

An Historical Walking Tour of Naval and Military History in Camp Hill Cemetery – Audio Transcript

Welcome to the Camp Hill Cemetery naval and military audio tour. With its origins in Halifax's military past nearly two centuries ago and with a vast number of naval and military graves and memorials located here, Camp Hill Cemetery offers a fascinating window into the conflicts in which Canadians and foreigners fought, and how they lived and died.

The tour covers 10 individual sites in the cemetery, with grave markers of sailors, soldiers and airmen from mainly the First and Second World Wars, but also some interesting anomalies outside these conflicts. They are representative of hundreds of naval and military graves at Camp Hill. Some of the sites are the actual graves of individuals whose remains were brought here for burial, others hold memorials to those who were buried overseas where they fell in battle, or whose remains were never found or were unrecoverable. Many are Canadians, but some are from other nations – on the tour we will encounter Britons and Americans, as well as Canadians here.

We start at the Carleton Street entrance to Camp Hill Cemetery. If you haven't reached that point yet, simply pause the audio on your mobile device until you reach the Carleton Street entrance.

The tour will guide you to the various locations throughout the cemetery that will be discussed. You may wish to pause the audio while moving from one to the next, to give yourself time to reach each site and to locate the grave markers.

Descriptions of the grave markers will be given. Be aware however that, while some are fairly prominent and easy to spot, most of them are relatively small in scale and do not stand out to the eye. Try to follow the directions carefully, as some of them can be difficult to find.

First a brief orientation: with the Carleton Street entrance behind you, the centre of the cemetery lies along the gravel path ahead of you and Camp Hill Hospital is beyond. Robie Street is to your left and Summer Street is to your right, with the Public Gardens on the other side of Summer Street.

Starting at the Carleton Street entrance, we'll first proceed directly ahead, along the gravel path in the direction of Camp Hill Hospital. Walk just as far as the second large tree on your right, about 30 metres or so. You'll know you're far enough along when

you see, beside the path on your left-hand side a grave marker with the name Opie on it.

Once you've found the Opie grave marker, turn right here, facing towards Summer Street.

Leave the gravel path at this point and walk to the second row of grave markers, just a couple of metres off the path. Here, facing away from the gravel path, are two similar-looking grave markers, about 30 inches tall and half as wide, standing side-by-side with the names **Charles Clifford**, a Canadian soldier, on one, and **George Tolliday**, a British sailor, on the other.

Note how the two markers are the same size, shape and material, despite being for two very different men who died in two different wars nearly 20 years apart. The reason for this is because they're the work of the Commonwealth War Graves Commission - an organization that was established in 1917 during the First World War. Its purpose was both revolutionary and monumental in scale - to commemorate all the war dead of the vast and multicultural British Empire in the First World War. Nothing like it had been attempted before, and it would eventually encompass 1.7 million men and women from the First and Second World Wars.

Here in Camp Hill Cemetery alone are 95 graves still maintained today by the Commonwealth War Graves Commission – you will no doubt notice others like these two in front of you as you make your way around the cemetery. There are similar grave markers in over 23,000 separate locations, in over 150 countries and territories worldwide. In Nova Scotia alone there are 394 cemeteries with at least one Commonwealth War Grave in them, and in Halifax-Dartmouth 12 different cemeteries commemorate over 3½ thousand Commonwealth war dead.

The war graves concept originated with a man called Fabian Ware, who was the commander of a mobile unit of the British Red Cross, and formerly a teacher in South Africa and the editor of The Morning Post newspaper in England. Ware was concerned by the sheer number of casualties on the Western Front in Europe during the First World War, and the lack of any system to record or mark their final resting place.

He proposed an independent organisation that would reflect the spirit of Imperial cooperation that was evident in the war and match it with the permanence of commemoration. This was supported by the Prince of Wales, who would later become King Edward VIII, and who served as the first President of the Imperial War Graves Commission, as it was named initially.

The Commission established high standards for its work, and enlisted the services of three of the most eminent architects of the day - Sir Edwin Lutyens, Sir Herbert Baker and Sir Reginald Blomfield - to design and construct the cemeteries and memorials. Rudyard Kipling was tasked as literary advisor to recommend inscriptions. It was he who chose the words "Known unto God" that are inscribed on the headstones of those whose remains could not be identified.

The core ideology was dignity and equality – every death was treated equally, regardless of rank, race, colour or religion. The majority of dead at that time were buried where they fell in battle – it's only been relatively recently that the practice of repatriating war dead to be buried at home was taken up.

Europe today has many cemeteries, some vast, some small, containing the graves of those who died during the First and Second World Wars. Many who died have no known resting place, their bodies having been lost at sea or on the battlefield. And so, in addition to burying individuals and marking their graves, the Commission also created great memorials, such as the Halifax Memorial, better known as the Sailor's Monument at Point Pleasant Park in Halifax, which lists names of those for whom there is no known grave.

The standard Commonwealth War Graves Commission headstone, as you see before you, contains the individual's national emblem or regimental or service badge – in Charles Clifford's case, the maple leaf of Canada, and for George Tolliday, the fouled anchor of the Royal Navy.

Also included is the individual's rank, name, unit, date of death and age of each casualty inscribed above an appropriate religious symbol, with sometimes a more personal dedication below chosen by the family. A special and distinctive typeface was created by MacDonald Gill, an early-20th century British artist and graphic designer. The markers are instantly recognisable – made of Portland stone or granite, 30 inches tall by 15 inches wide and 3 inches thick with a gently arched top. Every one of them is maintained in perpetuity by the Commission.

The grave marker to the left belongs to Private Charles Clifford.

Originally from Tunbridge Wells in England, Clifford had emigrated to Canada early in his life and, in November 1915, during the First World War at age 40 he enrolled in the newly created 112th (Nova Scotia) Infantry Battalion, part of the Canadian Expeditionary Force, to be sent to fight in France. While serving overseas he fell ill with heart disease

and the onset of arthritis, which led to his return to Halifax and discharge from the army in November 1917. He entered a convalescent home in Halifax and eventually died of valvular heart disease in Camp Hill Hospital 5 years later in 1922. Charles Clifford was 47 years old when he died. He had no relatives save for his sister Rose Clifford in Reading, England.

