



St Peter's Parish Memorial, Guernsey

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Hello All

My ears pricked up at breakfast recently, when I heard that a ‘veteran from Gallipoli was looking for a new home’, only to discover on paying a bit more attention that the item was about a tortoise called Blake who had been brought back from the Dardanelles in 1915. His fifteen minutes of fame has arrived at last, one newspaper even referring to him as ‘Blake the Wartortoise’ while another, more august, newspaper carried a letter that suggested that the name Blake is an alias and that his real name is Ali Pasha! One wonders what a tale that he might tell if only a tortoise could speak? But, would he speak in Turkish or in English with a Norfolk accent? After all, when one reads Michael Morpurgo’s ‘War Horse’ it is clear that Joey was multilingual, and able to understand English, German and French! Apologies for the levity, August is generally a quiet news month!

But, it is a fact of life, combined with some simple arithmetic, that the human witnesses to those momentous events are no longer with us. Yet, there is the generation beyond who in many cases, if they do not physically remember their fathers or their uncles, can still recall their names and lives frequently being mentioned. Along with any diaries and memoirs that were passed down, perhaps it is this next generation we are able to reach in our research. Although it was ultimately fruitless in terms of finding material to advance his case, I recently had a very enjoyable conversation (coincidentally on what was his birthday) with a lady who was the niece of Charles Anthony Pirouet (see CWGC – Non-Commemorations below), and who can remember his mother/her grandmother and them talking of Uncle Tony. That particular contact resulted from an appeal sent to the JEP back in April, 2011(!), but it is now becoming evident that our Centenary appeal is starting to ring a few bells and is generating useful information. I feel sure that more will result as we have ‘new lines of enquiry to pursue.’



The Front Cover

Thanks has to go to Liz Walton for this month’s cover photograph contrasting the blue skies and red flowers with the more sombre grey stone of St Peter’s parish memorial. It is obvious that the parish is taking good care of it, as is St Saviour whose sign-writer (pictured left) was clearly busy touching up the lettering when Liz passed. One presumes that the stone-work will have been cleaned subsequently, although perhaps it should have been done before the painting?

Are there any other memorials that could do with a good scrub down and touch up of the lettering? Perhaps next time someone passes a parish memorial they should inspect it and pop into the parish hall to highlight any work that needs to be done. With that in mind, the last time that I looked at it, the Jersey National School memorial at the back of the Library needed a bit of work. Who ‘owns’ it?

Anthony De Morleville A Dubious Jerseyman

Undertaking research into a number of possible 'Jersey-Australians' about three years ago, the name of Anthony de Morleville emerged as a candidate. His Attestation Paper (a copy of which is shown on page 8) stated that he had been born in Jersey on the 2nd January, 1897. However, having attested at Sydney, New South Wales (NSW) on the 4th June, 1918, he was then rejected by the Australian Army in late-August of that year. At that time, doubts were raised as to his nationality, as the statement in red on the Attestation Paper showed. Having then done some additional research, his name was not added to Jersey's Roll of Service and he was forgotten about.

Forgotten that is, until member Wayne Woonton also looked into Anthony's efforts at enlisting. But, he has gone further and discovered the existence of a diary that is held by the NSW State Library. In its cataloguing page it offers us the following information:

Administrative Note: Anthony de Morleville, kitchen-hand, stated on his enlistment form he was born in the Channel Islands, Jersey. He enlisted in Sydney, June 1918, after which the enlistment was cancelled due to uncertain nationality, 28 Aug. 1918

Contents: Diary, translated from the French, describing experiences in Belgium. According to a note on the folder holding the diary, the author, Monsieur de Morleville, a Belgian, enlisted in the AIF 16 Oct. 1917 and was wounded at Villers Bretonneux in April 1918, sent to hospitals in England and Australia and later repatriated to Belgium. It is probable that this diary was fabricated for propaganda purposes

Source: Presented by Monsieur de Morleville, no date. Part of the European War Collecting Project (also known as the Soldiers' Diaries Collection or War Diaries Collection), established by the Trustees of the Mitchell Library in 1918

The diary was originally in French, and was transcribed by Betty Smith and Trish Barrett. It has been copied here, but with some light editing to improve readability as the original transcription was slightly too literal. Wherever possible, place names in French have been retained as it is assumed that Anthony de Morleville was a Walloon. A few however, have not been determined, while the assumption has been made that Lille is the Belgian town and not the more famous French city.

The De Morleville Diary, 4th August – 15th November, 1914

4th August. War! My God, pity Belgium. I enlisted today in the 3rd Cycle Corps (Dispatch Riders). Being a military cadet I passed the doctors easily. I hope I will soon be fighting because my two eldest brothers are already fighting in Liege.

5th August. Volunteers are pouring in. We are training day and night. The news we get from Liege is terrible. Vise is in flames. Most of the population has been murdered by the Germans.

7th August. To the front at last. We are being sent to stop the Uhlans from destroying everything. They are the worst of all. Raiding the villages and towns, murdering destroying everywhere they pass, but they seem to be scared of us. When they see us coming they run for their lives.

10th August. Our troops are splendid. Liege is holding out despite the heavy German attacks. The Germans won't break through if the English or French arrive in time. Today we found an officer of our company hanged by his feet to a tree. He was horribly mutilated. Is this the way the Germans treat their prisoners? In the afternoon we caught a German spy. The country is full of them. We executed him without waiting for instructions.

12th August. The news from the front is getting bad. The Germans have broken through the line of forts at Liege. They have occupied the town. Seven forts are still holding out. We are retreating. The roads are congested by refugees fleeing before the invaders. Our allies seem to have forgotten us. And yet it is for them that we are sacrificing our own little country. The Germans are advancing rapidly towards Namur and Brussels. We are doing our best to stop them, but what is one man against twenty.

16th August. The last forts of Liege have fallen. The Germans have captured General Leman. I have just received news, that my two brothers have been killed in trying to hold the fort of Loncin against overwhelming odds. The Germans are advancing rapidly. They have reached Namur. The town is ablaze. Thousands of inhabitants are being killed. Will we hold out? My God, where are our Allies? Are they asleep?

17th August. Germans, after two days fighting with the French have destroyed Dinant, 12 miles south of Namur. They killed about two hundred men before the eyes of their wives, or mothers. There is not a house left standing there. All around us, the horizon is ablaze with villages burning.

At 2 o'clock in the morning we learnt that a small party of Germans had entered Andenne. It was said that devilry was going on there. 200 of us were sent to investigate. It was 5 o'clock when we reached the village. In entering the market place, we found the Germans busy driving women naked, in a huge line, with their bayonets. All the men had already been killed and the children were huddled together in a corner watched by soldiers.

At that sight we all went mad. We drove our bayonets into the Germans, killing them, without heeding their 'kamerading'. Only two or three escaped. We killed about 227 of them. They were all drunk. Most of the women had gone mad, by the torture. They were screaming, and kissing us, without thinking of dressing themselves. They were all sent to Brussels. My God! What a sight!

22nd August. Namur has fallen and the way to France is open. We have learnt with no little satisfaction that the English and French are rushing troops towards Mons, to stem the tide of invasion. The Belgian Government has left Brussels for Antwerp. All the people are panic stricken. They flee towards France and Holland. It is hardly possible to move the troops. This morning while patrolling we found an English nurse lying on the road near Ottignies. The Boche had cut her breasts off. She was slowly dying. She was imploring us to kill her – to stop her sufferings, but how could we, we are not woman killers. Happily she died soon afterwards. We buried her as best we could.

Last night we found in the church of the same village, we found a little boy of about 4 years old, crucified to the Christ hanging over the altar. He was still moaning, out of pity one of us sent a bullet through his heart.

23rd August. The Germans have taken Brussels. Nothing as yet has been destroyed in the city. We have to thank the American Ambassador for that. We are retreating on Antwerp, and to the line of the Schelde. I have received very bad news from home. My youngest brother was found nailed with a bayonet at the door of the place where he was staying. His stomach had been cut open, and all of his insides were hanging out. Poor kid he must have suffered horribly. And he was only 13. My twin sister has disappeared. Some of my mates say she was burned alive, in the convent where she was staying. I believe them, it must be true.

27th August. Yesterday I had a very narrow escape of being taken prisoner. We were patrolling on our bicycles. After an hour we saw ahead of us a huge party of Uhlans, who chased us. Suddenly I heard a hiss and looking backwards saw my back tyre punctured. And the Germans were about 600 metres from us. By the time I had put the new tyre which we carry on our back all the time, they were about 100 yards behind me. I made all the speed I could I think if it had been counted as race, I would have won the championship of the world then. Imagine yourself riding like hell with about 34 Uhlans after you. I had the good luck in falling in with a Belgian patrol, which the Germans saw too. They turned tail and disappeared.

Louvain has been destroyed and captured by the Germans. Not one building is left. God only knows how many thousands of inhabitants were killed. After a terrible battle at Heist-op- den-Berg, we recaptured Louvain.

How splendid is our king, he is with us, all the time, even in the greatest dangers. He is the soul of Belgium and the army. Hulshout (?) has been destroyed, and last night a German Zeppelin bombarded Antwerp, killing two women and one child.

29th August. A terrible battle is raging here at Termonde for the possession of the town. We lost and took the town back three times. The Germans are trying to cross the Schelde, to cut off our only way of retreat. I was wounded today, a mere scratch on the back. Louvain was retaken by the Germans, and they entered Malines. North of Malines, the forts of Waelhem and Wavre-St-Catherine are holding them back with great success.

1st September. The battle of Termonde ends in a splendid victory for our troops. There is not much left of the town. My mother and two sisters have gone to Lille. They will be safe there at least for some time. The German's attack has stopped. But they bombard with fury. Antwerp is practically surrounded by a wall of fire. In the meanwhile we are enjoying a well deserved rest.

7th September. The Germans tried to take Ghent. But armoured car patrols soon drove them out again. Conditions are terrible in Antwerp, and are growing worse. My father is still staying there despite the fact that food is nearly unobtainable. The people are leaving. We are getting ready for our last stand.

15th September. We have just received 50,000 tons of wheat from America and £2M from Australia. We thank Australia and America from the bottom of our hearts, for while, the French and English leave us without help those faraway countries at least remember us. There is a growing discontent amongst the people against England. The promised help does not come. The people speak of surrendering. If it was not for the king I think they would do it

16th September. We are attacking today, our objective is Brussels. Will we reach it? Our troops are at Neischot (?) within 20 miles of the capital. The Germans are retreating, although they are fighting well. The king was nearly betrayed to the Germans by his own chauffeur. The king shot the traitor himself and returned to Antwerp alone.

17th September. Orders to retreat were sent to the troops. They were 12 miles from the capital, but there were no more munitions. The German attacks were terrible. The forts of Waelhem and Wavre-St-Catherine have fallen in their hands. They are shelling Antwerp. My God and the English have not arrived yet. One after another the ports are falling.

27th September. All the ports are in the hands of the enemy. We are fighting in the suburbs. 3,000 English marines have arrived. They fight well those English, but they are not numerous enough, we are evacuating the city, ready to retreat at a moment's notice.

5th October. The main part of the army is over the river and safe we have orders to keep on as long as we are able. 20,000 Belgians and the remnants of the English marines. The Germans are shelling the town, the petrol tanks are ablaze, all the ships in the port are burning. God knows if we will ever get out of this hole.

18th October. We have reached Bruges. We left Antwerp on the 7th a great part of the Belgian rearguard is prisoner in Holland with the English marines. About 5,000 of us escaped across the Schelde, and we rejoined the main army yesterday here. The Germans did not pursue us. Father stayed in Antwerp.

19th October. We are retreating to Nieuport, evacuated Ostend. I get leave to go and see my sisters and mother in Lille.

25th October. Arrived back in Furnes. On the 19th I went to Lille to see my mother and sister(s). After having passed the Belgian outposts I was captured by the Germans. They did not treat me too badly. I was taken to the prison camp of Roulers. The Germans told me, that they would send me to Germany on the 21st. On the 20th an American attaché came to visit the prisoners.

Being able to speak English I asked, implored him to intercede with the German commander, to send me to Lille to say farewell to my mother. The commander, being a kind fellow, gave me that permission. I was sent to Lille in motorcar, with few guards. I reached it at 6 o'clock at night and was not able to go home before morning. At 8 o'clock the guards took me to Warguchal (?), where my mother was.

