by the German forces to defend the beaches against an amphibious landing.

Clearing the Mine Field
The long sweep wires, trailed on their floats behind the ships, were a continual source of danger and anxiety. The afterdecks of the tankers, piled high with bunks, floats, lengths of wire, shackles, weights and miscellaneous gear, were scenes of equally tense, nerve-wracking activity. Each danishy had to go overside at the correct moment, weighted with two 80 kg blocks shackled to about 183 m of wire. It would be a mark eager to be sought by lines of approaching ships and a dam out of place might delay a whole column or throw it into withering confusion.

The Final Assault
With the first light of day, before the dust of the aerial bombardment had subdued, the naval bombardment would commence. Seven battlecruisers, twenty-three cruisers and one hundred and four destroyers, together with monitors, gunboats and rocket-firing ships, would pour their fire upon the concrete emplacements and the batteries hidden among the dunes or in the innocent-looking farmhouses along the coast. As the bombardment was completed, amphibious tanks, new to warfare, would swarm in from the sea on inflated rubber screens. Gun-carrying craft would follow the tanks, with army artillery mounted in them and firing as they came. Other craft moving still closer to the beaches, would pour a hail of machine-gun and small-arms fire upon selected points. And riding the crest of this storm, preceded by mind-numbing, obdurate clearance parties, would come the waves of assault craft carrying the vanguard of the infantry. Seven divisions of Allied soldiers were to be landed within the first twenty-four hours, followed thereafter by reinforcements flowing in at the rate of one and one-third divisions per day with all equipment.

The landing on the beach had to occur during a rising tide so the assault craft could pass over the rocks and get close to shore, but the water could not be too high as to cover the underwater obstacles shown here.
On-the-Spot Reporting

The Germans responded rapidly, shelling the beaches, mortaring them and spraying them with machine-gun bullets. The Canadians ran down the ramps of their assault craft into the face of this fire. Men dropped crossing that open beach but the main force got over it and struggled through the snarled mass of barbed wire at the base of the sand dunes. Gaps were cut and the infantry stormed into the German defense positions. Tanks worked along the beach helping the infantry by shelling casemates and pillboxes and machine-gunning the trenches. Naval craft which had closed in to the shore lost their fire support to the attack on the beach strip defences, while out to sea the big guns of the fleet pounded away at inland positions which were firing on the beaches.

R. Maccrae, Gawasher at Overlord, p. 59

...the beach was sprayed from all angles by the enemy machine guns and now their mortars and heavy guns began hitting us. Crawling along in the sand, I just reached a group of three badly wounded men when a shell landed among us killing the others outright. As we crawled we could hear the bullets and shrapnel cutting into the sand around us. A range had been placed against the [sea] wall by now. Over it we went...two stretcher bearers ahead of us stepped on a mine...half-dazed, we jumped down again behind the wall.

R. Hickey, The Sturuie Days, pp. 194-95

"We were up in the dunes at the top of the beach just on the other side of the Saulles river...and as we got to the top of a rise I saw my first German. He was alive but not for very long. These two Canadians who were with me were running up the beach behind me with their rifles. Just as they went up behind me through this opening in the sea wall, the Jerry came up out of the emplacement with a Schnikki [sub-machine gun]. I thought...they haven't seen. I hadn't got a Sten gun, it had gone in the drink. But they just didn't stop running, they just cracked their rifle butts down on the German and that was that.

W. Tate, (New), p. 279

SEQUENCE OF EVENTS

1. Paratroopers dropped behind enemy lines shortly after midnight to disrupt transportation and communication and cause chaos.
2. French underground alerted to support paratroopers.
3. Mine sweepers cut 1 094 m wide channel through minefield for main assault force.
4. Bombers soften targets on beaches and headlands just before the invasion.
5. Naval forces bombard beach targets at 6:00 A.M.
6. Fighter and fighter bombers provide air cover throughout daylight hours.
7. Assault forces approach beaches at 9:30 A.M.
8. By 10:30 A.M. Canadian Commander wires to Creer "Beach Head Gained."
9. Military vehicles and supplies landed during day.

