

From the Editor

In these difficult economic times, as governments search for cost savings, it is hardly surprising that Canada's historic sites have come under scrutiny. Some politicians doubtless view them as expendable; others believe that they must endure the same budget reductions as other government services. Regardless of the motivation, many of this country's heritage sites find themselves in a battle for survival. Fort Henry in Kingston, Ontario, and HMCS Haida, on Toronto's waterfront, are two such sites. Each has been tremendously significant in the life of Canada yet today, both face uncertain futures.

During the War of 1812, the town of Kingston had considerable strategic importance. An excellent harbour and the site of the only naval dockyard on Lake Ontario, Kingston was the largest town in Upper Canada and the transshipment point for all supplies coming up the St. Lawrence from Lower Canada. To protect this strategic city, the first Fort Henry was begun in May 1813 and by the spring of 1815, when Kingston received news of the Treaty of Ghent which ended the War of 1812, two stone blockhouses and stone barracks had been constructed. Shortly afterwards, the defenses of Upper Canada were reviewed and it was decided to replace the original fort with a much stronger citadel that would defend Kingston and the naval dockyard from American attacks. Between 1832 and 1837, the present fort was constructed at a cost of £70,000, with additions being made over successive decades as the threat of invasion waxed and waned. In 1843, commissariat and ordnance stores were added, and in 1846-48 extra towers were constructed in response to the heightened tensions experienced during the Oregon boundary dispute. Over the next decade, as relations between Britain and the United States improved, the garrison was reduced from one thousand to 230. On 1 July 1867, the gunners of Fort Henry fired a 100-gun salute to mark the founding of the Dominion of Canada. Just three years later, the last remaining British troops were withdrawn from Kingston.

In the twentieth century, Fort Henry was pressed into service as a prison, and held prisoners

of war, enemy merchant seamen, and civilian internees in both world wars. In one episode, it was at the centre of a controversy as conditions in the fort moved the German government to take reprisals against Allied prisoners in Nazi camps. During the Depression, the fort was restored under a joint federal-provincial make-work project and was officially opened as a museum and historic site in August 1938 by Prime Minister Mackenzie King. In June 1948, once the remnants of the POW camp had been cleared away, it was reopened as an historic site.

Since then, Fort Henry has been an exceedingly popular tourist site in the Kingston area, drawing thousands of visitors each summer to wander the fortifications and experience how life was lived in a 19th century military garrison. One of the most colourful aspects of the site is the Fort Henry Guard, made up of university and high school students who represent the British troops which garrisoned the fort in 1867. In their scarlet tunics and pill hats, they have long been a favourite with visitors to the fort.

And yet the Guard, and Fort Henry itself, are experiencing the strains of a climate of fiscal conservatism. In 1992, 140 Guardsman manned the fort; that number shrunk to 78 in 1995, and to 50 in 1996. Aside from the reduction of the Guard, another proposal mooted was the elimination of the Sunset Ceremony, a unique combination of musical programme and battle reenactment. At the same time, to generate more revenue for the site, it was suggested that Fort Henry be extensively redeveloped to include a hotel and marina complex and residential development near the rear Martello Tower and the west ditch.

Fortunately, this last proposal, which would have created a sort of military Disneyland (Garrisonland?), has fallen by the wayside, and local friends of Fort Henry have come together to ensure the fort's survival through more historically sensitive means. They have embarked on a series of fund-raising endeavours and are actively planning events to attract visitors to the fort. Among the special

events scheduled for the summer of 1997 are a tall-ships regatta (28 June), the Discover the Past Festival (26-27 July), and the 7th Annual Celtic Festival (6-7 September).

The fate of HMCS Haida also hangs in the balance. The ship entered service on 30 August 1943, and went on to sink 11 enemy vessels, including four destroyers and a U-Boat. With battle honours that include the Arctic convoys, Normandy, the English Channel, and the Bay of Biscay, Haida is perhaps the most famous ship of Canada's wartime navy. In 1964, the ship was saved from the wrecker's yard by a group of Toronto businessmen, who purchased it from Crown Assets and operated it as a museum at the foot of York Street. When Ontario Place was built on the Toronto waterfront, the provincial government agreed to take over the ship and operate it as a naval museum and maritime memorial. In 1989, it received designation by the Historic Sites and Monuments Board and since then has attracted some 60,000 visitors yearly, despite the fact that it is only open from Victoria Day to Labour Day.