When I reached the villa, I found everyone weeping. I did not understand what it meant, so I went straight in. One of my sisters made me a sign to follow her. She opened the door of my mother's room. And there was my mother covered with blood. She had six wounds and had been dead for two hours.

I don't remember what happened after that until I woke up to find myself in bed. One of my sisters was looking at me and when I saw her I remembered everything that had happened. She told me that two days before the Germans had occupied the town, and the Germans told my mother she would have to lodge two officers

The officers came at night time. They started to make a feast, and obliged my sisters to serve them. While they were serving, one of the officers caught one of my sisters and tore the dress from her shoulders, so that she stood with bare breasts before him. He then took her in his arms and kissed her. When my mother saw that, she took a fork, and drove it in the officer's arm. He went away without saying a word, and next morning, my mother was arrested, court-martialled, and sentenced to be shot next morning at 6 o'clock, for having assaulted a German officer. Despite the pleading of my sister and of the American consul, the sentence was carried out. They told me too that the American Consul was taking charge of them, and that I had not to worry about them.

Being satisfied on that point, I made my mind up to escape. During the night I slipped through the window. There were no guards. I walked all night, and hid myself during the day. At 3 o'clock on the morning of the 24th I was picked up by a Flemish *paysant*, who took me to Furnes in his cart. I am having a good rest now, but I hope that the day after tomorrow I will be able to go to the front again.

27th October. I am leaving for the front today. The Germans have massed half a million men and 500 guns to smash through us. We are only 45,000 with 75 guns nearly no munitions, scarcely any food, in rags. We have all made the oath, to stand our ground to the last. The world is going to witness a fight of the remnants of a people clinging to its last bit of country, against an enemy a hundred times stronger. Our allies have promised help before the beginning of November. I hope they shall do it this time. 600 French marines are holding Dixmude.

15th November. French help has arrived. The Germans had crossed the Yser. We are making our last stand on the railway connecting Dixmude and Nieuport. The Germans captured Dixmude and St George. A counter attack drove them out of the first place. There was only one means left to stop them, and it was to flood the country. The gates of the river were opened and water spread all over the battlefield. We behind the railway embankment were safe. But the Germans perceived it too late. They climbed in the trees, while we were shooting them down. It is said that the Germans have lost 50,000 men in the floods, and 330 guns. What a victory for Belgium.

Of the 45,000 Belgian men only 11,000 were still fit. And they even are so exhausted, that I doubt whether they will be able to stay where they are actually. I have just heard that we were going to be sent to Southern France to recuperate and that French Troops will take our place.

Conclusion: Certainly, the diary is an interesting document and, liberally peppered with accounts of atrocities, it does lay the author open to the charge of producing propaganda for Allied consumption. Militarily, the Belgians were being pushed back towards Antwerp and the coast, and the account seems to marry quite well with the events that are mentioned. As to King Albert shooting his chauffeur, Hobart's Mercury carried the following news item on the 24th September, 1914.

LONDON, 22nd September, 1914. A Lille newspaper states that King Albert of Belgium recently had a narrow escape from capture during a tour of inspection. He noticed that his chauffeur was making towards the German lines, and ordered him to stop, but the motor-car continued at full speed. King Albert thereupon shot the chauffeur. A document was found in the chauffeur's pocket, which offered him a million francs (£40,000) to carry off the King.

19 JUN 1918

AUSTRALIAN



MILITARY FORCES!

AUSTRALIAN IMPERIAL FORCE.

Attestation Paper of Persons Enlisted for Service Abroad.

No. 0688 Name { Surname DE MORLEVILLE
 in full { Christian Name Anthony
 Unit _____
 Joined on _____

Cancelled & returned to the Ministry of Pensions 20/1/18

4 JUN 1918

Questions to be put to the Person Enlisting before Attestation.

You are hereby warned that if after enlistment it is found that you have given a wilfully false answer to any question set forth in this Attestation Paper, you will be liable to be tried for the offence.

1. What is your Name? ... Anthony De Morleville
2. In or near what Town were you born? ... Jersey
 In the State or Country of Channel Islands
3. Are you a natural born British Subject or a Naturalized British Subject? (N.B.—If the latter, papers to be shown.) ... Natural Born
4. What is your Age? (Date of birth to be stated) ... 21 years 5 months Jan 2nd 1897
5. What is your Trade or Calling? ... Kitchen Hand
6. Are you, or have you been, an Apprentice? If so, where, to whom, and for what period? ... No.
7. Are you married, single, or widower? ... Single
8. Who is your next of kin? (Address and relationship to be stated) ... Sister, Yvonne, De Morleville
107 Colwyn Rd
Northampton England
9. What is your permanent address in Australia? ... 33 Market St
City N.S.W.
Sydney N.S.W.
10. Do you now belong to, or have you ever served in, His Majesty's Army, the Marines, the Militia, the Militia Reserve, the Territorial Force, Royal Navy, or Colonial Forces? If so, state which, and if not now serving, state cause of discharge ... No
11. Have you stated the whole, if any, of your previous service? ... yes
12. Have you ever been rejected as unfit for His Majesty's Service? If so, on what grounds? ... No
13. (For married men, widowers with children, and soldiers who are the sole support of widowed mother)—Do you understand that no separation allowance will be issued in respect of your service beyond an amount which together with pay would reach ten shillings per day? ... yes
14. Are you prepared to undergo inoculation against small pox and enteric fever? ... yes

I, Anthony De Morleville do solemnly declare that the above answers made by me to the above questions are true, and I am willing and hereby voluntarily agree to serve in the Military Forces of the Commonwealth of Australia within or beyond the limits of the Commonwealth.

And I further agree to allot not less than two-fifths of the pay payable to me from time to time during my service for the support of my wife and children.

Date 4. 6. 18

Anthony De Morleville
Signature of Person Enlisted.

* This clause should be struck out in the case of unmarried men or widowers without children under 16 years of age.
† Two-fifths must be allotted to the wife, and if there are children three-fifths must be allotted.

However, it is whether there are inconsistencies that may be more interesting. It is curious to note that in the period of a day, De Morleville's unit could shoot a suffering 4 year old while letting a nurse, who was dying, to suffer in doing so. Similarly, given the atrocities being carried out by the Germans, one might just be surprised that a German POW Camp commander would allow our man to 'toodle off' to Lille under guard. The author seems to make use of imperial measures, but, I had put this down to the transcribers doing the conversion sums for English readers. Overall, the diary was, very likely, an 'after the event' document, probably written as late as 1918 when facts and figures were better known. In that sense, the propaganda value, if any, was small.

De Morleville noted that he: '... was wounded today, a mere scratch on the back' on the 29th August. Although not illustrated in this article, his medical inspection noted that he was scarred on his left lower back and his right buttock! Perhaps these were wounds?

It is unclear as to how many sisters there were, but as the Attestation Paper states, Ghislaine was to be found at 107 Colwyn Road in Northampton. That property is to be found still standing, and more to the point, as part of a nationwide exercise to deal with over 200,000 Belgian refugees, it is very likely to have been the one taken over by the Catholic Women's League to accommodate a small number of those Belgians as from September, 1914.

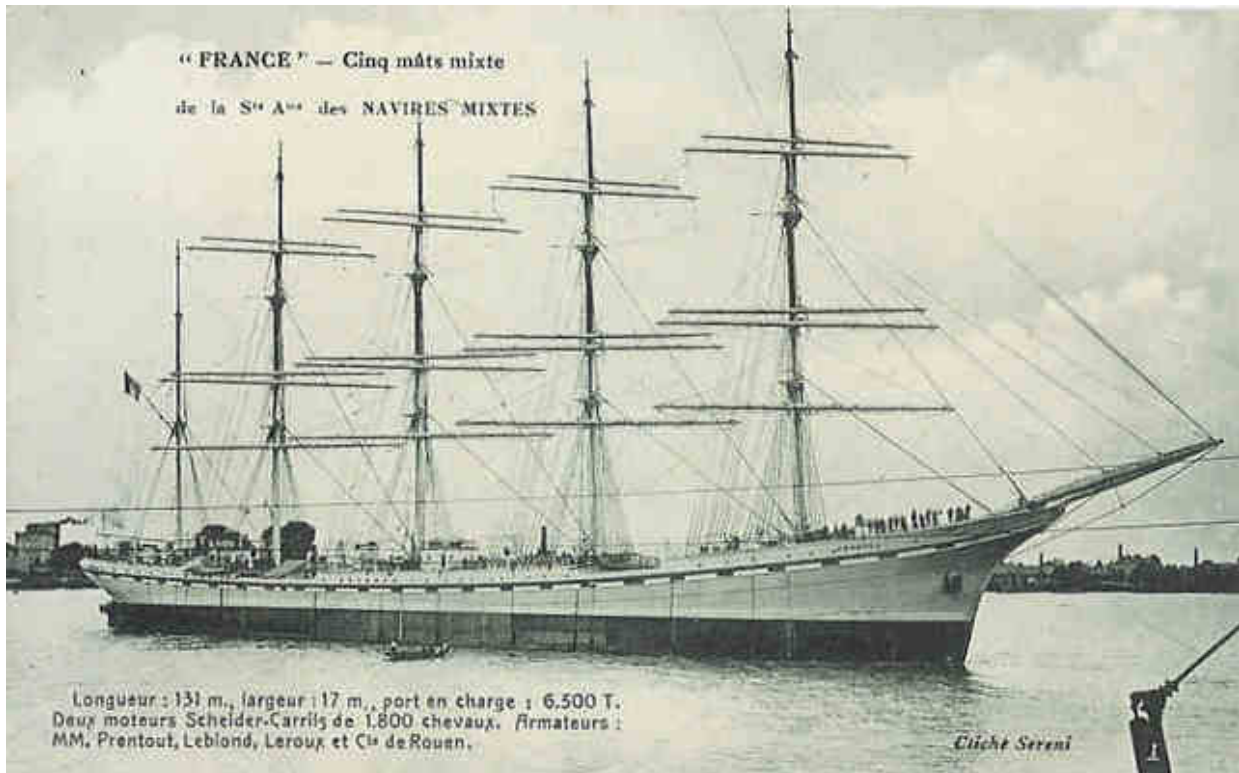
Disappointingly, little else of use can be gleaned from 12 pages of service papers in Australia's National Archive save that he was 'somewhat flat footed with a corn'. However as can be seen, he was confused as to whether Jersey was a Chilian or a Channel Island!

But, let us consider the note that he: '*...enlisted in the AIF 16 Oct. 1917 and was wounded at Villers Bretonneux in April 1918, sent to hospitals in England and Australia and later repatriated to Belgium.*' It is highly unlikely, for there is no evidence to support that statement in either the Australian Embarkation or Nominal Rolls, and certainly not in the Archive, discounting the Attestation Papers referred to above. It appears that he both rose and disappeared without trace, yet he did turn up in Australia, and the clue to his arrival can be found in 'The Queenslander' newspaper dated 20th April, 1918. In an article that leads off: '*The French five-masted barque 'France' is the largest sailing ship now afloat, if not the largest ever built*', it reports its appearance at Brisbane. Going on to describe the crew's composition, it notes that the officers are discharged soldiers or men over military age, but that the crew are boys under 18 from Brittany, Normandy and the Vendée, and who will enlist on their return to France.

The article is accompanied by two photographs, sadly not adequately visible on the web, one showing the ship itself, the other showing members of the crew. However, another photograph of the '*France*' has been sourced and is added below. It must really have been a magnificent sight to see when under full sail. Both before and after the Great War it carried merchandise from France to the French possession of New Caledonia (where it was wrecked in 1922) to the east of Australia, but it seems to have had the additional role of training young men as seamen. Clearly in 1918, there would have been few men available aged more than 18.

Turning to the photograph of the crew, six are identified, the last being Cadet De Morleville, and the article notes that his: '*...father was taken away by the invading Huns,*

and unheard of since, for trying to oppose by force the outraging and shooting of his wife and her three sisters.'



There are inconsistencies between that statement and the diary, but they are minor, and may simply be errors in translation. But, given the reference that he was a Cadet, could it imply that he was one of the crew who was 'under 18'? Or was it the rank that he had held in August 1914, when he joined the Belgian 3rd Cycle Corps? Yet a number of the crew were from Brittany and Normandy, had he learnt of Jersey from them? It must be assumed that, somehow, he had left the 'France' to turn up in Sydney as a kitchen-hand, before trying to enlist as a 'Jerseyman' some six weeks after the barque was reported at Brisbane. Sadly, it is an inconclusive, if sometimes lurid story, but one day further information may turn up. One may only hope!