The marker on the right is for Leading Seaman George Tolliday of Britain's Royal Navy.

He came from Portsmouth, England, and like Charles Clifford also served in the First World War, but in the Royal Navy. At the close of the war, in 1919 he found himself in Russia in the minesweeper HMS *Step Dance*, part of the Royal Navy's Altham Flotilla on the Dvina River, supporting White Russian forces fighting against Communist troops in the immediate aftermath of the Russian Revolution.

For his service in that campaign, George Tolliday was awarded the Distinguished Service Medal – you'll see the initials DSM after his name on the grave marker to denote this decoration. He enrolled in the Royal Navy again when the Second World War broke out 20 years later, and served in HMS *Ascania*, a Cunard ocean liner that had been converted into an armed merchant cruiser for service in the Royal Navy.

Ascania was employed mainly for convoy protection duties in the early years of the war, as part of both the Halifax Escort Force and the Newfoundland Escort Force. George Tolliday died at sea on board *Ascania* while escorting Convoy HX 140 in July 1941 during the Battle of the Atlantic. The cause of his death was not recorded - he was 56 years old. His body was landed ashore in Halifax, one of the main Atlantic convoy ports during the war, and buried here at Camp Hill Cemetery. He was survived at the time by his wife, Anna Maria Tolliday in Portsmouth, England.

Of interest is that the ship's bell from *Ascania* and a model of the ship can be seen at the Maritime Museum of the Atlantic, here on the Halifax waterfront. The ship had returned to passenger service after the war, running between Liverpool, England and Montreal, and was finally paid off in 1956.

To reach the next location on our tour, turn to face away from Charles Clifford's and George Tolliday's grave markers and directly away from the gravel path you came up, facing towards Summer Street.

Camp Hill Hospital will be on your left, as you walk a further 5 rows of grave markers into the cemetery – about 15 metres.

At the fifth row of grave markers turn left and, a couple of metres ahead of you, look for another Commonwealth War Graves-style marker with the name **Benjamin McMahon** on it. Beside it, to its right is a conventional gravestone with the name **Peter Newton** inscribed. McMahon and Newton were in fact shipmates, both of them serving on board the S.S. *Hertford* in the British Merchant Navy during the Second World War.

During both the First and Second World Wars, Germany pursued a strategy of unrestricted submarine warfare that sought to cripple Britain by cutting off supplies of food, fuel, raw materials, arms and military reinforcements coming from Canada and the United States, and elsewhere.

The Merchant Navies of Britain and Canada and other allied nations, responsible for transporting these supplies, were targeted by German U-Boats and suffered terrible losses in both wars while carrying out this important task. So important that Winston Churchill noted after the Second World War, that “everything happening elsewhere, on land, at sea, or in the air, depended ultimately on its outcome.”

By the end of the First World War, more than 3,000 British-flagged merchant and fishing vessels had been sunk, representing 9 million tons of shipping. During the Second World War, nearly 5,000 British-flagged ships were sunk – 11 million tons of shipping.

Try to imagine what it was like to be essentially a floating target, at sea in the North Atlantic unarmed, with only a thin steel plate between you and the submarine wolf packs trying to hunt you down and kill you.

If you were in an older ship, you might be consigned to one of the slow convoys – for ships making 8 knots or less – that’s about 14 kilometers per hour, which would take 10 to 12 days to cross from Halifax to Britain. For protection you might have a small handful of navy ships to escort you, and if you were lucky some air cover, along with some camouflage, a deceptive manoeuvring plan, and radio silence being your only hope for survival. That was the war experienced by my father, Charles Tulloch, a merchant navy radio officer.

At least in a warship you could defend yourself and take the fight to the enemy – in a merchant ship all you could do was to hope and pray, perhaps sleeping fully dressed with your life jacket close at hand in case your ship was hit, and you had mere minutes to abandon ship if you were lucky.

Only half of all merchant sailors were fortunate enough to survive the sinking of their ships during the war, and their overall casualty rate was over 25% – higher than any of the other fighting services, army, navy or air force.

At the height of the Second World War Battle of the Atlantic in 1942, the Allies lost, on average, one 10,000-ton merchant ship to enemy action every 10 hours for 31 straight days. A ship of that size could carry enough food to feed a city of 225,000 people for a week – a city the size of Regina, Sherbrooke, or St. John's.

As Rear Admiral Leonard Murray, the Commander in Chief of the Canadian Northwest Atlantic later indicated: "the Battle of the Atlantic was not won by any navy or air force; it was won by the courage, fortitude and determination of the Allied Merchant Navy."

Despite this, the post-war Canadian Government denied merchant mariners the status of war veterans and the attendant benefits, including pensions, concerned that doing so might provoke a mass exodus from the Merchant Navy, which would be detrimental to post-war recovery.

It wasn't until 1992, 47 years after the end of the war, that they were finally granted official status as veterans, making them eligible for disability pensions and health care benefits in keeping with the army, navy and air force; and it was another 8 years later, in the year 2000, when the Canadian Government finally permitted merchant navy veterans to receive compensation similar to the demobilization benefits that were provided to veterans from the other three services after the war. The youngest veterans by that time however were in their mid-70's.

Second Engineer Peter Telford Newton and Steward Benjamin McMahon were both serving in the merchant freighter S.S. *Hertford*, which was enroute from Australia to join a convoy from Halifax to Britain in March 1942, at the height of the Battle of the Atlantic.

On the evening of the 29th of March, about 200 miles off Nova Scotia, *Hertford* was torpedoed by the German submarine U-571, instantly killing three crew members in the engine room. The ship sank within minutes and a further crew member went down with the ship. The survivors – Newton and McMahon among them – managed to take to the ship's three remaining lifeboats. The lifeboats became separated and the first one was spotted and rescued by a passing merchant ship 3 days later.