Even with these healthy attendance figures (which rival the figures of many museums open

year-round), the Haida is now facing the prospect of drastically reduced funding for the coming years. This could well spell the end of Canada's largest original artifact and a vital symbol of our naval heritage. Like Fort Henry, HMCS Haida needs our support. Ontario Place needs to see that the ship is a popular tourist draw and that shutting it down would hurt the bottom line. The best way to show your support is by visiting the ship over the summer — and bring as many relatives and friends as you can!

Fort Henry and HMCS Haida are just two of the many historic treasures around the country which need our support. Haida has the benefit of being fresh in the nation's consciousness, but Canada's military history is much more than the wars of this century. Indeed, it is not going too far to suggest that the foundations for Canadian successes at Vimy Ridge and Normandy, not to mention on the Haida, were laid at places like Fort Henry.

Jonathan F Vance
Editor

The CWM Faces the Future

Cameron Pulsifer

Canadian War Museum Editor

This issue marks the beginning of the second year of the Canadian War Museum's involvement in *Canadian Military History*. From the Museum's perspective, our role in the journal has been deemed a most worthwhile undertaking, fully justifying the time and resources that have been devoted to it. We remain pleased to be involved with one of the best-produced and most interesting historical publications on the Canadian scene at the moment. And we are gratified to hear that our contributions have met with some appreciation amongst the readership as well.

Since the debut of our participation in the Spring 1996 issue, all has by no means been smooth-sailing at the CWM. The effect of budget

and staff cuts have been felt, and the strain of attempting *to* run a national museum containing a major collection with a staff now numbering no more than 35 have been felt. While our cuts were nowhere near as extreme as those experienced by the Directorate of History at DND, which were in the neighbourhood of 60 per cent, nonetheless there was not a compensatory reduction in tasks and responsibilities in our case. Indeed these continue to grow. One of the means being adopted for getting around declining government support and ensuring the continuation of museum programmes is revenue generation. This takes many forms, one unfortunately being the charging of fees for a range of museum services that at one time we could afford

to offer gratis as a public service (such as answering historical queries from the public that require more than a minimal amount of staff time). The CWM is certainly not unique in this respect amongst government departments, and it may indeed be the only means of ensuring that the story of Canada's military heritage can continue to be told within the context of a national institution. In the meantime CWM staff continue to do as good a job as possible with the resources that are available, and live in hope that the current wave of cost-cutting has crested.

The public face of the museum has also been undergoing a process of re-evaluation. Since the CWM's opening at its present address in 1967, the Canadian demography has changed dramatically. The number of people who have had some direct association with the military, particularly veterans or their close relations, has continued to decline, and, in the case of those who have had some involvement with a major war, will soon disappear completely. Visitor surveys have shown that the majority of people visiting the museum today have little or no direct association with war or with the military. While they remain interested in the larger themes of war and military history, including peacekeeping, it is the human dimension of these phenomena, or how they touch upon ordinary human lives, that awakens their deepest fascination. To some degree the CWM has already anticipated these concerns with its revamped gallery on military honours and awards, the so-called "Hall of Honour," which opened in 1995. This exhibit shifted the emphasis from rows and rows of medals and badges with little explication that characterized the previous gallery, to an exhibition which displayed the medals and awards in conjunction with material illustrating the lives and services of their winners. Thus while this so-called "human side of war" has certainly not been ignored in previous CWM exhibits, henceforth special care will be taken to ensure that this dimension receives special emphasis amidst the sweeping and dramatic events that are so often the subject of our exhibits.

This new emphasis will be encapsulated in a special sense in the next major exhibit planned for the CWM's Temporary Exhibit Hall, entitled "We'll Meet Again," and slated to run from 13 June 1997 to the end of January 1999. This exhibit will move beyond specifically military concerns to the wider socio-cultural dimensions of war. Specifically, its theme will be wartime romance and separation, and the special intensity and poignancy that wartime brought to interpersonal and romantic relationships. As the exhibit's curator, Mark Reid, puts it: "Attention will focus on the human face of war and [will] highlight the very personal loss, temporary or otherwise, of loved ones." It is hoped that we will have a more detailed discussion of this exhibit in a future issue.