Bodmin in the Rain!

It was all change this year for summer travel plans! A combination of boredom in going to Normandy and a few misplaced (in retrospect) concerns over pre-Olympic Games disruption saw the memsahib and I heading in a new direction, that of Cornwall! The less said about the weather the better, although we could console ourselves that France looked equally soggy, at least on the weather maps. However, on the plus side, we were staying a mile outside of Bodmin for the duration.

The former county town of Cornwall, Bodmin was also the location of the Depot for the Duke of Cornwall's Light Infantry (DCLI) from its formation in 1881 from the 32nd (Cornwall Light Infantry) and 46th (South Devonshire) Regiments of Foot, a role that diminished as from the late 1950s as amalgamations occurred. Like many other now defunct Depots, the land has become a mixture of industrial sites, although some excellent barrack and mess blocks remain, while barrack walls are still standing for the most part. It is interesting to note from the picture below that the walls had loopholes (as

have the remnants of the walls of Bowerham Barracks in Lancaster). Clearly this was for those occasions when it might be considered that the 'peasants are revolting'!



Elements of the Depot have been kept for military use and the Regimental Museum which is housed in the building beyond the memorial which is dedicated to 4282 officers and other ranks of the DCLI who died in the Great War, a figure which includes 17 men whom we remember in Jersey's Roll of Honour. The memorial was dedicated by the then Prince of Wales on the 17th July, 1924.

The Museum is excellent, and covers the history from the early days of the predecessor units. It also has an ample library that is well stocked out and a reading room. Volunteers who man the Museum will carry out research, but prior notice is required. The volunteers that we met were both knowledgeable and helpful, and that was a plus, while there is also the usual souvenirs to be bought. In all, it is a Museum well-worth visiting if one is in the area. The adult admission fee is £4.00.

Spread over two floors, it doesn't edge out the Dorsets' Museum at the Keep in Dorchester as probably the best regimental museum that I have visited, but there is still much to see. We visited the DCLI's twice, but really did not spend as much time as we should have on the second visit. Of course, the focus was on the Great War and, given the number of Jersey men who had served with the DCLI during that period, possible Island links.

Oddly, the first link was indirect, and it came with a piece of silverware in the shape of a model of HMS Triumph that is pictured below. An explanation for its presence is from the accompanying label as follows:

'HMS Triumph was in Hong Kong for a refit at the outbreak of the Great War. She was ordered to sea to round up German shipping and join the search for the German cruiser Emden. There were difficulties over manning, so 120 volunteers from the DCLI's 2nd Battalion were taken on board to act as marines and seamen. The situation's irony was not lost on soldiers whose Regiment had first been raised as Marines in 1702.'

'They served with distinction, blockading Tsing-Tao harbour, capturing a number of German merchantmen, although no contact was made with the Emden, which was later sunk by the Royal Australian Navy. Admiral Sir Thomas Jerram, RN C-in-C China Station was so impressed by the performance of the DCLI soldiers during their short period at sea that he bequeathed this silver model to the DCLI.'



The Jersey link came from the ship itself, since the Engineering Commander on board at the time was OV Hilgrove Hammond and, a few months later, he would lose his life when HMS Triumph was sunk by German submarine U21 in the Dardanelle Straits on the 25th May, 1915.

However, a more tangible link to Jersey, and to Guernsey, came in the shape of the temporary wooden grave marker that is shown below:



It carries the name of Second Lieutenant William Hichens who was killed at Guillemont on the 3rd September, 1916 one of four subalterns who died, having joined the 1st Battalion directly from Sandhurst just a few days previously. He had originally joined the DCLI's 9th Battalion as a temporary officer in the early days of the Great War, but resigned when given a place at Sandhurst to work for a regular commission. He is listed in both Rolls of Honour.

That apart, the collection contains the usual memorabilia including uniforms, photographs, weapons, souvenirs and medals. The weapons, ranging over 300 years of service use, are in the Armoury Room and are readily touchable if fixed to the wall or chained to the floor. If there is a criticism, it would apply to the labelling of exhibits, with labels or explanatory panels containing typos. That for William Hichens for example, has his surname as HITCHENS! A silly mistake when the correct name is there for all to see.



The damaged helmet above suggests that if the bullet did not kill the German Cavalryman who owned it, at least he went home suffering from a very severe headache.



Like the other towns and cities that were home to the regimental depots, the Bodmin's town church, the Parish Church of St Petroc would also serve as the garrison church. One can imagine the men, dressed in their best uniforms, attending church parades on Sunday mornings, marching down the long hill into Bodmin and then back up afterwards.



The Church has the DCLI Chapel in its NW corner, with the regimental colours suspended from the ceiling and where worshippers can gaze at the stained glass window above. However, there are also a number of other DCLI memorials around the church including a sizeable plaque (8 ft x 18 ft) carrying the names of men who died in Egypt and South Africa between 1895 and 1902. The window shown right is also for the Great War and is specifically dedicated to the 1st/5th Battalion.



The four wreathed scenes from left to right are: Ypres, Merville, Arras and Albert.

Bodmin also has a small Town Museum that is in the building adjacent to the Shire Hall. It has a small display to Bodmin VC winner, Private James Henry Finn of the South Wales Borders. Unfortunately, photographs were not allowed.



In a valiant attempt to dodge the Cornish rain, we decided to cross the border into Devon by visiting Plymouth, and found that it was little better, with the mist clinging to the Sound. On the Hoe, the seagulls were just as pedestrian as we humans! The Plymouth Division's Naval Memorial to the Missing is well featured on our website, so I did not take any shots of it, but I noticed the accompanying Royal Marine Memorial in front of the Citadel. What surprised me about it was its symbolism in the male (obviously British) figure killing the German eagle with the dagger. One can see quite a few suchlike examples in Northern France, but I cannot recall another British one.



As an aside, and although there is no relationship to the Great War, I did wonder whether the seagull, pictured right, was Spanish?

The fortnight coincided with Armed Forces Day in Bodmin and preparations for a similar event, a week later, in Plymouth which also coincided with our heading home unfortunately. The Bodmin event was well organised, but it was clear that proportionally more reliance was being placed on TA and Cadet Force units for exhibits and manpower as opposed to the regular forces.

CWGC Non-Commemorations

Following our submission of the batch of fourteen Jersey men last year, the CWGC had visited the graves of those accepted. Where necessary, they will be providing their standard headstones, and will clean up existing ones where commemoration is seen as sufficient. One would anticipate that, in future years if a family memorial deteriorated, a replacement headstone would then be provided.

In three cases, that of Walter Cheney, Auguste Jouanne and Wilfred Le Breton, the graves are now lost, and after the efforts of Vic Geary and others, it is very probable that 'Believed to be Buried' headstones will be provided for them, and also for RL Martin the 'horse-master' from the SS Anglo-Californian separately submitted by the 'In from the Cold' Project Team.

We've identified Alfred Prouings Vautier as a new candidate for commemoration and the IFTC team is making the case on our behalf as he died and is buried in the UK.

Finding detail on Charles Pirouet's military background is proving nigh impossible, even though I have recently had the great pleasure of talking to his niece. Unfortunately, any paperwork is long gone.

Lastly, having identified Edwin Godfray as a candidate, his pauper's grave in Lancaster has been located. The CWGC have all the relevant data with just MoD acceptance awaited. As an aside, his widow appears not to have spent too long grieving, finding herself a new husband just four months later!

Accepted

Norcott, Gerald *
 Dustan, John
 Cudlipp, Herbert
 Blanchet, Jean
 Warne, Alfred
 Bailey, Alwyn C
 Leopold, Archibald
 Cheney, Walter A
 Poingdestre, Alfred
 Jouanne, Auguste F
 Syvret, Edward H
 Lihou, Joseph T
 Le Breton, Wilfred J
 Whittle, Thomas J D'A
 Orange, Walter
 Ellis, John
 Asser, Verney – Non-CI

Accepted

Burton, Garnet C
 Helman, John W
 Le Noury, Walter
 Logan, Lionel H
 Ounan, Thomas P
 Turner, William A
 Mutton, Harold C *
 Le Morzédec, Henri
 Marquis, Jack H*
 Lander, Charles HR *

Not Submitted

Syborn, George T
 Raymond De Caen
 Mourant, Sydney A
 Surguy, Sidney

Pending

Pirouet, Charles A
 Owen, Guy

TBA

Anderson, Frank B
 Touzel, Walter H
 Ferrer, Amant

Rejected

Adams, Frank H
 Vibert, John E

With the CWGC

Vautier, Alfred P*
 De Gruchy, Alfred
 Rundle, Cubitt S
 Godfray, Edwin de V

* With assistance from the 'In from the Cold' Project Team

Canada and its Militias

Before the Great War, Canada had placed great reliance for its defence on a militia force, no doubt ready to face a possible enemy that, ironically, could only realistically be the USA, who in the twenty years preceding the War, were engaged in small scale wars in the Philippines, Cuba, Puerto Rico and Nicaragua, as well as supplying a force as part of the international response to the Boxer Rebellion. Yet, if there was such a threat, the Canadians still managed to send a sizeable force to South Africa in 1899.

Over the next fifteen or so years, Great Britain would shed some of its defensive responsibilities and look to the dominions to take up the load. The coastal batteries that were in place to defend the harbours were one such example of that transfer. But, there

was also the need for cavalry and infantry. In Canada's case, this was achieved through the establishment of a Militia force that consisted of two components, the Permanent Active and non-Permanent Active Militias (PAM and NPAM). This obviously equated to Great Britain's Regular Army and Territorial Force respectively.

Prior to the Great War, the PAM, numbering approximately 3,000 men, would consist of the following:

- The Royal Canadian Dragoons (RCD), (Cavalry)
- Lord Strathcona's Horse (LSH), (Cavalry)
- Royal Canadian Regiment (RCR), (Infantry)
- Various Artillery, Engineer and support units

However, a few days following the outbreak of war, a new regiment, Princess Patricia's Canadian Light Infantry (PPCLI), was formed from volunteers, with the bulk of the 1,100 selected being men with previous service in the British Army and who had emigrated to Canada. However, before that the RCR would be mobilised and sent to Bermuda to replace the 2nd Battalion, the Lincolnshire Regiment who then headed back to the UK for deploy as part of a Division being drawn up from returning Battalions from the various empire garrisons. As a consequence, it was the PPCLI who would be the first Canadian unit to serve in France, reaching it in the last few days of 1914, a year before the RCR. The RCD, the LSH and the Royal Canadian Horse Artillery (RCHA) Batteries would go off with the First Canadian Contingent that was being formed up at Valcartier, and, in due course, would join the Cavalry Corps in France along with British and Indian cavalry regiments.

Turning to the NPAM, before the war it consisted of 60,000 men in 36 cavalry and 106 infantry regiments (Listed in the tables on pages **XX** to **YY**), which were assigned to one of three Military Districts and six Divisional Areas (themselves re-titled Military Districts to avoid confusion with Divisions in April, 1916), based upon the provinces. These Districts and Areas (Numbers 1 to 6) were as follows:

- 1st Western Ontario (HQ London)
- 2nd Central Ontario (HQ Toronto)
- 3rd Eastern Ontario (HQ Kingston)
- 4th Western Quebec (HQ Montreal)
- 5th Eastern Quebec (HQ Quebec)
- 6th Maritime Provinces (HQ Halifax)
- 10th Manitoba and Saskatchewan (HQ Winnipeg)
- 11th British Columbia and Yukon (HQ Victoria)
- 13th Alberta (HQ Calgary)

Given the number of NPAM units and the manpower, simple arithmetic suggests that the average unit was just over 400 strong. In fact, numbers probably varied, but for many units, deployment as a full-size infantry battalion would not be achievable, especially when the imperial government had suggested that Canada might like to provide a force of one Division and one Cavalry Brigade in the event of war. One notable exception in terms of NPAM unit participation was that of the Fort Garry Horse. Thus, pre-war planning was predicated upon the provision of 25,000 volunteers to be

drawn from the various units on a quota basis. Yet, all that careful planning went right out of the window in 1914!