The second lifeboat, commanded by *Hertford's* master, John Tuckett and containing 18 crew members including Benjamin McMahon, managed to make its way on its own to Liverpool, Nova Scotia, a distance of 215 nautical miles, arriving 5 days after the

sinking. The third lifeboat, the one with Peter Newton and 17 other crew members in it, was found at sea a full 10 days after *Hertford* was sunk, by the coastal passenger liner S.S. *Fort Townsend*, and those survivors were brought to Halifax.

Peter Newton was from Sunderland in County Durham, England, the son of Alfred and Florence Newton, and the husband of Carolyne Newton, also of Sunderland. He was serving as *Hertford's* Second Engineer when she was torpedoed that evening in late March 1942. Newton suffered severe frostbite during the 10 days he spent in the lifeboat before rescue and one of his legs had to be amputated in Halifax soon afterwards. He died 8 days after being plucked from the cold Atlantic, 18 days after the *Hertford* was sunk, on the 16th of April. He was 36 years old.

Hertford's Chief Steward, Benjamin McMahon, came from London, England, the son of Percy and Nellie McMahon of London. He caught pneumonia during the 5 days before his lifeboat reached Liverpool and he too was hospitalized in Halifax. He survived for a further two weeks, but he didn't recover and died from pneumonia the day after Peter Newton, on the 17th of April 1942, 19 days after his ship went down. He was 32 years old. These are just two of over 29,000 Merchant Navy sailors who died during the Second World War.

Now retrace your steps back to the gravel path that you walked along initially – it will be ahead of you as you stand looking at Newton and McMahon's grave markers, with Camp Hill Hospital now on your right.

On reaching the path turn left and head back towards the Carleton Street entrance where you started.

When you reach the Carleton Street entrance turn right and proceed along the gravel path at the edge of the cemetery in the direction of Robie Street – go all the way to the corner of the cemetery.

As you make your way towards Robie Street, a bit about the military origins of Camp Hill Cemetery.

The site was originally called Windmill Hill by the British settlers over two centuries ago and, as the name suggests, is an elevation slightly higher than the surrounding area. With the Citadel, Halifax's main defensive fortification standing just 600 metres to the east, Windmill Hill was considered an ideal spot where an enemy force attacking Halifax might situate its artillery. The local forces therefore cleared the ground of trees and shrubs to provide a clear line of defensive fire from the Citadel – and the cleared area

becoming part of the Halifax Common, which then encompassed a vastly larger area than what remains as the Commons today.

During a cholera epidemic in 1834, British army troops in Halifax were accommodated in tents erected in the vicinity of Windmill Hill, which became known thereafter as Camp Hill.

The cemetery was established here in 1844 to replace the Old Burying Ground at Spring Garden and Barrington Streets, which had become overcrowded. Many years later, in 1917 a large military hospital – Camp Hill Hospital - was constructed beside the cemetery to handle casualties from the ongoing First World War. That facility evolved into today's Camp Hill Veterans Memorial Building at the QEII Health Sciences Centre, with a number of veterans who died while in care at the hospital being buried here.

Camp Hill Cemetery covers an area of 17 acres, and there is estimated to be over 30,000 people buried here, although only about 5,000 of the graves are marked. The cemetery has remained virtually unchanged in scale and layout in the century and three-quarters of its existence.

Pause the audio here if you haven't yet reached the corner of the cemetery.

When you reach the corner of the cemetery with Robie Street ahead of you, turn right and continue along the gravel path with Robie Street on your left-hand side. Walk about 30 metres until you find the Dennis family grave marker – a 7-foot-tall pink granite memorial topped with a granite urn – it stands just a metre or two off the gravel path, beside a large tree.

Engraved here, on the side facing away from Robie Street, is the name **Eric Dennis**, who was born in Halifax in 1895. He was the son of Agnes Dennis and Senator The Honourable William Dennis, who was the owner of the Halifax Herald and the Evening Mail newspapers. The Kenny-Dennis Building, which still stands at the corner of Granville and George Streets and still bears the name Dennis on its façade, once housed the Halifax Herald.

Eric Reginald Dennis volunteered to serve in the Canadian Army in September 1915, during the First World War. He enlisted as an officer in the 2nd Battalion Canadian Infantry (Eastern Ontario Regiment), part of the Canadian Expeditionary Force, for service in Europe. He saw action in the Battle of the Somme in 1916 during which 1.2 million men were killed on both sides. Eric Dennis himself was killed the following year

during the lead up to the Battle of Vimy Ridge in April 1917, and his body was buried in France.

Notice that his name has the initials MC after it. That stands for the Military Cross, at the time, the third highest decoration in the British Empire after the Victoria Cross and the Distinguished Service Cross, awarded for bravery, heroism or gallantry in action against the enemy. This medal was awarded to Eric Dennis posthumously, after he died in battle, and was presented to his mother, Agnes by the Duke of Devonshire, then Governor General of Canada, at Government House in Halifax.

The official citation reads: "For conspicuous gallantry in action. He rescued some men who were buried, under intense fire, displaying great courage and determination. Later he set a very fine example to his men under very trying conditions." He was 21 years old.

One of Canada's defining events as a nation, the First World War Battle of Vimy Ridge marked the first time the four divisions of the Canadian Corps fought together as a unified army formation – until that point the Canadian units had been mixed in together with others from across the British Empire – this was their opportunity to fight as one.

The Canadians were given the objective of taking Vimy Ridge, an important part of the German front line. After meticulous preparation and rehearsal, the Canadians attacked on the morning of Easter Monday 1917, and three days later they had driven the German defenders off the ridge, winning the Allies a pivotal victory that shifted the course of the war towards their final victory the following year.

The cost however was steep – over 3½ thousand Canadians died at Vimy Ridge and another 7 thousand were injured. The battle became symbolic of Canada's contributions and sacrifices in the war — more than 60,000 dead all told — which later gave Prime Minister Robert Borden the postwar impetus to push for autonomous recognition for Canada from Britain, leading to Canada's change of status from colony to dominion and Commonwealth member.