In the meantime there have been a number of developments at the CWM's warehouse, Vimy House. Work continues on turning this facility into an exhibition and interpretation centre more accessible to the public than it has hitherto been. The centre piece of the new facility will be the so-called "museum rectangle" wherein the museum's large collection of military vehicles and artillery pieces will be turned into a large-scale permanent exhibit. The artifacts will be grouped into clusters so as to be more easily explained and interpreted, and their story told by means of captions, photographic blow-ups, and videos. With the presence at Vimy of the CWM's archives and photographic collection, and the recent move to the facility of the CWM's library, with its large collection of period technical manuals and other official publications, it is hoped that we are on the way to creating an important centre for the study of the history of military technology.

Lastly, some planning is already underway for the CWM's next major temporary exhibition to follow "We'll Meet Again." This will open in 1999, the one hundredth anniversary of the outbreak of the South African or "Boer" War of 1899-1902, the last major war of the nineteenth and first of the twentieth century. The exhibit will focus on Canada's role in this conflict, our first significant

military venture abroad, and will be staged in conjunction with major exhibits at museums in other Commonwealth countries that participated in the war, including, of course, South Africa itself. Major pan-Commonwealth art exhibits and conferences of university and museum historians on the subject of the war, to be held in South Africa, are being discussed.

Two of the CWM's submissions for this issue anticipate these initiatives. It is hoped that the Queen's Scarf, discussed in my own paper, will be occupy a prominent place in the CWM's own exhibition on the war. This is somewhat problematic, however. The scarf has been in possession of the CWM since 1965, after it was presented to the "people of Canada" on a "permanent loan" basis by its winner's nephew, Samuel F. Thompson of Cork, Ireland. This was done in a special ceremony on Parliament Hill in Ottawa, that included Governor General Georges

Vanier and an honour guard from the Royal Canadian Regiment. It was certainly the CWM's view that the scarf thereafter became the property of the Canadian Crown and was to remain a permanent fixture of the Canada's national military collection. Needless to say we were stunned recently when we were approached by Samuel Thompson's heir and informed quite bluntly that they wanted the scarf back to sell because they needed the money! The matter has since been in the hands of both sides' lawyers, and it now seems to have resolved itself into an interpretation of the term "permanent loan." Should the emphasis be placed on the word "permanent," as the CWM maintains, or on "loan," as Mr. Thompson's heir would prefer to believe. We will keep readers apprised about developments in this frustrating case. Meanwhile, the story of the scarf, and a discussion of its status as an award and an historical artifact can be read below.

Dear Sir,

My purpose in writing is to express my appreciation for Hugh Halliday's article, "VC or Not VC." I flew Typhoons on 198 Squadron in 1943 and on 439 Squadron in 1945. As you know, the Typhoon played second fiddle to the Spitfire as a fighter aircraft and really only came into its own after its conversion to a tactical ground support aircraft. One need only talk to survivors of the infantry battles in Normandy to gain an appreciation of the importance of the Typhoon to the Allies' ultimate victory.

F/O Harold Freeman and I joined 198 Squadron together in March 1943. We were a mixed bag of pilots - British, Australian, New Zealanders, and many Canadians (the last three were the "colonials"). Hal and I both served at No.6 SFTS, RCAF Dunnville, Ontario in the summer of 1941 - he as an instructor, and I as a student. I was posted from 198 Squadron in December 1943 and sadly never saw him again. Knowing him as I did, the courage and devotion to duty he displayed on his last flight were characteristic of him.

About five years ago I approached the office of the mayor of Winnipeg (Harold's "home town") in an attempt to have the city commemorate Freeman's valour in some appropriate way. Unfortunately, nothing positive

resulted and I am now corresponding with a former President (also a Typhoon pilot) of the Wartime Pilots' and Observers' Association in Winnipeg and still hold out hope that something may be done.

The picture on page 83 shows Freeman with Cliff Abbott, another Canadian. I also knew Cliff well; he died in February 1993 of lung cancer.