This was down to the Canadian Minister of Militia, Colonel Sam Hughes, who decided to ignore the mobilisation plans completely, disregard the recommendations of Divisional and District staffs, and instead made a personal appeal directly to the unit commanders for volunteers to form the First Contingent that took place at Valcartier. Any subsequent logical links between NPAM units and the numbered Battalions were, at best, tenuous.

The tables referred to above, may prove of use in deciphering the Attestation Paper entries that show to which NPAM unit that a man belonged to before enlistment, while someone will have mapped the units to Area/District.

Much thanks goes to Great War historian Terry Cave for his research into the Canadian Militia on which this brief look depends, while, in his introduction to the Naval and Military Press's reprint of the *'List of British Officers and Men serving in the First Canadian Contingent of the Expeditionary Force, 1914'*, he reminds us that over 619,000 Canadian men and women served in the Army, of which almost 60,000 would die from the many various causes. A fair proportion of these would have been born in some part of the UK or were, at least, born to UK mothers and/or fathers. Of those, a small, yet not insignificant, proportion would have had Channel Island roots, and a quick calculation suggests that in terms of units, Islanders would have been close to providing the equivalent of three infantry companies, i.e. 700-750 men.

The remarkable aspect is that so many new Canadians enlisted to fight in Europe leaving behind their new lives in a country that offered them the opportunities that had not existed in the UK or elsewhere.

Postscript: The Canadians instituted a Memorial Cross in 1919, to be presented to the mothers and widows of Canadian sailors, soldiers and airmen of the Great War who died on active duty or whose death was consequently attributed to such duty. The crosses could be worn by the recipients at any time, even though they were not themselves veterans. The cross was engraved with the name and service number of the son or husband. While the British would issue death plaques, this would later lapse. But, the UK has recently seen the institution of the Elizabeth Cross for families, similar to that of the Canadian's cross.



Some Olympic Reflections

It would have been difficult over the last few weeks for anyone on the planet not to have noticed that the Olympic Games have been taking place in London. With last minute demands placed upon them, the British armed forces have enjoyed a 'good' Games by enhancing security, providing audiences to fill empty seats, and having to win Britain's first gold medal. OK, I'm joking. But, it is also worrying to look ahead to around 2020 to think that the Regular Army would barely fill the seats in the stadium. Mark Bougourd, meanwhile, has prompted a brief look at the Games that 'sandwiched' the Great War with the following:

**The 5th August,
The world awaits! For Victory!**

Stockholm, Sweden, the Vth Olympiad, 1912. For the first time competitors coming from all five continents participate in the Olympics, making it truly a World event.

The day before, the 4th August, 1914, war is declared by England on Germany, after the latter country invades Belgium. The Great European War begins and the world awaits!

5th August, 1914 - The Germans besiege the fortresses of Liège in Belgium.

Field Marshal Earl Kitchener of Khartoum issues orders for the rapid expansion of the British Army, 100,000 men, the New Army, It will all be over by Christmas, but the world awaits!

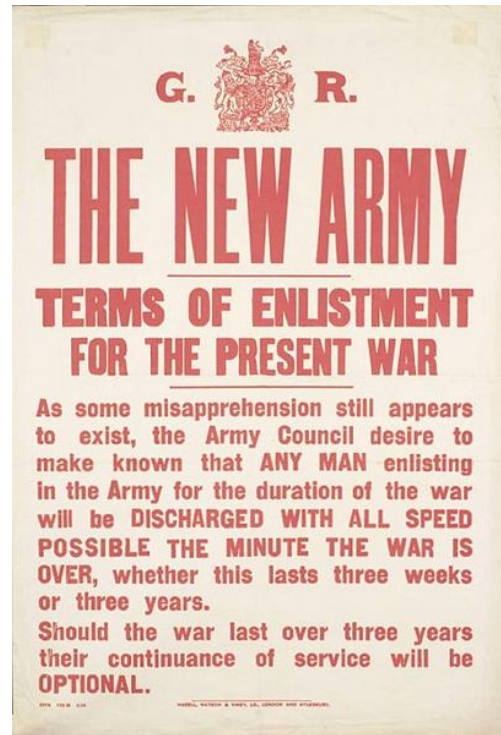
In a French field, 5th August, 1915... The artillery barrage ceases, the world awaits!

Soldiers crouch down, bayonets fixed, on the ladders,
With helmets pressed close under the parapet, just behind the line.
Ten seconds to go, the fear, the dread, anticipation abounds,
They are set! You could hear the drop of a pin.
The Lieutenant raises his revolver, cordite ignites! Bang!
They off the ladders, out with 100 yards to go, and then all hell breaks loose!
The sound of machine gun fire is deafening, you can't hear a thing!
Adrenalin pumping blood rushing through your veins, sweat and tears!
You're the first to the barbed wire line, pain, joy and emotion all mixed up.
It's all over, for Victory!

Antwerp, Belgium, the VIIth Olympiad 1920. After an eight year break in the Olympics due to the Great War the world event returns. Antwerp hosts the VIIth Olympiad. A new Olympic oath and the five ringed Olympic flag are officially introduced.

London, Great Britain, the XXXth Olympiad, 5th August, 2012... The 100 Metre Sprint Final, the world awaits...

The Athlete's kneel down, toes into their starting blocks,
With fingers poised, pressed close down, just behind the line.
Ten seconds to go, the fear, dread of anticipation abounds,
They are set! You could hear the drop of a pin.
The Steward raises his revolver, cordite ignites! Bang!
They are off the blocks, out with 100 metres to go, and then all hell breaks loose!
The sound of the crowd is deafening, you can't hear a thing!
Adrenalin pumping blood rushing through your veins, sweat and tears!
You're the first to the white finish line; pain, joy and emotion all mixed up.
It's all over, for Victory!





Clearly, there were no Olympic Games at the height of the war in 1916, the event having been awarded to Berlin! But, it was curious to note that Antwerp was the venue in 1920. If we read Anthony de Morleville's Diary earlier, it does appear that Antwerp was knocked about somewhat. Indeed, we find that it was awarded the Games to honour its suffering during the Great War, after Budapest had been debarred, the Austro-Hungarian Empire having been Germany's ally. From Jersey's standpoint, Antwerp's Games were significant in that George Yvon (pictured left at Havre Des Pas – courtesy of Jerripedia) participated, having previously done so at Stockholm in 1912 representing Great Britain, although born in France. He had also served in the Army during the Great War as a Gymnastics Instructor, one presumes at one of the training camps in the UK.

I had hoped to have included a piece on Albert Kempster who was a two times bronze medal winner in shooting at Stockholm. Although English-born, he was a Sergeant Major serving with the Jersey Militia's 2nd Battalion permanent staff at the time. However, it is has not yet been possible to establish whether he was still serving during the Great War, so, his fascinating story has to be carried over until another day.

Mark also pointed out the similarity of the medals that have been awarded to the successful competitors at the Olympics Games with the Victory Medal that was awarded to after the Great War. Both depict Nike, the Greek goddess of victory. The USA, France and Italy also issued a similar medal, retaining the same pattern of ribbon. In all, the depiction of Nike excluded the stadium.



Postscript – A Very Gallant Padre

Following on from the article 'A Very Gallant Padre' that looked at the life of the Reverend Simon Stock Knapp (Journal 42), my thanks goes to member Vic Geary who was able to advise me that the Reverend Simon's mother, Teresa, was buried at Cemetery in the same grave (Plot 25/23/Z) as had been her husband Thomas. Sadly the joint grave is unmarked.

Reference was also made to the Reverend Frank M Browne who took over as RC Padre for the 1st Battalion, Irish Guards during the time when the Reverend Simon was Padre for that regiment's 2nd Battalion. Having mentioned that he had been on board the Titanic, disembarking at Queenstown, I subsequently made the discovery that he features on one (see overleaf) of a set of commemorative stamps issued by the Irish Post Office.



Queenstown shown in the background of the stamp would be the first sight of Ireland for the Jersey and Guernsey contingents just under three years later, while many of the survivors and dead from the sinking of the Lusitania would also be brought ashore less than eight weeks following the arrival of the two contingents.

No less a Casualty of War

When we assemble our lists of casualties for the Great War, we tend to think of those men and women who served in whatever branch of the services, or in war time industries such as munitions. There were, of course, other casualties such as those incurred during the shelling of Britain's east coast towns and the Zeppelin raids, and these largely civilian casualties get scant recognition. In this, those who died in the blitzes on London, Coventry, Portsmouth and the other cities during World War 2 are acknowledged by the CWGC, whereas the CWGC are not obliged to do so for the Great War. Odd!

But, wartime, be it in 1914 or in 1944, threw up other casualties, and while we may not commemorate them because of the circumstances, we should spare a thought for them at least. Perhaps the following article that appeared in The Times on the 14th June, 1920 and was titled 'Woman Book-Keeper's Death' might also suggest that Beryl Bruce Le Marquand was one such casualty of war? I will leave it to you to judge.

'At Paddington on Saturday, Mr HR Oswald held an inquest on the body of Beryl Bruce Le Marquand, aged 27, a book-keeper, late of Clarendon Court, in Maida Vale, who died in a nursing home.

Maud Bruce Le Marquand, a clerk at a West End hotel, said that the woman was her sister. Her father [Francis Bruce Le Marquand] was an iron-founder and engineer, of Jersey. In 1916 her sister had made the acquaintance of a Major in the Army, who promised her marriage. It was then discovered that he was a married man, but her sister lived with him on his promise to get a divorce and marry her. She went to South Africa with him. A few weeks ago she returned to this country and visited a woman in the neighbourhood of Oxford Street. Afterwards she became ill and she was sent to the nursing home.

Dr Spilsbury said that death was due to blood poisoning following improper and illegal interference and it was not probable that the woman could have caused it herself.

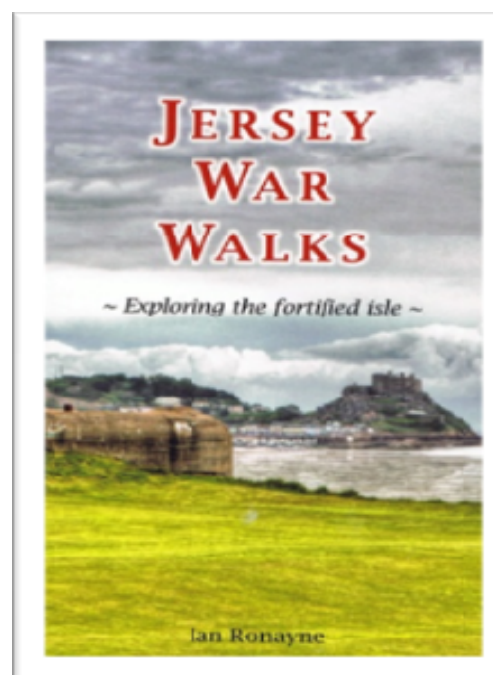
The jury returned a verdict of "Wilful murder against some person or persons unknown."

Postscript: As many will recall, Dr Spilsbury had already come to the public's notice, in 1910, as a result of the Crippen case, and would feature again in many notable murder trials. Curiously, Maud Le Marquand also features in The Times, some four years later as a witness at proceedings before the trial concerning a murder at Pevensy Bay. As to poor Beryl, I fear that no one was brought to trial for her 'Wilful murder'.

Book Reviews

Jersey War Walks
Exploring the Fortified Isle
By Ian Ronayne (Seaflower Books 2012)
Review by Peter Tabb

Having read Ian Ronayne's latest work, an early thought was why no one had come up with the concept many years ago. There have been works on 'walks for motorists' and 'walks for sightseers' and, probably, 'walks for cyclists', but Ian has been the first to compile 'war walks', despite the plethora of defences that range from the Iron Age to the Iron Cross. Ian has an easy conversational style of writing which flows comfortably and the reader can visualise walking alongside this chatty and genial host as he leads one along the highways and byways that link the vast array of the fortifications that are tangible evidence of Jersey's often turbulent heritage.



While it is inevitable that the evidence of the Great War is overwhelmed by the artefacts of the one that followed it (and the ones that preceded it for that matter), this should not deter Great War aficionados from what is both an enthralling and compelling read for anyone even only lightly interested in the thousand years or more that this Island has spent defending itself against somebody.

Ian's touch on history is light which, in this context is a good thing. Historians frequently believe that to prove their credentials they must bombard us with fact after fact. Ian does not do that and while there are lots of facts about the fortifications visited (and rightly so), the reader is never led to thinking that the author is as interested in showing off his knowledge as he is in imparting it.