Return now to the gravel path near the Dennis memorial.

Continue walking in the direction you were headed, with Robie Street still on your left-hand side. Walk another 30 metres or so until you spot a large pink granite obelisk marked with the name James T. West.

At the James T. West marker, leave the gravel path and walk straight into the cemetery with Robie Street behind you, for about 15 metres, until you reach the 6th row of grave markers from the path. Here you'll find a 4-foot-tall white sandstone marker with a black metal cross mounted on top. It often has a small flag or two displayed on it as well, and is relatively easy to spot.

This is the grave of Captain **John Taylor Wood** of the American Civil War Confederate Navy – one of the anomalies of our tour.

Wood was born in 1830 at Fort Snelling, Minnesota, the son of army surgeon Robert Crooke Wood and Ann Mackall Taylor. Ann was the daughter of Zachary Taylor, who would later become the 12th President of the United States in 1849.

John Taylor Wood chose a naval career and as a midshipman he saw service in the Mexican-American War, as well as in the Mediterranean and off Africa where he was involved in suppressing the African slave trade; at one point he was placed in command of a captured Spanish slave ship and was responsible for returning the slaves on board safely to shore in Liberia, West Africa. He graduated from the U.S. Naval Academy in Annapolis, Maryland in 1852 and, after a number of seagoing appointments, found himself back at the Naval Academy teaching gunnery tactics when the American Civil War began in 1861.

John Taylor Wood's aunt had married Jefferson Davis a couple of decades before the Civil War began, and Davis would become the President of the Confederacy in 1862. With his strong family connections to the South, John Taylor Wood resigned his commission in the U.S. Navy and moved to Richmond, Virginia where he joined the Confederate Navy.

He soon found himself appointed to the Confederate States Ship *Virginia*, the first steam-powered ironclad warship built by the Confederacy. The following year, in 1862 he participated in the historic Battle of Hampton Roads, the famous duel between the *Virginia* and the Union Navy's USS *Monitor* – the world's first naval engagement between two ironclad warships.

Although wounded, he survived the battle, and next found himself commanding troops ashore during the Peninsular Campaign of the Civil War, and leading a series of night-time raids against Federal shipping using specially-built shallow draught boats that could be launched from bays and inlets.

Soon after, Confederate President Jefferson Davis – Wood’s uncle - made him his naval aide de camp, holding simultaneously the naval rank of Commander and the army rank of Colonel of cavalry, one of the few men in the Confederacy to hold dual rank, and making him an effective liaison on behalf of Davis, between the army and the navy.

In 1864 Wood was given command of the CSS *Tallahassee*, a fast steam-powered Confederate warship, and sent to conduct blockade running and commerce raiding against Federal shipping along the Atlantic Coast.

During a spectacular series of raids in August that year along the seaboard between New York and Maine, he destroyed 26 vessels and captured 7 others, cementing Wood’s reputation for boldness and daring.

After these raids he entered Halifax Harbour to take on coal and water. As Halifax was a neutral port, *Tallahassee*’s stay was limited by international law to 24 hours – however an additional 12 hours were granted to repair a broken mast. With Federal warships converging on Halifax, Wood hired an experienced local pilot to guide *Tallahassee* out through the narrow Eastern Passage between Lawlor Island and the Dartmouth shore at night, allowing her to escape back to Wilmington, North Carolina.

As the war began to draw to a close, Wood accompanied Jefferson Davis when he had to flee Richmond ahead of the Union Army advancing south. He was briefly captured in Georgia but he escaped, and made his way from Florida to Cuba, in company with Secretary of War John C. Breckinridge, in a lifeboat they commandeered.

Learning that Federal authorities had issued a warrant for his arrest, Wood arranged to meet his family in Canada, and they settled here in Halifax, where he lived for another 40 years.

He ran a profitable merchant shipping firm with former blockade runner John Wilkinson, until his death in Halifax in 1904. Among the eleven children he had with his wife Lola Mackubin, the eldest, Zachary Taylor Wood would become Acting Commissioner of the Royal Canadian Mounted Police and Acting Commissioner of the Yukon Territory in 1902; while his youngest son Charles Carroll Wood graduated from the Royal Military College of Canada in 1896 and as a lieutenant was killed in battle in the Boer War in South Africa.

The next grave marker in our tour is a little harder to find. Turn to face away from the John Taylor Wood marker, with Robie Street again behind you. Make your way for another 30 metres or so directly ahead – you’ll have to skirt around some trees and

bushes, but try to keep Wood's grave marker directly behind you. Count 7 or so rows of grave markers and look for a 10-foot-tall grey granite obelisk belonging to the Holmes family.

When you've found the Holmes obelisk, look on the right hand, or south face to find the name of our next subject, Pilot Officer **Donald Weston Frazee** of the Royal Canadian Air Force.

Donald Frazee was from Vancouver, British Columbia, the son of Costello and Jamesie Frazee. During the mid- to late-1930s he worked for the Royal Bank of Canada in Kelowna and in Vancouver; and in 1942, during the Second World War he enlisted as a pilot in the Royal Canadian Air Force.

Donald Frazee underwent his training as part of a remarkable Canadian war effort known as the Commonwealth Air Training Plan. This was one of the first and most important contributions Canada would make towards the Allied effort in the Second World War.

Under an agreement signed with Britain, Australia and New Zealand in 1939 at the start of the war, Canada agreed to provide facilities and training for airmen from every part of the Commonwealth, to man the Allied air forces. Canada was ideally suited to host this program because our country was far from most of the active fighting and had plenty of wide-open spaces and good flying conditions.

The Air Training Plan was an outstanding success. By the end of the war, it had graduated over 130,000 pilots, observers, flight engineers, and other aircrew for the air forces of Canada, Britain, Australia, and New Zealand. The majority of graduates, nearly 73,000, were Canadians like Donald Frazee, who would go on to provide crews for the 40 home defence squadrons and 45 overseas squadrons of the Royal Canadian Air Force, as well as making up about 25 per cent of the overall strength of British Royal Air Force squadrons. This from a Canadian Air Force at the start of the war that numbered just 4,000 personnel in total.