Moving Inland

There were dead horses and cattle in the fields, too, lying shapeless and dark around the shell craters. The smell over the land was nauseating...that sickly-sweet putrefying stink of the battlefield. Across the fields, through the standing grain, were thin winding pathways dotted by the infantry as they had advanced, alert to the slightest movement of the hidden enemy. Sometimes these pathways cut clear across the fields and disappeared. Or, again, they ended abruptly in the fields, and there the dead lay too, where they had fallen, killed outright, or from long-blooding wounds.

E. Morale, Remember Me, p. 221

Had the German forces attacked in strength immediately following D-Day there was a chance that the Allied bridgehead might have been pushed into the sea, but by July 10, when this photograph was taken, Germany had all but lost the opportunity.
Of the 44,742 casualties Canada sustained in Northwest Europe between June 6, 1944 and May 7, 1945, 10,831 were fatal.

More than 92,000 Canadians fought in Italy. 5,764 were killed, 25,254 were casualties.

From the time we went into action to the end of the war, our artillery regiment suffered more casualties from accidents than from enemy fire.

“L/Cpl Roy Boyd of Wembley, Alberta lay buried alive for three and a half days before the Pioneers rescued him. The last rubber had to be removed by hand.”

“The mosquitoes were so thick they drove me from my slit trench during an enemy barrage. I ran over open ground and wanted out the barrage in a truck.”

“Artillery

“The most important gun in our field artillery was the 25-pounder. Pulled by a truck to the site, six of us would have her in action within minutes. Sometimes we had to move two or three times in the same night to keep up with the advancing columns. We could depress the barrel to fire armour-piercing shells at enemy tanks or elevate it like a howitzer to lob high explosives onto enemy positions. The 25-pounder had a normal range of 11 km and was quite effective at 16 km. We could put a shell in a bushel basket at 3 km.”

—A field gun crewman

Flamethrower

Troops of the Carleton and York Regiments search for snipers in Campobasso, Italy, October, 1943.
"When fresh meat was really scarce, the major sent some boys from Calgary to round up some unladen cows. By the time they were slaughtered and butchered, the colonel arrived on the scene. He raised hell, threatened everyone with a court martial, and sat down to a beef dinner."

"While mopping up behind the lines, a bunch of us got into some 'greenwane.' For three days we were sick with diarrhoea."

Although it was officially forbidden, soldiers in the Canadian Army searched for meat behind the lines to supplement their diet. Pic: Cliff Christmas of Vancouver poses before trying to catch a Thanksgiving turkey.

A Soldier's Diet

**BEHIND THE LINES**

- Breakfast: porridge eggs
- Toast and jam
- Coffee, powdered milk, sugar
- Supper: beef and potatoes
- Bread
- Nest pudding

**WHILE IN ACTION**

- Bread
- Cheese
- Tea

**A NATION'S PACK**

- M & V (meat and vegetables)
- Tinned powdered milk, sugar
- 1 lb of cola, gum, and crackers

While it was no match for the German Panther or Tiger tanks, the Sherman was usually used in sufficient numbers with air and artillery support to feed the assault on enemy lines. The photograph shows Canadian Sherman tanks massing for their attack on Falaise.

"There was, in reality, no 'front.' The battle line was not a line of fixed positions. It was an area you could run up to if you had business there and displayed a divisional sign. If you were lucky the military police on the roads would stop you and tell you that so many hundreds of meters ahead the road belonged to the Hun. Or there were signs warning you not to go no further unless you were going in to a battle position. It was actually, an area between the Allied and the enemy positions."

E. M. Dale, *Remember Me!,* p. 253

Land Mattress Rocket

72 of these rockets could be fired from a rack at one second intervals or fired simultaneously. With a range of between 355 and 7 300 m., targets well behind enemy lines could be destroyed.