The book is essentially a guide and the texts at the beginning of each walk – distance, terrain, car parks, bus routes and loos – are informative and valuable. The book is also well illustrated with maps and photographs which enhance its appeal and enable it to be a guide that you can read and enjoy if you wish without any of the physical effort involved in actually walking its suggestions. What's more the author has given each of the twenty walks an intriguing title such as 'Swept Sands', 'Picture Perfect' and 'Russians and Raiders' which are both evocative and inviting.

Although it is probably not Ian's prime intention, the book does set the reader thinking and wondering why, down the ages, so many hostile neighbours wanted to bring about the Island's submission. What was it that made the Island such a compelling prize? Was it simply that being almost constantly visible from the French coast, the French felt they must possess it? If so, what for? We know the Romans conquered everything in their path in the expansion of their empire but was the fact that the Islands had thrown their lot in with the English descendants of William the Conqueror rather than his distant French cousins, on its own, sufficient cause for all the paraphernalia and cost of invasion? During the English Civil War Jersey was a pain in Cromwell's neck because

of the activities of Jersey-based privateers against Commonwealth shipping in the Channel and in the latter part of the 18th century, the successful depredations of Jersey privateers against French and American ships during the American Revolution caused Louis XVI to proclaim that the Island was ‘a pustule on Albion’s backside’ and he sent two expeditions to bring the pirates into line. Although the first failed, and so did the second, they led to a rush of defensive building – the ring of Conway towers, Fort Regent and a handful of Martellos and when this lot had become obsolete we had a whole new lot when the invaders of the 1940s decreed that the Channel Islands become ‘impregnable fortresses’. But, once again, what for? No defensive fortification built during and since the Napoleonic wars has ever had to exert its strength in anger. Ian’s book might not provide the answer but it does a sterling job of illustrating the question.

One of the drawbacks of any guide of this nature is that it must be a series of instructions and it takes someone with skill as a writer to ensure that while it fulfils its role, the non-stop sequence of ‘now do this’ does not become an irritant (particularly to the armchair reader). Ian’s skill as a wordsmith was ably illustrated in his earlier work *Ours – the Jersey Pals in the First World War* and the reader of *Jersey War Walks* benefits accordingly.

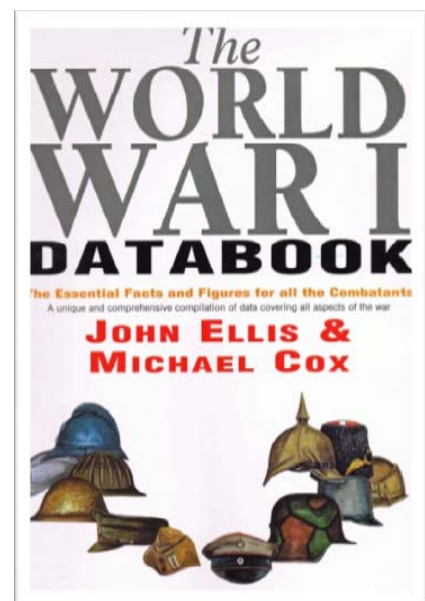
It is always tempting for any historian when reviewing the work of a friend and colleague to seek out little errors and it is to Ian’s credit that the flow of his narrative is such that there never was a temptation to do so.

It is probably true to say that there is little new for the established historian to discover in *Jersey War Walks* but that is in no way a criticism. What there is brings Jersey’s belligerent history to life in a way that anyone who enjoys an involving read and a gentle stroll will very much appreciate.

(Editor’s Note: Ian’s book has appeared to be doing well, including a couple of first places, in Waterstone’s top-ten list of non-fiction books that appears in the Jersey Evening Post each Saturday, since his book was published.)

**The World War I Databook
The Essential Facts and Figures
for all the Combatants
By John Ellis & Michael Cox (Aurum Press 2001)
Review by Peter Tabb**

At a recent used book sale I picked up two volumes, namely the World War I Databook and its World War II counterpart (compiled, in this case, solely by John Ellis). John Ellis is the author of several works of military history including *The Social History of the Machine Gun*, *Eye-Deep in Hell*, *The Sharp End*, *Cassino*, *Brute Force* and *One Day in a Very Long War*. Michael Cox is a retired teacher who has had a long-standing interest in military history. Both men live in Manchester.



The book is the result of many years of research and, claims the publishers, is unique. Never before has so much information about the Great War been assembled between a single set of covers. For students and researchers, wargamers and all of those interested in the history of 1914–1918 it will, they hope, be simply indispensable. As a matter of interest it was actually published eight years after its stable-mate. There is no doubt this is a substantial tome – A4 size, an inch and a half thick comprising almost 350 pages of 8pt sanserif Arial Narrow type. So there is certainly a lot to it.

It is almost impossible to read a 'databook' as one would read a conventional history but since that is not the intention of the authors anyway there is little point in trying. The joy of this type of book is that if you want to know something and you know where to look, you are likely to find out what you want to know.

The *Databook* strives to present a reasonable all-embracing database of essential facts and figures about the military conduct of the Great War (although the authors consistently refer to it as the First World War, presumably because they wrote their databook of World War Two first). Inevitably much of the data will be familiar (it would be a surprise if that were not so). However, while old favourites like British divisions on the Somme or the technical specifications of the Sopwith Camel, a Dreadnought or a German U-boat are included, so too, for example, are thumbnail combat records for every Austro-Hungarian division, full orders of battle for the Kerensky Offensive of 1917, TO and Es for French tank units, details on US aviation in Europe, iron ore production in occupied Luxembourg, cabinet changes in Bulgaria and comparative casualties in Africa. It has always been known that the events of 1914-1918 were the first *world war* – this book sets out to give this concept a database to stand on.

A few other specific points warrant explanation. The book contains no biographical entries as the authors felt that this was one aspect of the Great War history that has been fully covered by existing works. This is not to say, however, that there are no names in the book since Section 2 on Command Structures is largely given over to them.

Most surprising is the absence of an Index. At first sight this might seem like a remarkable omission, but in fact the decision stemmed from the realisation that an index would be largely redundant. For most readers would find it self-evident which section or sub-section is likely to contain the relevant information and, indeed, the Table of Contents is extremely elaborate comprising ten pages of the aforesaid 8pt Arial Narrow.

The Royal Guernsey Light Infantry rates a mention and is featured on page 144 in the list of regiments in the order of battle while the Royal Jersey Militia lies buried in the Royal Irish Rifles.

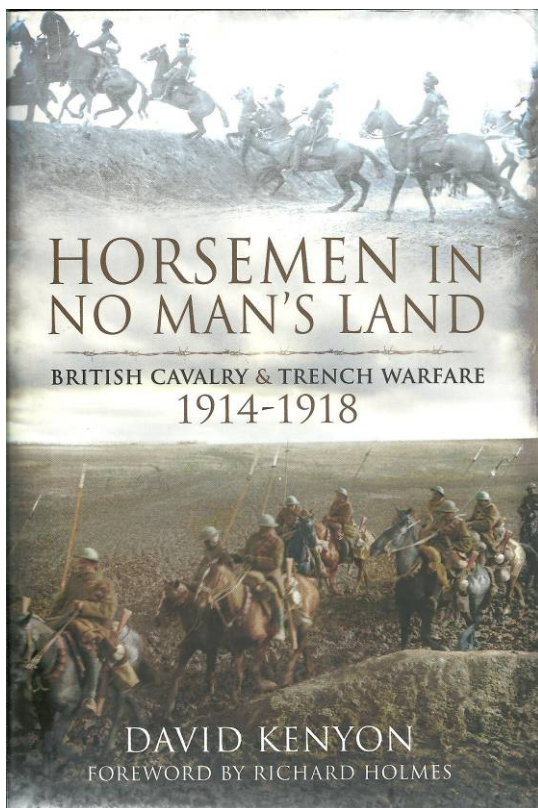
There is much to discover in the pages and pages of text. For instance, in August, 1914, no fewer than 76 Dreadnought battleships were in service, of which 22 were ships of the Royal Navy and 15 of the German High Seas Fleet. Considering how much Germany became associated with submarine warfare, at the start of the Great War Germany only had 31 U-boats in service compared with 73 submarines in the Royal Navy and 70 in the French Navy. However later in the war the balance tilted in the opposite direction with the German *Unterseebootswaffe's* strength outnumbering the combined total of its opponents.

Arguably the most devastating weapon in use on the Western Front was the machine gun. The *Databook* tells the reader that Britain relied principally on the Vickers Mk I, a water-cooled, belt-fed weapon capable of firing 450 0.303 inch rounds per minute. It faced the remarkably similar German Maxim MG08 which was also water-cooled, belt-fed and capable of firing 450 7.62 mm rounds per minute. It was not until September, 1918 that the US forces were equipped with their own machine gun – the water-cooled, belt-fed Browning capable of firing 500 0.300 inch rounds per minute. Until September, 1918, the Americans had to rely on supplies of British Vickers Mk Is and the execrable French Chauchat which the French Army was only too happy to offload.

(Editor's Note: Further to Peter's comment regarding the similarity of the German MG08 and the British Vickers, both were Maxim gun designs, where the German version was a copy of the British patent. Oddly, monthly throughout the Great War, the Germans set aside a sum of money to pay the license fees for using the British design!)

It is tempting to keep cherry-picking facts here and there and there is no doubt that plunging into pages at random, despite or to spite the comprehensive Table of Contents, just to see what facts will be revealed is almost a childish pleasure. Truly the book lives up to the promise on the fly-leaf that this is a comprehensive and authoritative source of information on the history of the conflict and the armed forces, equipment, economies and losses of the 21 major combatant nations (including the British dominions) from Austria-Hungary to the United States.

It was truly, from my point of view, a serendipitous book sale find.



Horsemen in No Man's Land
By David Kenyon
(Pen and Sword Books, £19.99)

Has the British cavalry received a 'bad press' for its performance in the Great War? This book answers that question with a resounding 'Yes', and offers the reader a collection of well reasoned arguments to support the case that the cavalry, in fact, did well given the many constraints placed upon it. Subtitled 'British Cavalry and Trench Warfare 1914-1918', the book reflects some nine years of work by its author David Kenyon that led him to write a doctoral thesis. In making that point, there is an amber warning in that the 245 pages can be 'heavy' in terms of readability, and each sentence has to be read two or three times to make sure that it is understood. Clearly, he had worked to produce the thesis first and the book second, and this has determined the style. However, if you are trying to read it, do persist!

The book is probably among the first that looks at the cavalry in its entirety, and he has applied the first principles of research by going back to original letters, documents, diaries and other material. A by-product of this is that he also de-bunks almost every

author who has incorporated adverse criticism of the cavalry in their books. Is this an example of perversity just to get attention and to sell his book? I think not, for his argument is that later authors have continually used the material of earlier authors with no attempt at scholarship. Thus, incorrect comments have taken on a life of their own, are deemed the 'truth', and were never challenged! Furthermore, they sat comfortably with wider held views that the larger British war effort was flawed.

First, we have to look at Sir Douglas Haig who, in a number of respects might be termed as both hero and villain. His contribution, in the late 1890s and afterwards, to the Cavalry Drill and Training manuals would stand the test of time and prove to be still valid as a guide to the tactical use of cavalry in 1918. However his concept of operations (CONOPS in modern defence-speak) regarding the use of cavalry altered little, if indeed at all, between being appointed head of the BEF and the Armistice, as he retained a vision of the cavalry ranging far and wide hounding a demoralised enemy in the wide open fields beyond the trenches. This concept should have at least been examined after the Somme and when it was realised that the Germans were defending in far greater depth than hitherto.

It is likely that Haig's appointment of General Sir Charles Kavanagh as the Commander of the re-constituted Cavalry Corps in September, 1916 was not a wise move either. A 'thruster' when a Brigadier commanding the 7th Cavalry Brigade, it appears that at Corps level, he did not take a more considered approach when coming up with command decisions, preferring to revert to being a 'thruster' type.

However, the author considers the role of the Cavalry Corps and its Headquarters (HQ) as an entity, and questions whether it should have existed as a military formation alongside the 'infantry Corps' or administered in the same manner as a 'single badge' Corps such as the Royal Engineers or the Labour Corps, even though it was a mixture of separate, and renowned, regiments. Clearly it sought to function as a military formation, driven by Haig's vision, and herein lay a further problem, that of command and control, which should have been obvious from the early days of the Somme battles, for control of the cavalry was vested too high up the military chain of command. The result of this was that the formations requiring cavalry support had to channel their requests through the HQ of three or four higher formations, and this meant that time, sometimes many hours, was lost in the communications process, and the cavalry were thus too late to provide local tactical success.