The plan trained flyers from all over the world including French, Czechoslovakian, Norwegian, Polish, Belgian and Dutch. As well as training air force personnel, there were also over 5,000 destined for the Naval Fleet Air Arm. Over 8 hundred individuals died or were seriously injured in Canada during training alone, and nearly 19 thousand subsequently died during the Second World War.

By the war's end, there were 151 training schools across Canada, in every province, making Canada, in U.S. President Franklin D. Roosevelt's words, "the aerodrome of democracy."

The remains of some of the Plan's training establishments here in Nova Scotia can still be found today, including at Stanley, just east of Windsor, which housed an Elementary Flying Training School and now serves as the home of the Stanley Sport Aviation Association. Also, Yarmouth Airport was a Naval Air Gunnery School; Debert and Greenwood supported Operational Training Units; and Maitland and Waterville were the locations of relief landing fields.

After training in Canada Donald Frazee found himself in 1943 serving in Number 272 Squadron of the Royal Air Force – notice the letters RAF after his name, alongside RCAF. This squadron operated for much of the war in the Mediterranean theatre as a long-range fighter squadron flying Bristol Beaufighters.

Based on the island of Malta from late 1942, the squadron was involved in a wide range of operations, the most important being convoy escort, ground attack and intruder missions against German and Italian forces.

On the 8th of May 1943, Donald Frazee was flying a mission in a Beaufighter with his observer Sergeant John Steele when they were attacked by Italian Macchi (ma-ki) C.202 fighters ten miles off Cape Granitola, near the western tip of Sicily. After being hit by machine gun fire, Frazee's plane was seen to crash into the sea and explode – neither his body nor Sergeant Steele's was recovered.

Donald Frazee was 26 years old. He's officially commemorated on the Malta Memorial, which stands just outside the Maltese capital Valletta, and which contains the names of almost 23-hundred Commonwealth airmen who lost their lives in the Mediterranean theatre during the Second World War and who have no known grave.

For our next site, turn left from the direction you approached Donald Frazee's memorial, and walk along the row of grave markers towards Camp Hill Hospital, with Robie Street on your left. Continue until you reach another gravel path – about 40 metres or so – you can pause the audio until you reach it.

At the gravel path turn right, with Robie Street now behind you. Walk towards the centre of the cemetery – you'll pass the sign for Viola Desmond's grave in about 30 metres. Continue on the gravel path for another 10 metres, until you spot a large black granite grave marker with the name Shatford on it, on your right.

At the Shatford grave marker turn right, and follow the curving row of markers until you reach the 6th one from the gravel path, of grey granite about 3 feet square with the name Harrington on it.

Gordon Sidney Harrington was a major figure in Nova Scotia's history – a lawyer who rose to be the 11th Premier of the province. In addition to his legal and political life however, Harrington played a significant military role.

He was born in Halifax in 1883, one of three children of Sidney and Mary Harrington. His father was a prominent Halifax lawyer, a business partner of Robert Borden, the future Prime Minister of Canada – together they founded the Canadian Bar Association.

Gordon Harrington graduated from Dalhousie Law School in 1904. While in school he also served with the 66th Regiment (Princess Louise Fusiliers) – an army militia unit based here in Halifax and still in existence today. He rose to the rank of Captain.

After graduation, Harrington set up his law practice in Glace Bay, Cape Breton, where he made a name for himself defending the rights of coal miners – and became the legal counsel for the United Mine Workers of America in Cape Breton. He was so respected in the area that he was elected Mayor of Glace Bay.

With the outbreak of the First World War in 1914, Harrington resigned his position as mayor and returned to Halifax, where in October 1915 at the age of 32 he enlisted in the 85th Battalion (Nova Scotia Highlanders), retaining his rank of Captain that he held from his time with the Princess Louise Fusiliers.

With his experience and leadership abilities he was soon promoted to Major, and the following February 1916, he was transferred to the newly created 185th Battalion - Cape Breton Highlanders, under the command of fellow Nova Scotian, the Rhodes scholar and author Frank Parker Day.

Harrington was assigned command of the Battalion's "B" Company, the men in which came predominately from the coal mining towns of Glace Bay and New Waterford and the surrounding areas. It's likely that he knew many of the new recruits and their families from his decade living in Glace Bay.

After spending the summer training at Aldershot, Nova Scotia, the battalion sailed for England in October 1916. In England training continued. Harrington was later attached briefly to the 193rd Battalion of the Nova Scotia Highlanders and then he commanded

the 17th Canadian Reserve Battalion before beginning a series of administrative staff postings with The Ministry of Overseas Military Forces of Canada, headquartered in London. These duties culminated in his appointment as Deputy Minister of that organization, promoted to the rank of Colonel.

His role saw him travel frequently from London to the front lines in France, where the Canadian Corps Headquarters was located. With his legal background, his duties soon involved negotiating for Canada with Britain over control of Canadian forces in operations – essentially how Canadian soldiers were employed during the last two years of the war. His service records indicate that he was brought to the attention of the Secretary of State for War in March 1918 for his valuable services rendered in connection with the war.

The First World War ended in 1918, but it would be a further two years before Harrington himself returned to Canada, as his responsibilities included the repatriation of Canadian troops in the aftermath of the war. Also, he had been hospitalized in 1918 for influenza, and while his medical record doesn't specify, that was during the time when the Spanish Flu was killing millions in one of the worst pandemics the world had seen. Fortunately, he survived, and he was finally demobilized in January 1921.

Back in Nova Scotia, Harrington opened a legal practice in Sydney, Cape Breton. He continued to stand for coal miners' rights, and he again took up the role as legal counsel for the United Mine Workers of America in Cape Breton. In 1925 he entered provincial politics, and served as a member of the legislative assembly for Cape Breton Centre or Cape Breton South for three consecutive elections. Harrington became, fittingly, Minister of Public Works and Mines and, from 1930 to 1933 he was the 11th Premier of Nova Scotia.