Psychological warfare wagon

The first Canadian to have the rank of General-in-the-field was H. D. G. Crewe, October 16, 1944.

Convoys crossing the Canadian-built Bailey Bridge over the Elbe River at Eemhertich, Germany, April 2, 1945.

Canadian Sherman tanks land in southern Italy on September 3, 1943. Sicily fell in only 39 days of fighting, but Italy held out until May, 1945.
"In the movies, the bright and shiny young soldier got the beautiful girl, every time, in fact, the thirty-five-year-old businessman with his million bucks would have. In real life, that is."

S. Broadfoot, Six War Years, p. 124

The Rockettes' and Wrens' chorus lines were always show-stoppers in the RCN Stage Revue. They were usually followed by a sailors' chorus line.

Amateurs as well as professionals entertained the soldiers. The chorus line shown above was the finale of the London Life Troopers who toured Western Ontario.

SCREEN STARS SELL STAMPS

To focus the attention of shoppers in two large Toronto department stores, the Public Relations Committee in that city arranged for stage and screen stars Gloria Swanson and Eliza Landi to appear on successive occasions at booths set up in the stores. To stymie free autograph-seekers a novel stunt was resorted to by which autographs were obtained all right, but...at a price. Small cards were prepared with the picture of In Swanson on one corner and the legend "War Savings Stamps bought from Gloria Swanson" in the other, with a space below for the star's autograph. Stamps to the value of 50 cents and $1 were attached by Miss Swanson and sold like so many hotcakes to movie fans.

War Finance Review, p. 2

London Free Press, Aug. 19, 1942

Popular War Movies

Dreadnoughts
In Which We Serve
Yarn of the Night
Desert Victory
Since You Went Away
Tobacco Victory
Ora de Our Aircraft Is Missing
Mrs. Miniver
The Story of G.I. Joe

Leading Stars

Jeanette MacDonald
Bing Crosby
Dick Powell
Dorothy Lamour
Bob Hope
David Niven
Betty Grable
Red Skelton
Humphrey Bogart
Bud Abbott
Shirley Temple
Laurel and Hardy
Gary Cooper
Lee Costello

London Free Press, Aug. 19, 1942

Men's quartet from the London Life Troupers

“A Wartime Sing-along

I love you, there’s nothing to hide It’s better than burning inside I love you, you’re so in my mind There, I’ve said it again I’ve said it, what more am I say Before me, there’s no other way I love you, I will to the end There, I’ve said it again”

“There’ll be blue birds over The White Cliffs of Dover Tomorrow, if you wait and see There’ll be love and laughter And peace ever after Tomorrow when the world is free The shepherd will send his sheep The valley will be filled again And I know it will go to deep In the wee little room again There’ll be shadowed over The White Cliffs of Dover Tomorrow, just you wait and see

“All the men girls love a sailor All the young girls love a war For there’s something about a sailor And you know what nature are Bright and breezy, unafraid Filled up with joy and lift Filled up with joy and lift They’re off to sea again Stay aloha Stay aloha

“When the lights go on again All over the world And the boys are home again All over the world And rain and snow is all That may be from the skies above But hello to love When the lights go on again All over the world And the ships will sail again All over the world Then we have time for things Like wedding rings and fair dances I'll sing for you and I'll sing All over the world

“Kiss me goodnight, Sergeant Major Tuck me in my little wooden bed We all love you, Sergeant Major When you hear that calling 'Show a leg' When we hear you shouting We'll all come running round a nice hot cup of tea Kiss me goodnight, Sergeant Major

“Go long! It's been good to know you So long, it's been good to know you We'll have to be getting along

“Racing with the moon High up in the midnight sky And then all too soon It's best from view Racing with the moon That is what I'll always do Till I overtake the moon—and you

“We'll meet again Don't know where Don't know when But I know we'll meet again Some sunny day