Once the Cavalry Corps was re-constituted, this problem would be further exacerbated by Kavanagh's interpretation of the battlefield, and although it was identified by General Sir Hubert Gough, another 'thruster', resolution came very slowly, and not until Amiens in August, 1918, while Haig's vision of a wide ranging cavalry force was never realised. Had Cavalry Corps elements been assigned to lower formations and be given tactical military objectives, it is probable that more might have been achieved.

Turning to the opportunity for operations at the tactical level, numerous critics have highlighted the lack of survivability of 'medieval cavalry' on a modern battlefield that was swept by machine guns, while others have suggested that the tank was the natural successor to the horse. The evidence that battlefield survivability was less than by other means is limited, and does not appear to make the case. Men on foot or in Motor Transport (MT) were at greater risk, and in the example of MT, it was constrained to roads that featured on the enemy's maps. There were cavalry casualties in terms of

men (and obviously horses!), but these were not seen as being disproportionate. The cavalry's mobility allowed a faster reaction than that of German machine gunners, and a quick movement to either flank or to take advantage of the ground. Surprisingly broken or shelled ground was not the block to movement that we think it to be.

The tank was an embryonic weapon of war in 1917 and 1918, and was hindered by its reliability and lack of speed, being able to proceed at little more than walking speed. As to the 'Whippet' tanks, the name was a misnomer with their speed little better than the lumbering Mark IVs! Furthermore, the crew's visibility was, of necessity, limited, while communication was also a problem, so much so that any change of orders or direction to them was often passed by their superiors galloping up on horseback! We should regard the 'tank versus cavalry' argument as a post-war one, probably inspired by those making a case for a larger slice of the War Office budget of the day (nothing changes!)

It does appear that on those occasions when the cavalry was operationally used at tactical level, i.e. in a regiment, squadron or even a troop level, most times there was a degree of success. The cavalryman was well trained compared to the average infantryman, with a greater appreciation of the battlefield, while equipped in terms of weaponry, including Hodgkiss machine guns that could be brought to bear very quickly on an enemy's flank. Their ability became more important as the Germans adopted a defence in depth approach after the Somme, as it was discovered that the average infantryman was exhausted after 4-5 miles in an opposed advance whereas the cavalry could continue more than twice that distance. Of course, the lance and sword was also retained to enable the 'shock' effect.

The cavalry were beset by the political problems of the day, not least the reduction in units when Lloyd George was loathe to provide more men to the BEF. Haig correctly fought the reduction but without success, but for the wrong reasons. While the horses also suffered during the long severe winter of 1916/1917 through food shortages exacerbated by shipping difficulties, such that the daily ration of hay halved to 6 lbs. There were also occasions when the cavalry was used in un-mounted to man the trenches, but in these situations they performed as well as their infantry comrades.

In summing up, did the cavalry perform well during the Great War? The answer is 'yes', but it must carry the caveat of 'when it was allowed to do so'. It seems clear from the author's arguments that the limitations of performance were largely due to external factors such as strategic vision, command and control, communications and logistics. But, there were also occasions when it 'bogged up', and the author does not brush over these. It is a highly commendable book that is well worth the 'heavy' reading, but it will require care in digesting.

And talking of Museums!

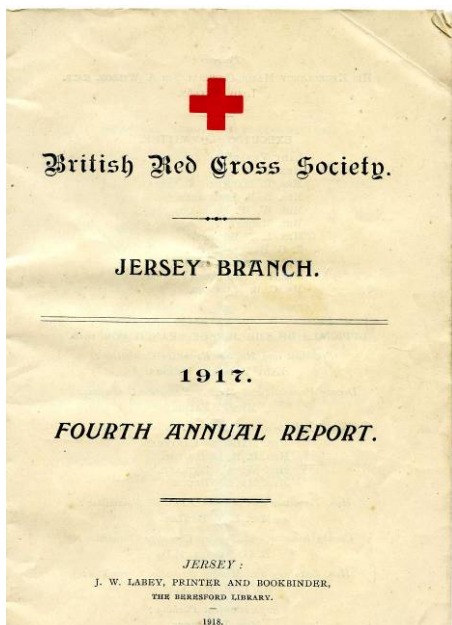
After an upgrade of more than 18 months, the 'In Flanders' Field' Museum re-opened in Ypres in June. The display area has increased by around 50% while there are new features including a café. Admission is 8 Euros while, for 1 Euro, one can hire a 'Poppy bracelet' with an in-built chip that enables one to hear the presentation in the preferred language.

Meanwhile, east of Paris, a new French Musée de la Grande Guerre du Pays de Meaux opened at Meaux late last year. From the website it is difficult to gauge what it may be

like, but I suspect that it is focused on the French (obviously) and US, and less so on British Empire contributions. Closed on Tuesdays, the admission is 10 Euros.

If anyone visits either Museum in the near future, an article with photographs for the Journal would be most welcome.

They also served



It is an odd fact that, sometimes, the minutiae of the Great War often happens to be just that little more interesting than some of the more important events of the time. Perhaps it is human nature that we just cope better with the small things in life.

This has proved to be true for me when Daniel Benest provided me with images of the 1917 Fourth Annual Report published by the Jersey Branch of the British Red Cross Society (BRCS), the original having been sent to Mrs FP Hacquoil, Daniel's great-great-grandmother in early 1918. Leafing through its 32 pages, the Report is a fascinating snapshot of the efforts expended by the men and women back home in Jersey, as well as a roll call of those ladies who were serving as VADs in the UK and elsewhere.

And it is to those ladies we start with first. During 1917, there were 158 listed as having left the island to be 'on active service'. The majority were spread far and wide throughout the UK. We find Miss CJ Touzel at the County of Middlesex War Hospital (pictured overleaf) at Napsbury with its 1,000 beds while Mrs Hilda Falle and Miss Violet Briard would be found serving at No 1 London General Hospital in the London borough of Camberwell for example.

But many were further afield, such as Miss Doreen Randall who was assigned to a convalescent home at Pentre-Ffynon in North Wales and Miss D Dorey who reached Inverness! Falmouth, Plymouth, Newmarket, Harrogate, Worcester and Hayling Island would be on the itinerary for others. There was also foreign travel for a lucky few (?), with a Miss HB Heywood serving at No 26 General Hospital at Etaples and Miss M Le Marquand at No 25 Stationary Hospital at Rouen, while Miss Alice Le Brocq was in Malta, Miss Irene Lindsell had reached Salonica and Miss Alys Buck was in Egypt.

Many would nurse, but others would undertake cooking and cleaning duties. Some would have an administrative rôle working at the War Office, while the Misses I and J Bremmer were employed as Masseuses, a duty that would help many injured men with wasted muscles and limbs to recover. At the time that the Report was published three ladies, the Misses Stella Caulfield, Mabel Theobald and Eileen Walker had each been presented with the award of the Royal Red Cross, Class 2.

If we can describe these ladies as the 'front-line' of Jersey's Red Cross effort, the work undertaken by the 'support-line' was prodigious. Throughout 1917, the Headquarters (HQ) of the BRCS in London would send out 'shopping lists' of a range of bandages,

swabs and dressings, shirts, pyjamas, vests, socks, padded splints, and even bottles of Eau-de-Cologne! It was the task of the Jersey Branch's Hospital Stores Department to meet such a demand, and they clearly did so, shipping 16,283 items that they had made. Most of the items were shipped to the BRCS's Central Depot at 83 Pall Mall in London, but others found their way to the French Hospitals at St Servan and St Malo, Nos 6 and 8 Stationary Hospitals at Frevent and Wimereux respectively, and UK hospitals at Wool, Torquay and Hayling Island. Oddly, some items were also sent to the Headquarters of the Graves Registration Unit in France.



It was interesting to find that there was also Men's Work-Rooms at a Wellington Hall (Where was it?) in Jersey, ably supervised by a Mr James Bertram (not a relative). During the year, this department produced 604 items including bed rests, bed tables, crutches as well as 48 pairs of Carr's splints and 220 Guy's back-leg splints. Another work-room department was that for turning out garments including more shirts, pyjamas and vests, as well as helpless case shirts (?) and even hot water bottle covers! The output from the Garment Department was 4,817 items for which they had received material from the BRCS HQ for about a quarter. Meanwhile, it appears that this Department also had an offshoot in terms of outside working parties at the various parish halls, and private workers who produce a further 8,590 items.

All of this had to be shipped, and a Miss J Marett, as its superintendent, led a Packing Department that shipped the 30,294 items that Jersey's BRCS had made in 1917. One presumes that these items were bundled up and sent to their final destinations via the mail-boats and onwards by train.

Overall, about 10% of the shipped items had been made from material that was supplied by the BRCS HQ in London, but there was still some 27,000 items for which material had to be provided and, moreover, paid for. Thus, we find that donations were made to the work-rooms from various sources. Someone using the pseudonym of

Achimenes (possibly signifying widow's tears?) gave 7/6 while Mrs Maitland would sell calendars and donate 5/5, and an American Sympathiser, 10/-. No donation was too small, but the sizeable sum of £209 7s 6d had been generated from an evening of entertainment held at the Continental Hotel, which doubled as the Jersey BRCS Branch HQ, in Hill Street in February of that year. These donations were to supplement income from the Annual and Monthly subscriptions from the members.

Whatever the source of income, all of those who contributed are listed, and surnames that appear on both the JROH and JROS such as Woodland Toms, Raymer, Rundle and Marindin pop out. We can also find that the mother of Lieutenant William Bruce VC is an annual subscriber as well as running the BRCS's St Clement's Division which produced a proportion of the garments including anti-vermin shirts. One does sense that in reading through the names that there was an element of *noblesse oblige*, and one senses that getting involved in Red Cross was the proper thing to do. However, in the more layered, structured and deferential society that was Jersey in those days, it would have been a case of leading by example.

And all that income and expenditure was accounted for, down to the last penny, and furthermore audited! The accounts give easy clues to what was going on, we can look at the Men's Work-Rooms for example, and see that James Bertram disbursed £28 2s 11d for timber, £9 5s 3d for Ironmongery and £12 10s 6d for padding materials. At the Branch HQ level, £832 11s 0d had been spent for the year with a sum of £200 going towards the maintenance and upkeep of the two Motor Ambulances that had been provided by Jersey in 1914, and £144 11s 6d to Prisoners of War in terms of food and other comforts. The accounts also confirm assumptions as in the case of shipping parcels with a payment of £20 10s 9d to Great Western Railways. As to income, a sizeable £560 6s 4d was generated from a Flag Day in July, while a quite remarkable £245 was achieved from the sale of waste paper.

Note: £1 in 1917 had the purchasing power of £37.50 in 2012.

Undoubtedly, the effort of Jersey's BRCS Branch was mirrored at every BRCS Branch throughout the length and breadth of the United Kingdom while the cumulative effect of that support would have helped countless numbers among the Empire's military forces, whether they were wounded or captured. We can read of campaigns through biographies (not always unbiased), official histories (definitely biased), and war diaries, but the odd document such as this Annual Report can bring a new dimension to the Great War that would otherwise be forgotten. In this sense, those who were engaged in Red Cross activities in Jersey were as much heroes and heroines as the men and women who left its shores.

1917 - The year that Germany lost the Great War?

After it was over, Winston Churchill would write in *'The Hinge of Fate'* (Volume 4 of the six-volume *'The Second World War'*) that: "Before Alamein we never had a victory. After Alamein, we never had a defeat." It was a statement that was not totally accurate, but 1942 would be the turning point of the war against the Axis powers of Germany, Italy and Japan, in large part, thanks to Russian might and American material. The British had struggled alone for much of the time prior to Alamein, and victory went some way to lift a nation from its demoralised state. Yet of course, there was still nearly three years of slogging away that had to be faced.

Was there a similar turning point during the Great War when everyone realised that the Germans were beaten, or at least, could not win? In terms of the realisation, probably not, for the Allied High Command had as many views of what would be the eventual outcome of the War as there were members, and then some! Meanwhile, the Germans themselves may have had an opinion. But, a turning point?