Among his accomplishments in government were his implementation of Mother's Allowance and Widow's Allowance, the provision of financial assistance to low-income families, and improved training for teachers. He also played a key role in the completion of the Cabot Trail in Cape Breton.

In the 1933 provincial election, Harrington won his seat, but his government lost to the Liberals under Angus L. MacDonald, a Cape Bretoner and another former officer of the Cape Breton Highlanders.

Harrington remained in the Nova Scotia House of Assembly until 1937, and died six years later in 1943 – just 59 years old. He's buried here at Camp Hill with his wife Catherine Agnes MacDonald, a coal miner's daughter who he married in 1910 as a

young lawyer in Glace Bay. Gordon Harrington was a remarkable man who dedicated his life in various roles, legal, political and military, to helping his fellow Canadians.

As you stand facing the Harrington grave marker, straight ahead of you is a white billboard in a black frame. Head there now, to find the intersection of four gravel paths in the centre of Camp Hill Cemetery. Pause the audio until you reach it.

When you reach the gravel crossroads, face in the direction of Camp Hill Hospital. Robie Street will be to your left, and the Public Gardens and Summer Street to your right. Walk along the gravel path in the direction of Camp Hill Hospital for about 10 metres, until you reach the 4th concentric ring of grave markers that circle the centre of the cemetery – at this point you will see a grave marker with the name Blois – B-L-O-I-S - on it, on your right-hand side. Turn right here and follow the curving row of markers to the 7th one from the gravel path. Here you will find a large, 5-foot-tall grey granite marker with the names Burke, Allen and Hamilton on it.

On the side of this marker is the name of Private **Joseph Hamilton Allen**.

Born in Yarmouth in 1897, the son of Edmund and Isabel Allen, Joseph Allen was an 18-year-old clerk in a drug store in Halifax when the First World War broke out. He enlisted in the 66th Regiment (Princess Louise Fusiliers) in Halifax in November 1915, for service with the Canadian Expeditionary Force in France.

Allen arrived in England on the 30th of January 1916 and there was assigned to the 17th Reserve Battalion, the same unit later commanded by Gordon Harrington, which provided reinforcements for the Canadian Corps at the front. Accordingly, in April 1916 he was transferred to the 27th (City of Winnipeg) Battalion just in time to fight in the Battle of St Eloi in France later that month. This was the first major engagement for the 2nd Canadian Division – and Allen's 27th Battalion suffered 40 killed and 189 wounded.

The next action for Allen and his battalion was the notorious Somme offensive that began on the 1st of July 1916. On that day alone some 20,000 British, Canadian and Allied soldiers were killed, with another 40,000 wounded – the single bloodiest day of casualties in history. Over the four months of the Somme offensive there were more than a million Allied and German casualties, including over 24,000 Canadians.

One of the most notable battles of the Somme offensive was the Battle of Courcelette in mid-September 1916. That battle marked the first time that tanks were used in warfare, as well as a new tactic: the creeping artillery barrage that would later be so effective at Vimy Ridge, employed here for the first time. The Canadian Corps succeeded in

capturing the village of Courcelette on September the 15th, however Private Allen was reported missing and killed in action that day. His body was never recovered and he has no known grave. He was 19 years old.

After the war France gave Canada a portion of the land on Vimy Ridge, the site of Canada's most significant victory during the First World War, which we talked about earlier. On that ridge Canada built a towering monument – the Canadian National Vimy Memorial – to commemorate the Canadian soldiers killed during the First World War and for whom there is no known grave. Joseph Hamilton Allen is one of the 11,285 Canadian names inscribed on that monument. Additionally, he's remembered on the Allen family grave marker before you, here in Camp Hill.

From Private Allen's memorial, retrace your steps back to the gravel pathway.

When you reach the gravel pathway, turn right, and walk in the direction of Camp Hill Hospital for about 10 metres. Look for the low, grey granite grave marker on your left with the name Guildford engraved on its face.

This is the final resting place of Lieutenant Colonel **David Adams Guildford**, an officer who served in both the First and Second World Wars.

David Guildford was born in 1892, the son of Robert and Helen Guildford of Cunard Street here in Halifax. While attending school he served with the Royal Canadian Garrison Artillery in Halifax. When the First World War began, he enlisted, initially in the 64th Battery Canadian Field Artillery in September 1914; and he was transferred to the 15th Battery of the Canadian Field Artillery in June 1916. In December that year, promoted to Lieutenant, he joined the 5th Canadian Siege Battery, with which he served for the remaining 2 years of the war.

Guildford was almost continuously in action at the front. As an artillery officer, his responsibilities included directing bombardments against enemy trenches, machine gun emplacements, troop concentrations and dugouts. He saw action in the Battles of St Eloi Craters, Passchendaele, the Somme, and Vimy Ridge, and survived numerous poison gas attacks and enemy artillery fire.

As mentioned briefly earlier, the Battle of Vimy Ridge, from the 9th to the 12th of April 1917 set a new standard in the war for artillery support to deal with strong enemy positions and counterattacks. This "creeping barrage" evolved to protect troops advancing against the enemy, with artillery shelling coordinated to keep just ahead of

friendly troops, giving the enemy no time to leave their shelters and return to their defensive positions

David Guildford was Mentioned in Despatches for gallant or meritorious service in the face of the enemy, and he was awarded the Military Cross in June 1919, as mentioned earlier, one of the highest honours for gallantry in action against the enemy.

He fell seriously ill in February 1919 just after the war ended, with bronchial pneumonia and empyema following a severe bout of influenza – again, likely the Spanish Flu. He recovered, but it left him with partial loss of function of his left lung. He was finally repatriated to Canada later in 1919.

After serving in the First World War, Guildford engaged in a business career and became a Director with Guildford's Limited, a Halifax company that manufactured building materials. In June 1920 he married Vera Purvis Cunningham and they had two daughters and a son.

Guildford again enlisted in the Canadian Army as a Major in the Artillery in September 1939, right at the start of the Second World War – he was now age 47.