It is well known that aircrew casualties in Bomber Command were very high. What is not so well known is that casualties among Typhoon pilots were also high. The following figures tell the story:

On Operations:

Typhoon pilots shot down - 756
(514 killed, 179 POW, 63 escaped capture)

Non-operational flying:

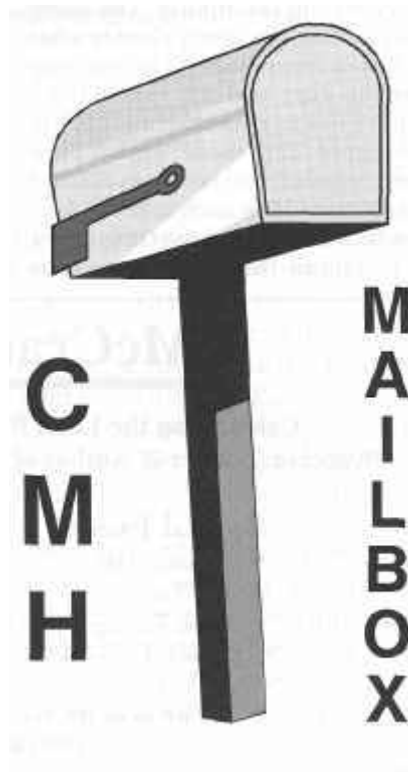
145 killed

Total killed:

659 Typhoon pilots

Perhaps you would give some thought to publishing a short piece on Typhoon pilot casualties, preferably before we all die of disease or old age.

Bill Breck
Peterborough, ON



I just received the Autumn 1996 issue of *Canadian Military History* and I would like to bring to your attention few mistakes.

In the article on Filip Konowal, VC, in the group photograph of the Canadian VCs (p.54) after Frederick Harvey, it should be William Metcalf (Arras 1918); George Mullin (Passchendaele 1917), not Smokey Smith and Fred Tilston. Plus, you forgot Cecil Kinross (Passchendaele 1917) who is standing between Pearkes and Dinesen.

On page 81, Bazalgette wasn't a Master Bomber on that trip (though he had been on other missions). They replaced a crew that was stranded at another base, so Baz and crew were Visual Backup. I have confirmed this with the surviving crew members.

Regarding footnote 15 on page 87, I also thought that Trigg was the only VC awarded solely on the evidence provided by the enemy. It seems that there were two others - Christopher Teesdale and Gerard Roope.

I really enjoyed this issue of *CMH*. Keep up the good work.

Terry MacDonald
Calgary, AB

Sirs,

I find *CMH* very informative, however, I would appreciate if you would have more articles on the other branches of the service. I am involved with the Canadian Harvard Aircraft Association, therefore, I would like to hear about the British Air Training Plan during the Second World War. Articles I would like to see on the Navy include the *Magnificent* and *Bonaventure* plus sea battles with subs and cargo ships.

I hope you understand that you have a fine publication, but it would

be nice to see more variation beside the Army.

R.G Bennell
St. Thomas, ON

Dear Sir,

I must congratulate whoever arranged the last issue's article on Major Roger Schjelderup. I knew Roger during his time with the Canadian Scottish Regiment (I was an OR there before I was commissioned) and also was with the Occupation Force and at MD 11 after that force was repatriated. Both Roger and I were accepted into the Interim Force, but some utter ignoramus had accepted Roger as only a lieutenant on the grounds that he lacked experience! This led to some ribald and also unhappy statements about those in Ottawa who were organizing things. During one session of commiserating Field Officers of the Day (The regular garrison stuck us returnee types with all the chores) Roger told me about his time as a PW, after some very strong prompting. The story as you have it is pretty close to what I heard from Roger. He was one terrific guy, and it's sad that he didn't live to demonstrate his full potential. But those winter days were so tough that no one in Holland could remember such cold weather, and it was only because us ignorant Canadians thought winter was

always so cold that we survived it. I have a photograph taken at the end of November 1944 showing the thermometer at somewhere between minus 20 and minus 30 C. We lived out in slit trenches for weeks of that! Some units had terrible frost-bite problems.

Cecil E. Law
Professor Emeritus
Queen's University
Ex Capt, S Sask R

Dear Editor,

Sorry to bother you about a small detail regarding my article on Roger Schjelderup (*Canadian Military History* Autumn 1996, pp.99-105). One of the people who provided me with information, Dr. Eisa Caspers in Holland, wrote to bring my attention to three small errors in the article. These are:

1. In footnote 14, her name is spelled incorrectly. It is Dr. Eisa Caspers, not Eisa Caspars.
2. Page 103, para 2, line 2: the guide who met the escapers was Adrian Maljers, not Adrian Maijers.
3. Page 101, para 3, line 11: the village is named Groenekan, not Groenikan.

T. Robert Fowler
Ottawa, ON