Don't get Angry, Just Wonder!

General Erich von Ludendorff had thought that it came on the 8th August, 1918, when the British launched their 'new all arms assault' in what was the Battle of Amiens, a day that von Ludendorff later regarded as the 'black day for the German Army'. As a consequence, he saw that from this date forward, Germany could not win, that its Army had become demoralised, and that the American forces were now arriving in France in large numbers. In some respects however, his views must be suspect. The Americans were indeed becoming a sizeable army, but they would not, understandably, approach the level of battlefield competence that the French and the British had achieved until very late in 1918, and possibly not even then. As to demoralisation in the German Army, it may have been withdrawing, its supplies may have also been short, yet it was still causing the British Army to experience an average daily casualty rate (c.4,000) for the

'Hundred Days' that was higher than that for the Battle of the Somme (c.3,500) two years earlier. Demoralisation came very late to the German Army.

However, in his analysis, von Ludendorff was benefitting from hindsight and was only too prepared to find others to blame for the eventual defeat, not least Germany's left wing politicians who would be subsequently accused of 'stabbing the army in the back'. There seems to have been little thought given by him as to whether his decisions and performance, and that of General Paul von Hindenburg, as the commanders on the Western Front had any bearing on proceedings overall. Yet, as we know, the Germans undertook a disciplined defensive withdrawal until the very last days before the Armistice while being pressed back on every part of the Western front by much stronger, if not always expert (as in the case of the American), forces. But perhaps the British Army had developed by now, their battlefield skills had improved, and even their generalship?

By August, 1918, the British Army had improved from top to bottom, and had learnt many costly lessons, while the tactics had also evolved, most of them as a result of the changes in German tactics. In this, the British were always playing catch-up! But, the 'new all arms assault' was not that novel, for it had been tried before in different mixes. Amiens is noted for a plan of assault that combined aircraft, artillery, cavalry, infantry and light and heavy tanks. Yet, there were also other aspects that were included as part of the assault which had their roots in the much earlier events of 1917.

By the beginning of 1917, the attritional battles of Verdun and the Somme the previous year had cost the Germans a great deal of manpower, all the while facing the Russians on the Eastern Front. Meanwhile, Von Hindenburg, who had replaced General Erich von Falkenhayn the previous August, and von Ludendorff had decided to adopt a new defensive approach that ran from north of the Somme to Verdun. That approach was what we generally regard as the Hindenburg Line (Although the individual segments were known as the Siegfried Line, Wotan Line and by other names borrowed from German mythology). However, whereas we think of the Somme and, typically, its three lines of trenches, with the foremost or front-line trench manned, for all intent, along the whole length of the trench system, the Hindenburg Line was a different proposition. It was a system that provided defence in depth with the distance between the forward and the rear edges of anything up to 4-5 miles.

In between the forward and the rear edges, the ground was criss-crossed by barbed wire, and dotted here and there with strong-points and concrete bunkers. Now, the majority of the German troops were placed at the rear edge of the Hindenburg Line while along the forward edge there were positioned outposts that were lightly manned, and intended to delay and wear down any attacking forces as opposed to defeating them. Those manning the outposts would steadily withdraw, allowing the allies to advance into the battle zone (a 'killing ground') where the German artillery had been given predetermined targets at which to shoot. Clearly, allied troops who emerged on the far side during any attack would be approaching exhaustion as they neared the more numerous German forces.

The Hindenburg Line, which could be anything up to 20-30 miles to the rear of the Western Front, was built by forced labour consisting of French locals and Russian Prisoners of War during the harsh winter period of 1916/1917, and in its construction, the Line was 'straightened' when compared to the Front Line that then existed. The

benefits to the Germans are obvious. The length was less, artillery had less ground to cover, while there was a saving in manpower committed to defence that enabled the creation of a reserve force that totalled some 130,000-150,000 men. One might say that it was a 'good day's work' for the Germans!

Between late February, and April, 1917, the Germans pulled back from the Front Line. This is often referred to as the 'Retreat to the Hindenburg Line', but it is contended that it was a 'Withdrawal', and not a 'Retreat'. The reason for this is that although both are going in the same rearwards direction, it is suggested that 'Retreat' implies that the Germans were being hard-pressed, whereas, in fact, they chose to withdraw, and in so doing, were meticulous in their planning and execution of the entire process. Furthermore, if one looks at areas such as the Somme, there was little of strategic or economic value to the Germans. Even after pulling back they still retained much of the industrial heartland of north-east France.

Yet, it is suggested that the decision to construct the Hindenburg Line and then conduct the withdrawal in early 1917 was the turning point of the War! It does sound a perverse suggestion when one considers that the rationale for withdrawal was based upon sound military strategies, and that there was still a lot of bloody fighting in the next 18-20 months for all nations, but the photograph below might offer a clue.



A group of German engineers preparing mines in a French village before withdrawing to the Hindenburg Line.

However, before we examine that suggestion, let us consider what the Allies, particularly the British, were doing and what they knew of the German intentions. First, the efforts at construction would have been clearly visible from above, and indeed, were picked up by aircraft flying photographic reconnaissance sorties, even though the weather conditions were not of the best. But, interpretation was slow and the 'What are the Huns up to?' question could not be satisfactorily answered with there being the suspicion that it was a trap. We should remember that, at this time, the political leaders

had 'signed up' to General Robert Nivelle and his plans, and the BEF was subordinated to him for his forthcoming offensive. Thus, British focus was diverted somewhat.

But, realisation dawned when the patrols regularly sent out by the British were discovering more and more empty German trenches along their segment of the line, and the question could now be answered. The Germans were conducting a well-planned fighting withdrawal so that formations leapfrogged each other, to a new defensive position, as they headed eastwards. The allies could only try to keep on the German tails, and not always successfully, because of caution and slowness in part engendered by mindsets more used to static trench as opposed to mobile warfare. And after all, it could have been a trap!

Yet the Germans had another trick up their sleeve. To borrow a modern term, as they withdrew, they 'trashed the joint'! As far as possible, they carried what would be of use to them back across the Hindenburg Line, what they could not take they destroyed on the spot, or alternatively, they mined buildings, set booby traps and polluted those facilities that the allies would have sought to use. Railway lines were torn and cut up, bridges blown, trees were felled across roads, buildings were mined, and where some such as Bapaume's Hotel de Ville exploded a week after its liberation, thanks to delayed action fuses. Wells, a common feature in most French villages, would 'welcome' the arrival of an animal carcass, thus rendering the water non-potable. Excrement, both human and animal, would be spread wherever a bed could be made. As to booby-traps, the Germans knew only too well the souvenir hunting nature that possessed the Poilu and the Tommy. They could afford to lose a few pickelhaube helmets or Luger pistols linked to an explosive device if it took the life of an unsuspecting enemy soldier. What occurred can be best summed up by the Amalgamated Press Limited's thirteen volume *'The Great War'*, referring to Peronne, saying that the Germans: *'...combined the destructiveness of scientific barbarians with the filthiness of sewer rats.'*

Effectively the area between the Western Front Line and the Hindenburg Line had become a wasteland, and if the USA had reservations about entering the war in April, 1917, they would have been reduced somewhat, and it is clear that the Germans received a bad press in the USA and in the neutral countries for what they had done. Meanwhile, the 'trashing' would cause further delay to the advancing allied troops.

Yet, strangely, out of all of this wanton damage, there came a benefit to the British. They learnt the twin lessons of how to advance across a devastated countryside and of the logistics required to sustain that. Destructive German ingenuity had to be matched!

The 'Cinderella' corps, namely the Royal Engineers (RE), the Labour Corps, the Royal Army Service Corps (RASC), and the Military Police (both Foot and Mounted) acquired a new importance. These men already had or would quickly acquire the skills to replace bridges, to clear roads and railways, and to reconstruct them if needed, to provide water from sources that were unpolluted, to undertake bomb and mine disposal, and to control and direct traffic, not least that of the artillery. Motor Transport essentially underpinned much of this effort. Decentralising the control of these various corps down the chain of command also helped, and in terms of engineering for example, it helped that the man on the spot could reconnoitre the way ahead to determine what work might be required. Supplies would have to be brought up to the fighting troops from fresh socks to rations, from mail to ammunition, and all at a pace to keep up with the advance.

This was open warfare, and if the British had learnt something, what did the Germans learn? It was possibly less than might be thought. They were heading rearwards, thus they were reducing the logistic chain and the workload of their equivalent of the British 'Cinderella' corps was not being stretched, rather that as the distance lessened, the need to move supplies forward obviously decreased. Importantly they were crossing hitherto undamaged terrain, after all why would they wreck it before they had crossed?

For the rest of 1917, the Germans remained on the defensive, consolidating their hold on Belgian and French territory wherever possible. The French meanwhile launched the unsuccessful Nivelle offensive and thereafter went on the defensive when many of their units bleated their way to mutiny, having become exhausted by '*L'offensive à Otrance*'. The British undertook Arras as a diversionary battle in support of Nivelle, even though Haig, who understood the consequences of the German withdrawal, thought that Nivelle should have amended his well-leaked plans. There followed Third Ypres and Cambrai, in part, with Third Ypres being conducted with one eye on the unrestricted U-Boat war on British shipping that, at one stage in earlier 1917, could have threatened Great Britain's continuing participation in the war.

But, in 1918 the Germans would reap what they had sown! They decided to attack in March with Operation Michael being the first of a number of such operations designed to hit the allies at various points of the line. The objective was the junction of the French and British armies, the British having comparatively recently taken over part of the French line. Here, the defences, following the German lead in terms of their 'defence in depth' approach, would be unfinished when the attack came and a sizeable wedge would be driven that forced the British back, losing some 160,000 men as prisoners of war in the process. However, while the German infantry, their storm troopers in the van, made rapid advances, they were only gaining the wasteland that they had created the year previously, and little more! Furthermore, as they had been on the defensive since 1915, they had not fully appreciated the need for the logistic effort and skills that would sustain forward movement by infantry and artillery, especially across that wasteland. While the British and French would recover from the early shocks and fight to check the German's advance, German logistic capability hindered their success.

Operation Michael would be followed by Georgette, Gneisenau and Blücher-Yorck, each progressively less successful, with the Germans exhausting their options, and so, we come back full circle to Amiens in August 1918, and the 'new all arms assault'. Now, the British could apply what they had learnt from pursuing the German withdrawal 18 months previously by ensuring that 'all arms' included the sizeable contribution of the 'Cinderella' corps to support artillery, cavalry, infantry and tanks. Yet there were still those 100 days to battle through!

So, was the German withdrawal to the Hindenburg Line the turning point for you? Was it the failure of the operations that began with Michael? Or was it von Ludendorff's 'Black Day' at Amiens? Can it be that any one thing be so conclusive or simple when put down in a five page essay? If indeed the withdrawal was the turning point, then it may be fair to consider the impact on the Germans of von Falkenhayn's mistakes when launching Verdun and Haig's persistence with the Battles of the Somme in the decision-making that was undertaken by von Hindenburg and von Ludendorff. When they were making their decisions, they could not count on a Russian collapse, neither was it sure that the Americans would enter the war. One might conclude that what may have been a logical plan at that time also had unforeseen consequences.

Jersey Archive 'What's your Street Story' Talks

Jersey's Archive continues to hold these talks on Saturdays commencing at 10.00 a.m. The remaining programme throughout 2012 is as follows:

- 18th August - Springfield
- 15th September - Gorey Common
- 20th October - St Brelade's Bay
- 17th November - Bath Street

If you are looking to attend, you will need to book by ringing 01534 833300.

It has been disappointing to see that some of these talks have not enjoyed the coverage in the JEP this year that the previous two series have although Springfield is in.

Jersey's Militia Pay Lists, 1914-1917

Work on this project has currently paused, this being largely due to effort going towards more pressing needs to update the JROH and JROS. Hopefully this will resume in the near future.

Out and About

Looking Back: Nothing to report.

Looking Forward: I will be heading off to Verdun and the Meuse-Argonne battlefields during the last week of September and the first week of October. I hope to visit Kew in late-November.

Website Workings

Work continues steadily on both Rolls of Honour and Service updating both as new information is obtained. We have been getting a considerable amount from Wayne Woonton, while the BRCS Jersey Branch Report helped to identify almost 100 new names for the JROS, and at the same time amendments to the details of another 50. So that members are aware, I directly update the GROH, GROS and JROH on-line, while Barrie maintains the JROS off-line, and then periodically providing the updates.