Promoted soon to Lieutenant Colonel, he was appointed as the Commanding Officer of Number 6 Depot of the Canadian Army in Halifax in August 1940. After 2½ years in command he was sent to Number 1 Transit Camp in Windsor, Nova Scotia as the Administration Officer and Second in Command in January 1943, moving up to take command of the Transit Camp later that year, in October.

He next served with Number 6 District Depot in December 1944, and he was finally placed on the Reserve Active Officers List in August 1945, having served a valuable support role on the home front for the entire six-year duration of the Second World War.

In addition to the Military Cross and his campaign medals, David Guildford was awarded the Volunteer Officer's Decoration for long and meritorious service.

He died two years after the end of the Second World War in December 1947 at age 55.

Next, continue along the gravel path, still in the direction of Camp Hill Hospital for another 20 metres or so. Look for a grave marker with the name Dexter on your left-hand side – it stands next to a tall granite obelisk.

Just behind the Dexter grave marker, in the second row from the path, you'll find our next site – the grave marker of Chief Petty Officer Albert Kynman – a black granite tablet, about 3 feet tall and 2 feet wide.

Albert Kynman was born in York, England in 1908 and orphaned after the death of his mother Eva in 1915 and his father Richard in 1923. He was sent to Canada in 1926 along with his twin brother Arthur and their younger brother George, as part of the Salvation Army Boys Scheme, which was intended to help people living in extreme poverty in Britain gain skilled employment and start a new life in places such as Australia and Canada. Albert and his brothers were just three of around a quarter of a million people who emigrated from Britain to the Dominions with the assistance of The Salvation Army during this period.

As a young man Albert Kynman initially worked as a merchant seaman during the 1930s and eventually became a member of the Royal Canadian Naval Reserve, where he rose to the rank of Chief Petty Officer. In 1945, the last year of the Second World War, he was serving in HMCS *Esquimalt*, operating out of Halifax.

Esquimalt was a Bangor-class minesweeper, built and commissioned three years previously in Sorel, Quebec, and which had been used to conduct patrol and escort duties as part of the Newfoundland Escort Force and later with the Halifax Local Defence Force. This was during the Battle of the Atlantic, the longest continuous battle of the Second World War, running from 1939 to 1945, which was discussed earlier.

Canada's naval role during that battle was, primarily, to escort the hundreds of convoys that gathered in Halifax and Sydney, Nova Scotia, for the treacherous journey across the Atlantic, hunted throughout by the German U-boat wolf packs. More than 70,000 Allied seamen, merchant mariners and airmen lost their lives, including approximately 4,400 from Canada and Newfoundland.

Canada entered the war as a small country with an even smaller navy. From a handful of ships and a few thousand personnel, the Royal Canadian Navy (or RCN) expanded into a major fleet, with more than 400 ships and 90,000 sailors and about 6,000 women in the Women's Royal Canadian Naval Service. By the war's end, Canada had the fourth-largest navy in the world, and the Canadian Navy's success in the long Battle of the Atlantic had played a critical part in the Allied victory in the Second World War.

The most important measure of this success was the safe passage during the war of over 25,000 merchant ships under Canadian escort. These cargo vessels delivered

nearly 165 million tons of supplies to Britain and to the Allied forces that liberated Europe.

In the course of these operations the RCN sank, or shared in the destruction, of 31 enemy submarines. Of course, that took its toll - the RCN lost 14 warships to U-boat attacks and another eight ships to collisions and other accidents in the unforgiving North Atlantic Ocean. Most of the 2,000 members of the RCN who lost their lives died in combat in the Atlantic.

On the evening of the 15th of April 1945, HMCS *Esquimalt* sailed from Halifax on an anti-submarine patrol in the harbour approaches. She was directed to rendezvous there the next day, the 16th, with HMCS *Sarnia*, another similar minesweeper.

Early that morning, just 5 miles off Chebucto Head, *Esquimalt* was struck by a torpedo fired from the German submarine U-190. The explosion knocked out the power onboard instantly, preventing the ship from sending a distress signal, and it sank within 4 minutes.

The crew managed to launch four Carley floats, which were essentially life rafts; they could see the lights of Halifax, but because there was no distress signal, no-one knew that *Esquimalt* had been sunk until, 6 hours later HMCS *Sarnia* arrived to meet up with them and discovered the rafts. By then, 39 men – nearly half the ship's company – had died, either during the sinking or from exposure during their time in the Carley floats that cold April morning.

Albert Kynman suffered multiple fractures when the torpedo struck *Esquimalt*, but made it into one of the rafts. He died of exposure during the time before *Sarnia* arrived to rescue the survivors. His body was buried here in Camp Hill Cemetery with full military honours; he was 36 years old and had not married.

Notice that his grave marker is not one produced by the Commonwealth War Graves Commission, although the Commission continues to maintain it. Whoever had it placed here is unknown - perhaps someone represented by the letter N engraved below the inscription.

Esquimalt was the last Canadian warship to be sunk during the Second World War, which ended less than a month after the sinking. At the war's end U-190 surrendered to the Royal Canadian Navy, on the 11th of May 1945, and was escorted to Bay Bulls, Newfoundland.

The submarine was sunk two years later in 1947 near where *Esquimalt* had been torpedoed, as part of a naval training exercise. The periscope from the submarine however was removed first, and can be seen today at the Crow's Nest Officers' Club in St. John's, Newfoundland.

Those who died during the Battle of the Atlantic are still commemorated the first Sunday every May at a service held at the Sailors' Monument just 3 kilometres south of here in Halifax's Point Pleasant Park.

From Albert Kynman's grave marker, return to the gravel pathway and continue towards Camp Hill Hospital, all the way until you reach the fence at the end.

On reaching the fence at the end of the gravel path you will encounter another gravel path running alongside the fence – turn right here. Now, with Camp Hill Hospital and Veterans' Memorial Lane on your left, count 9 rows of grave markers from the corner where you just turned right, looking for a black granite marker with the name Boutilier on it.