“May the Good Lord Bless and keep you Whether near or far away May you find that long-awaited golden day Today May your troubles all be small ones And your sorrows ten times ten May the Good Lord bless and keep you Till we meet again May you walk with midnight glowing And a shepherd in every tree May there be a silver lining Back of every cloud you see Fill your dreams with sweet tomorrow Never mind what might have been May the Good Lord bless and keep you Till we meet again

“Bless them all, bless them all The long and the short and the tall Bless all the Corporals and W.O.'s Bless all the Corporals and W.O.'s For we are loyal good-by to them all

“Comin' on the wing and a prayer Comin' on the wing and a prayer

“Comin' on the wing and a prayer We'll have to be getting along

“May the Good Lord Bless and keep you Whether near or far away May you find that long-awaited golden day Today May your troubles all be small ones And your sorrows ten times ten May the Good Lord bless and keep you Till we meet again May you walk with midnight glowing And a shepherd in every tree May there be a silver lining Back of every cloud you see Fill your dreams with sweet tomorrow Never mind what might have been May the Good Lord bless and keep you Till we meet again

“Bless them all, bless them all The long and the short and the tall Bless all the Corporals and W.O.'s Bless all the Corporals and W.O.'s For we are loyal good-by to them all

“Comin' on the wing and a prayer Comin' on the wing and a prayer

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“The Royal Canadian Navy Musical Stage Revue featured Seaman Allan Lund and Wren Blanche Harris as they danced their way through "In Your Little Chapeau."
PRISONERS OF WAR

“Undies from the guard were stored in our camp. There were two types: the usual type and some made of the Red Cross uniform. They were always worn out of shape.”

Our Guards: Two Views

“Just the average guard, yeah. He was ok. Often seen the guard had a double role. He was the only one who could carry the Red Cross flag.”

The daily menu:

- Morning: A cup of coffee and a hard-boiled egg.
- Lunch: Noodles with meat and vegetables, or a tin can of coffee.
- Supper: Usually came from the Red Cross.

Our officers encouraged us to dig escape tunnels to keep busy. If you wanted to escape, it was a labor of love. I never tried it. All I did was walk out of the camp.”

“While we were held in a German prison camp we could send them parcels. I think it was once a year. Each parcel was two large packages tied with black cable ties. The parcels were filled with cigarettes, fruit, sugar, jam, and all sorts of things they knew we would have liked. The parcels were always filled with love and care. We knew that people at home were thinking of us.”

“Our guards were friendly and helpful.”

“We were given buttons with compasses in them and a map of the camp to help us in our escape. Our escape was caught on, and we were captured.”

“Even though we were prisoners, our guards were kind and understanding.”

“A document captured from the Canadians at Dieppe instructed them to tie the hands of German prisoners to prevent them from committing any acts of sabotage.”

A prisoner of war

“We were given buttons with compasses in them and a map of the camp to help us in our escape. Our escape was caught on, and we were captured.”

“Even though we were prisoners, our guards were kind and understanding.”
**Letters to Prisoners of War**

If you have a friend or relative captured by the Axis, it is now your duty to correspond with him. Under the terms of the Geneva Prisoner of War Convention, each wartime agency agrees to set up a central bureau of information.

In due time, names of prisoners and civilian internees are assembled by these bureaus and then mailed to the International Red Cross Agency in Geneva, where they are sorted and dispatched to intended recipients. Notification is then made to next of kin.

As a precaution, where a captive reaches the prison camp, he fills out a "card of advice." Giving his name, rank, condition of health, and the special address of the camp. These are sent to Geneva and forwarded directly to next of kin. Advice cards are not yet being reached from the Far East because of transportation difficulties.

When the address of the prisoner is established, he is allowed to receive an unlimited amount of mail, and to send a limited number of letters depending on the country and camp in which he is interned. Prisoners held in North America may send two letters and one post card a week, postage free. Japan is believed to have no limits on the number of letters prisoners may send and receive, but special facilities are yet available for sending personal packages to the Far East.