The next JROS update should be available on-line before the end of August, with nearly 600 changes.

As can be seen from the Rolls of Honour, we 'map' casualties to the information held by the CWGC or the SGA, however, there are a number of cases where this has not been possible. One such name is that of François Bideau who is listed on Alderney's War Memorial. We have recently discovered that he was lost when the ship he was on, the *SS Shad Thames*, was sunk in a collision with the Norwegian registered *Hortense Lea* in March, 1918. It would appear that the authorities at the time (probably the Board of Trade) did not regard the loss as attributable to the risks associated with the war, and thus, the loss of the crew was not commemorated by the CWGC.

From initial research, the *Shad Thames* was lost in the Bristol Channel in a sea lane between Hartland Point and Trevoise Head that kept shipping away from minefields that were laid to catch U-Boats. So, one might argue that the narrower lanes resulted from the war and imposed greater risks irrespective of the quality of the seamanship? In addition, one might consider another factor, namely the hospital ship, *HMHS Rewa*, that was sunk by U-55 a little over two months before the *Shad Thames*. And, both ships lie at the bottom of the Bristol Channel some 5-10 miles apart!

The sea is an unforgiving element, and there would have been many ships lost from maritime mishaps during the war that would have existed during peacetime, but war added that extra dimension of risk, and what of a ship that may have vanished when the war had ended? A floating mine perhaps? A small collier would have had no chance to transmit a 'Mayday' assuming that it had a radio!

It is unlikely that a change to CWGC policy to commemorate François Bideau and other similar casualties will arise, but perhaps we should still ask the question. However, in the short term we will look to add more detailed comment to the website noting our divergence from the official CWGC and SGA approaches.

Faces Remembered



It seems that we have some happy families on show this time around, but, would they continue to be when the Great War had taken its toll? For the two families above, the answer was yes for both fathers survived. In the left hand photograph we find Frederick

John Whitley who joined the Royal Flying Corps in April, 1917 after serving in Jersey's Militia, transferring to the Royal Air Force on its creation a year later. He had married Mabel Florence Amy, while another Amy, Florence Susan, had married Trevule James Godden pictured right. The unusually named Trevule had previously served as a regular soldier between 1898 and 1910 but re-enlisted into the RASC in 1914 and rising to Sergeant.

Sadly we cannot say the same for the serious looking family below, for Soldat Auguste Pierre François Eloie was killed near Verdun in November, 1917 while serving with the French 221^e Regiment d'Infanterie. He is buried in the large Douaumont cemetery that overlooks Verdun.



Centenary Commemorations

A number of Group members, including myself, have been contacted by Chris Addy of Jersey Heritage as regards to JH's plans for commemoration in 2014 and beyond. At this stage, ideas are being gathered by them, but it is anticipated that we shall have a clearer idea of intent in the next few months and how we as a Group or individually might be able to provide support.

As has been mentioned elsewhere in this Journal, Daniel Benest's appeal in Jersey has started to generate more information and thus more work in processing it, as has Liz Walton's in Guernsey.

Jersey's postal administration is reviewing our suggestion that commemorative stamps for the Great War should be produced. However, nothing has been resolved as to the 'Jersey in the Great War' book concept.

War Art



Journal 36 that was published in February 2011 carried a book review of Lord John Hutton's *'August 1914: Surrender at St Quentin'*, that described the events surrounding the proposed surrender of British troops in that town and the subsequent disgracing of two Colonels, Arthur Mainwaring and John Elkington. In the case of John Elkington, the Old Elizabethan, he joined the French Foreign Legion as a private soldier, fought gallantly, and regained his honour, such that he was pardoned by HM King George V, and restored in rank. The picture of him above right was painted after his return to the British Army by the noted war artist, Sir William Orpen in 1917 or 1918. Although it is only a sepia tint, one can see the strain of the disgrace and war service etched on the face of a 50 year old man.

The chap above left is Major William 'Billy' La Touche Congreve VC, son of General Walter Congreve VC. In this case, the artist was the well-known Jerseyman John St Helier Lander whose sitters would include members of the Royal Family including the Prince of Wales and the future King George VI, Haig, Sir John French, and numerous other officers. In both cases, one wonders where the original paintings are now displayed or stored

Odds and Ends

Administrative Matters: As ever, it would be of help if changes to Members' Email addresses are notified as they occur. This will enable me to keep the distribution lists up to date and for members to receive prompts on particular matters. I have been notified of a few more changes recently, so thanks to those members.

Bernard Mann: Some sad news in that we have lost a group member. Bernard died peacefully at home in Guernsey at the beginning of May, age of 83. He did a lot of work on war graves and memorials, including updating information for the Imperial War Museum.

Latimer Le Poidevin's Diary: Liz Walton is getting close to completing her draft of the Diary. Eddie Parks has read through it to check the accuracy of her additional material and interpretation and it is now being proof read by someone with no knowledge of the content, checking for continuity, repetition, typos etc. Once complete she will get back to Jason Monaghan at the Guernsey Museum Service to find out what the next step is.

La Boiselle: Back in May the excavation team discovered the remains of two French soldiers, one of them a François Marie Bideau who came from Tréguier in Brittany, and who died in December, 1914. We will be checking to see if there was any CI connection given that the names Bideau and Le Bideau feature in the GROH and GROS.



Train Slowly

Roger Frisby has found a copy of the attached form among a few service records and wonders what is for. I've suggested that it might be for badly wounded who should not go on fast jolting trains. Any better ideas?

The Next Journal

Please note the revised dates below, this resulting from my forthcoming trip to Verdun.

Enfin

As ever, my thanks to those who contributed to this Journal for their inputs, both large and small. Hopefully this Journal is less 'Itsy-Bitsy' compared to the last one! Articles and other material remain very welcome.

Regards
Barrie H Bertram
17th August, 2012

Journal Issue Dates For 2012

Planned issue dates for 2012 are shown below:

Issue	Month	Articles To BB	Posted Web/Mail
42	February 2012	10 th	15 th
43	April 2012	10 th	20 th
44	June 2012	10 th	15 th
45	August 2012	10 th	15 th
46	October 2012	15 th	20 th
47	December 2012	10 th	15 th

Canada – Non-Permanent Active Militia Regiments in August, 1914 – Cavalry

-	The Governor General's Body Guard		
1 st	Hussars	19 th	Alberta Dragoons
2 nd	Dragoons	20 th	Border Horse
3 rd	The Prince of Wales's Canadian Dragoons	21 st	Alberta Horse
4 th	Hussars	22 nd	Saskatchewan Light Horse
5 th	Princess Louise's Dragoon Guards	23 rd	Alberta Rangers
6 th	Duke of Connaught's Royal Canadian Hussars	24 th	Grey's Horse
7 th	Hussars	25 th	Brant Dragoons
8 th	Princess Louise's New Brunswick Hussars	26 th	Stanstead Dragoons
9 th	Mississauga Horse	27 th	Light Horse
10 th	(No Regiment assigned this number)	28 th	New Brunswick Dragoons
11 th	Hussars	29 th	Light Horse
12 th	Manitoba Dragoons	30 th	British Columbia Horse
13 th	Scottish Light Dragoons	31 st	British Columbia Horse
14 th	King's Canadian Hussars	32 nd	Manitoba Horse
15 th	Light Horse	33 rd	Vaudreil and Soulanges Hussars (Disbanded 1 st October, 1914)
16 th	Light Horse	34 th	Fort Garry Horse
17 th	Duke of York's Royal Canadian Hussars	35 th	Central Alberta Horse
18 th	Mounted Rifles	36 th	Prince Edward Island Light Horse

Canada – Non-Permanent Active Militia Regiments in August, 1914 – Infantry

-	The Governor General's Foot Guards		
1 st	Canadian Grenadier Guards	56 th	Grenville
2 nd	Queen's Own Rifles of Canada	57 th	Peterborough Rangers
3 rd	Victoria Rifles of Canada	58 th	(See Note 3)
4 th	Chasseurs Canadien	59 th	Stormont and Glengarry
5 th	Royal Highlanders of Canada	60 th	60 th Rifles of Canada
6 th	Duke of Connaught's Own Rifles	61 st	Montmagny and L'Islet
7 th	Fusiliers	62 nd	Saint John Fusiliers
8 th	Royal Rifles	63 rd	Halifax Rifles
9 th	Voltigeurs de Quebec	64 th	Chateauguay and Beauharnois
10 th	Royal Grenadiers	65 th	Carabiniers Mont Royal

11 th	Irish Fusiliers of Canada	66 th	Princess Louise's Fusiliers
12 th	York Rangers	67 th	Carleton Light Infantry
13 th	Royal Regiment	68 th	Earl Grey's Own Rifles
14 th	Princess of Wales's Own Rifles	69 th	Annapolis
15 th	Argyll Light Infantry	70 th	(See Note 4)
16 th	Prince Edward	71 st	York
17 th	Regiment of Infantry	72 nd	Seaforth Highlanders of Canada
18 th	Franc-Tireurs de Saguenay	73 rd	Northumberland
19 th	Lincoln	74 th	New Brunswick Rangers
20 th	Halton Rifles	75 th	Lunenburg
21 st	Essex Fusiliers	76 th	Colchester and Hants Rifles
22 nd	Oxford Rifles	77 th	Wentworth
23 rd	Northern Pioneers	78 th	Pictou (Highlanders)
24 th	Kent	79 th	Cameron Highlanders of Canada
25 th	25 th Regiment	80 th	Nicolet
26 th	Middlesex Light Infantry	81 st	Hants
27 th	Lambton (St Clair Borderers)	82 nd	Abgeweit Light Infantry
28 th	Perth	83 rd	Joliet
29 th	Waterloo (See Note 1)	84 th	St Hyacinthe
30 th	Wellington Rifles	85 th	85 th Regiment
31 st	Grey	86 th	(See Note 5)
32 nd	Bruce	87 th	Quebec
33 rd	Huron	88 th	Victoria Fusiliers
34 th	Ontario	89 th	Temiscouata and Rimouski
35 th	Simcoe Foresters	90 th	Winnipeg Rifles
36 th	Peel	91 st	Canadian Highlanders
37 th	Haldimand Rifles	92 nd	Dorchester
38 th	Dufferin Rifles of Canada	93 rd	Cumberland
39 th	Norfolk Rifles	94 th	Victoria (Argyll Highlanders)
40 th	Northumberland	95 th	Saskatchewan Rifles
41 st	Brockville Rifles	96 th	Lake Superior
42 nd	Lanark and Renfrew	97 th	Algonquin Rifles
43 rd	Duke of Cornwall's Own Rifles	98 th	Infantry
44 th	Lincoln and Welland	99 th	Manitoba Rangers
45 th	Victoria and Haliburton	100 th	Winnipeg Grenadiers

46 th	Durham	101 st	Edmonton Fusiliers
47 th	Frontenac	102 nd	Rocky Mountain Rangers
48 th	Highlanders	103 rd	Calgary Rifles
49 th	Hasting Rifles	104 th	Westminster Fusiliers of Canada
50 th	Victoria	105 th	Saskatoon Fusiliers
51 st	Soo Rifles	106 th	Winnipeg
52 nd	Prince Albert Volunteers	107 th	East Kootenay
53 rd	Sherbrooke	108 th	(See Note 6)
54 th	Carabiniers de Sherbrooke	109 th	(See Note 7)
55 th	(See Note 2)	110 th	(No Regiment assigned this number)

Notes:

1. Redesignated the Highland Light Infantry of Canada on the 15th April, 1915.
2. The 55th Megantic Light Infantry had been disbanded on the 3rd December, 1912, the 55th Infantry was then formed as of the 29th August, 1914.
3. The 58th Compton Regiment had been converted to cavalry as the 7th Hussars on the 1st May, 1903. Replacing it, the 58th Westmount Rifles was formed on the 2nd November, 1914.
4. The 70th Colchester and Hants Regiment had been renumbered as the 76th on the 2nd May, 1910. Replacing it, the 70th Regiment was formed on the 7th August, 1914.
5. The 86th Three Rivers Regiment had been disbanded on the 1st April, 1914, but was reformed on the 1st October, 1915.
6. The 108th Regiment was raised on the 21st September, 1914.
7. The 109th Regiment was raised on the 15th December, 1914.

Acknowledgements: Terry Cave