Here, turn right again, now with the Hospital behind you, and count in to the 8th grave marker from the gravel path. This black granite marker, about 3 feet tall and a foot-and-a-half wide, is the resting place of Vice Admiral **George Clarence Jones** of the Royal Canadian Navy.

The Navy has played a major part in the history of Halifax for the past 2½ centuries – first as a key overseas base for Britain's Royal Navy, and more recently as the home of the Royal Canadian Navy's Atlantic Fleet, the principal naval base in Canada.

Britain established a naval yard here in 1758 to support operations against the French in North America during the Seven Years War, and launched the campaigns to take Louisburg, Quebec and Montreal from here. Halifax became the Royal Navy's principal foothold in North America after the American Revolutionary War ended in 1783. And it was from here that the British fleet conducted blockade operations against the American coast during the War of 1812, including the launching of the raid on Washington that featured the burning of the White House in 1814.

The Royal Navy continued to use Halifax as the summer base for its North American and West Indies Squadron throughout the 19th century, until handing over the naval yard and the vast defences of the Halifax Fortress to Canada in 1904. Canada would establish its own navy soon after, in 1910, and Halifax would be the principal base for convoy operations during both the First and Second World Wars.

George Clarence Jones was in the very first class of cadets trained at the newly founded Royal Naval College of Canada, here in Halifax, beginning in 1911. During a career spanning both world wars he would rise to be the Chief of the Naval Staff, in command of the Royal Canadian Navy.

Born in Halifax in 1895, he was just 16 years old when he joined the brand-new navy, and was described by one of his contemporaries as “always bright and sometimes brilliant” with an infectious laugh and a warm smile. This warmth was tempered with hard work - and an admirable hint of ambition.

As was the case in the early years of Canada’s Navy, much training was conducted in and with the British Royal Navy, and Jones spent the years of the First World War at sea in the British armoured cruisers *Berwick*, *Suffolk* and *Cumberland*, the destroyer *Pelican*, and studying gunnery at HMS *Excellent* in Portsmouth, England. He was appointed as Executive Officer, second-in-command of the brand-new destroyer HMS *Vanquisher* in 1917 at just 22 years old – an indication of his abilities.

Jones returned to Canada after the First World War ended in 1918, and was given command of the new Canadian destroyer HMCS *Patrician* at age 25. He continued to train periodically with the Royal Navy, and served in the British battleships *Resolution*, *Iron Duke* and *Benbow*, and commanded the Canadian destroyers *Skeena* and *Ottawa*, and was commanding the latter as the Second World War erupted in 1939.

During that war Jones continued his rapid rise through the ranks, as a Commodore in command of the Halifax Force from his flagship HMCS *Assiniboine*, to Rear Admiral in command of the Atlantic Coast and then as Vice Chief of the Naval Staff in Ottawa, the second-in-command of the Royal Canadian Navy. Promoted to Vice Admiral in 1944, he became the Chief of the Naval Staff.

Admiral Jones had by then become, by a number of accounts, a difficult man. His ambition and drive brought him into conflict with a number of his contemporaries, most notably Vice Admiral Leonard Murray, one of his classmates from the Naval College.

Somehow during the 1930s and 40s Jones evolved from the bright and agreeable cadet of his early years into someone described as a tyrant – bitter, intolerant and ruthlessly ambitious. He was a superb staff officer however, and he adeptly led the Royal Canadian Navy as it expanded exponentially during the war, and he oversaw the integration of Canadian naval efforts with allied British and American forces to achieve victory in the Battle of the Atlantic.

He was also a great supporter of the Women's Royal Canadian Naval Service, which was formed in 1942, and he did much to advance the standing of women within the Navy. His uncompromising work ethic however took its toll.

He suffered a heart attack in 1942 while Vice Chief of the Naval Staff, and a second, fatal one in February 1946, just 5 months after the end of the Second World War. He died while serving as the Chief of the Naval Staff at age 55.

Three years earlier, in 1943 Jones had been made a Companion of the Order of the Bath by the King – the initials CB after his name on his grave marker – for his contribution to the Canadian Naval war effort, and in particular for maintaining the Atlantic lifeline between Canada and Britain.

The citation indicated “an outstanding officer of great ability.” Accolades continued to pour in after his death: the United States made him a Commander of the Legion of Merit, in part for his “excellent integration of the Canadian and United States Navies, which resulted in the complete defeat of the enemy in the Atlantic.”

France posthumously made him a Commander of the Legion of Honour and subsequently awarded him the Croix de Guerre with bronze palm; while Norway made him a Knight (First Class) of the Order of St. Olav.

Vice Admiral Jones was a complex man, and one of the key figures in the history of the Royal Canadian Navy. Before you leave his grave, note that there is a second grave marker for Admiral Jones, behind the black granite one, lying flush with the ground. This is the original Commonwealth War Graves Commission marker that was placed here initially, with the more prominent black granite one added by the Navy later.

This completes the Military Tour of the Camp Hill Cemetery...

There are of course many more stories beyond the few we have been able to touch on during this tour. Two of them with a military connection include the graves of Chaplain William Andrew White, who was the only Black officer in the Canadian Expeditionary Force; and the various sailors from the Dutch and Norwegian Merchant Navies who died here during the Second World War while their countries were occupied by Nazi Germany. These two stories and others are well covered in an earlier Camp Hill Cemetery audio tour, one of a series which you can find on the web site of the Friends of the Public Gardens, at halifaxpublicgardens.ca

To return to where you started, retrace your steps, taking you back to the centre of the cemetery where the gravel paths cross. Once there, you can continue straight ahead to reach the Carleton Street entrance, or turn left to head to the Summer Street entrance near the Public Gardens, or turn right to exit at Robie Street.

Thank-you for your interest. This audio tour is a joint effort between the Friends of the Public Gardens and the Halifax Military Heritage Preservation Society and was researched and written by Tom Tulloch. The accompanying brochure was designed by Mike Nearing. Should you wish to know more about Halifax's rich military history please visit the web site of the Halifax Military Heritage Preservation Society at hnhps.ca, where you will find more detailed information on other military heritage sites in the Halifax Regional Municipality.