A person writing to a prisoner should give the camp name and number right off the recurrence, card should write under name and rank the address of the prison camp.

If no address has yet been given, the writer should write to:

"International Red Cross Commission Georgia,

New York,

or the nearest Red Cross committee in the country, which will be glad to forward letters and packages to the prisoner.

Chained hands receive a Red Cross parcel every week.

Sometimes they are delayed, or if we were being punished they were taken away from us. Without the parcels we could not have survived."

---

**Czechoslovakia**

**Prague**

Kia (died milk) Change (6 cm)

**Slovakia**

Jedlo (sweet milk)

Milko (milk)

Kafan (tea)

Next of kin:

Praha 13

Czechoslovakia

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**Stalag BB**

Baracks

Each barack could accommodate about 200 POWs.

<table>
<thead>
<tr>
<th>Barack Number</th>
<th>Capacity</th>
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<tbody>
<tr>
<td>1</td>
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<td>2</td>
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<td>3</td>
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<td>5</td>
<td>200</td>
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**Stalag BB**

The 31,000 POWs held at Stalag BB represented almost every nationality fighting against Germany. Of the 1,500 airmen, some 300 to 400 were Canadians. The camp was organized into compounds or villages of 1,500 prisoners. Each village was enclosed with a double barbed wire fence and when the baracks were set up at the time, Subermsen's encampments were set free.

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**World War II map of Germany showing the locations of Canadian POW camps as marked by dots.**
TELLING THE STORY

Getting the Story to Press...

All night and morning I had been writing my head off in the wardroom, attempting to describe this incredible invasion scene. At my disposal, I had minute-by-minute information which was flooding in over the wireless from shore. I knew exactly how the fight was going and could see a good deal from the deck of our ship. But we were not permitted to use naval wireless to England and there was no other available link. We had to send our copy by any available dispatch boat or ship that was going in the direction of England. It was a haphazard system at best.

I sent back several long stories on a dispatch boat which were delayed in reaching London, but the one sent by the destroyer clicked.

F. Murrell, Great Britain, p. 65

Interviews...

Apart from eyewitness accounts which were broadcast, many of them obviously blown and inaccurate and clearly given by spokesmen who had not been within 150 km of Dieppe during the attack, the German propaganda was very cleverly handled. Its main theme was that the attack was the spearhead of an invasion which the British had been forced to undertake to pressures from France and against the wishes of America. The absence of American troops, except for a mere handful, lent weight to this latter assertion.

F. Murrell, Dieppe, p. 40

Briefings...

Because it was impossible to permit all the reporters to visit the front, the army held "briefings." Information regarding the progress of the battle was given to the reporters and in turn would ask questions; General Currie briefed the media on August 7, 1944 at Amble.

Majors Charles Fraser Comfort was born in Scotland in 1895 and immigrated to Canada in 1912. Following lengthy studies in art schools in Winnipeg and New York, he finally settled in Toronto. By 1938 he was appointed professor of Fine Arts at the University of Toronto. In 1943 he joined the Canadian Army as an official war artist. Of his 188 war paintings, Charles Comfort is best known for those depicting the Italian campaign.

Defence of Canada's Regulations

No person shall print, make, publish, issue, have knowingly, in his possession in quantity any book, newspaper, periodical, pamphlet, picture, paper, circular, card, letter, writing, print, publication or document of any kind containing any material, report or statement
(a) intended or likely to cause disaffection to His Majesty or to interfere with the success of His Majesty's forces or of the forces of any allied or associated powers, or to prejudice His Majesty's relations with foreign powers
(b) intended or likely to prejudice the recruiting, training, discipline or administration of any of His Majesty's forces, or
(c) intended or likely to be prejudicial to the safety of the State or the efficient prosecution of the war.

Section 74, Defence of Canada Regulations, 1942, p. 61
"To make a long story short, from the time Requin gave the order that there had to be a paper until we ran off our first 20,000, only three weeks had passed. The fighting was still going on, so the Germans hadn’t been routed and we were putting out a four-page tabloid and sometimes getting it up to the front every day. One paper for every five soldiers and God how they fought to get their hands on it." — B. Broadfoot, Jr. "War Four!" p. 241

"SASKATCHEWAN UNIT HITS HARD Gallery of Canadians’ Thrills Nation DARING RAIDERS DRIVE INTO DIEPPE ‘Mid Shot and Shell’"

By Ross Moore
Canadian Press War Correspondent
(© 1942, Canadian Press
WITH THE CANADIAN RAIDING FORCE AT DIEPPE, Aug. 23 — For eight long hours an intense Nazi fire from down on a swirling afternoon, I watched Canadian troops fight the flaming, bloody battle of Dieppe.

I saw them go through the long, sad operation as vital scenes that might shake one upon another in orderly sequence.

There was a furious attack by German E boats while the Canadians moved in on Dieppe’s beach, landing by dawn’s half light. When the Canadian battalions emerged through the flaring inferno of Nazi defences, bursting guns of huge tanks rolling into the fight, I sketch the grimness 25 minutes of my life with one visit when a man of German machine-gun fire wounded half the men in one burst and only a miracle saved us from annihilation.”

Regina Leader-Post, Aug. 20, 1942

"Rogues in Love"

And Finally, the Story

Ross Moore’s stories were carried in newspapers and magazines across Canada.

The Household Counsellor

Take me to the ’Soldier’s Wife’ programme and here for the ‘Household Counsellor’ with his Daily Bulletin on Warime Prices and Trade Board regulations which affect your wartime buying. Broadcast every morning Monday to Friday inclusive on CBK Network. (Commuit your local paper for time and station.)

Censorship for Radio Broadcasting

1. To prevent the enemy from obtaining naval, military, air, economic or other information of a nature immoral to the national interest.
2. To prevent the dissemination of news or talks which might cause dissatisfaction against the cowl power.

Rogues in Love, Regina Leader-Post, Oct. 1, 1943, pp. 11-12

London Free Press, Aug. 21, 1942

Rogues in Love, Regina Leader-Post, Aug. 22, 1942.

The victory edition

To many Canadians he was known as the ‘Voice of Doom.’ — But Lorne Green reading the news over the CBC became a wartime fixture.

‘The radio. Oh my God, the radio. Can’t you still hear the voice of Lorne Green on the nine o’clock news?’ The Voice of Doom, they called him. Walk down any city street on a summer’s night at nine o’clock and you could pick up his voice from house to house. The Russians are advancing on the Eastern Front. ’Fifteen more German subs sunk.’ That sort of stuff.

B. Broadfoot, Jr. "War Four!" p. 124

Rogues in Love, Regina Leader-Post, Aug. 23, 1942.

"Did Accidental Clash at Sea Give Alarm? NO SURPRISE FOR NAZIS"

By Douglas Armstrong

ST. CATHARINES, Ont. — The Royal Canadian Hospital, 3000 somewhere in England, Aug. 23. The forces of war turned against the Canadians in the early hours of Wednesday morning and sent them into an Inferno of Bullets from the German defenders of Dieppe instead of as usually taken by surprise.

This was the inspiration of a story written by Canadians with whom I spoke at the hospital where there are more than 100 hospitalized wounded soldiers, brought home for rest and care after these famous attacks on the French coast.

'They were waiting for us,' was the comment, previous accounts of the death of the mortar and machine gun fire which swept across the landing craft even before the soldiers had time to disembark.

Rogues in Love, Regina Leader-Post, Aug. 23, 1942.

London Free Press, Aug. 21, 1942.

London Free Press, Aug. 21, 1942.

London Free Press, Aug. 21, 1942.