

Historian Recalls What Went Wrong At Dieppe

By KEN METHERAL
Canadian Press Staff Writer
LONDON (CP) — What went wrong at Dieppe? For more than 14 years military strategists have pondered this question as they reviewed the events of the Aug. 19, 1942, raid on the French port in which more than half the 4,963 Canadians taking part were either killed or taken prisoner.

One of the most forthright attempts to assess blame is contained in an official Royal Navy account published Monday — "The War at Sea, Volume II," by Capt. S. W. Roskill.

Roskill's account puts the main blame on over-riding and wrong planning. He discreetly names no name on whom the main responsibility must fall, but Canadian army historian Col. C. P. Stacey in "The Official History of the Canadian Army" has written: "So far as any one individual had general authority over the operation, it was the chief of combined operations, Lord Louis Mountbatten."

Mountbatten now is a first sea lord.

RIGIDITY CRITICIZED
Criticizing the rigidity of the Dieppe plan, Roskill says: "The time laid down in the orders for withdrawal was 11 a.m.; but when the force commanders wished to advance it by half an hour, it was pointed out that this would upset the timetable for laying the protective smoke-screen."

The result: waiting men died needlessly on the beaches to suit a paper-plan.

Roskill says even the German army's report expressed astonishment later at the finicky exactitude of the operation orders and adds: "There is a certain irony in this German criticism of British excess of detail and inflexibility in planning; for we are inclined to consider such faults essentially Teutonic."

THREE BASIC ERRORS
Roskill says three basic errors were made in the advance planning for the raid.

1. There was no preliminary air bombardment because the plan-

ners argued it would place the enemy on the alert and the destruction it caused would hold up Canadian tanks when they got ashore.

Says Roskill: "Later experience leads one to believe that these arguments were not altogether sound."

2. Failure to include a capital ship in the attacking force to soften up the Dieppe defences.

Says Roskill: "After it was all over the naval force commander and the commander-in-chief, Portsmouth, both independently expressed a regret that a battleship had not been present; and the former considered that one 'would probably have turned the tide in our favor.'"

3. No airborne troops were used. The German army's subsequent report on the raid took the view that if they had been dropped in the eastern flank assault, the outcome might have been different.

Says Roskill: "One must admit that in the wisdom of after events (the enemy's) judgment... now seems sound."

MISTAKES BY COMMANDERS
Roskill also says mistakes were made by the commanders on the spot, including that of the military commander in sending in his floating reserve after the main as-

sault had irreparably failed.

The military commander, Maj. Gen. J. H. Roberts of Canada, acting under the over-all command of Admiral J. Hughes-Hallett of the Royal Navy, ordered in the Fusiliers Mont-Royal, unaware that the Canadian Essex Scottish and the Royal Hamilton Light Infantry had been unable to secure the main beach. As the Canadians landed, the German guns cut them to ribbons.

Of an allied force of nearly 6,000 that sailed for Dieppe, 4,963 were Canadian, and of these only 2,211 came back. Canadian prisoners taken in nine hours of combat outnumbered those captured in 20 months in Italy.

Not a single tank put ashore was recovered and one destroyer, 33 landing craft and 106 planes were lost in the operation.

This costly failure proved that air superiority was essential for such actions. The Germans drew a false conclusion from the raid. They assumed that when the invasion of Europe came the allies would aim first at capturing a large port.

"It is likely that this false deduction contributed greatly to the success of the landings on the Normandy beaches in 1944," says Roskill.

GEORGETOWN

Friends of Mr. John D. Gotell, naval veteran of World War II are sorry to hear that he has entered hospital in Charlottetown for treatment and all wish him an early return to good health.

Mr. and Mrs. Colin Landry and family of Montague were recent guests of Mrs. Landry's parents, Mr. and Mrs. Guy Hemphill.

Mr. Arthur Yorston was a recent visitor to Mount Stewart. Mr. and Mrs. William White of Borden were recent visitors to Georgetown.

Friends of Mr. Aeneas MacDonald, Canadian National Railway trainman, are sorry to hear that he is a patient in the Charlottetown hospital and all wish him a speedy recovery.

Mr. and Mrs. Eric O'Hanley of Summerside, where Mr. O'Hanley is stationed as a member of the Royal Canadian Air Force, are guests of Mrs. O'Hanley's parents, Mr. and Mrs. George Moler.

Mr. Russell White who is spending the winter in Charlottetown was a recent visitor to Georgetown.

Mrs. Raymond Soloman was a visitor to the City on Friday, Jan. 25th.

Mr. Arthur MacSwain spent several days with friends in the City during last week.

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Reading Club For Teen-Agers Meets

The regular meeting of the "Teen-Agers" reading club, under the auspices of the Montague branch of the Library, was held in the council room on January 22nd, with the president, Eileen Annear in the chair.

The minutes of the last meeting were read and approved. It was moved and seconded that there should be a better way of responding when answering to roll call. It was decided that for next week, the members would answer roll call by quoting a line from a famous book or poem.

The librarian, who has given us so much of her knowledge on books, suggested that we chose a book, to be read each week at our meeting. The book chosen was "A Lamby is Heavy". The story is written about the nursing profession.

Ethel Irving was appointed to read her book report for the next meeting. There being no further business, the meeting adjourned.

Hospital and all wish him a speedy recovery.

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Geo'town Native New C.N.R. Agent At Sydney Mines

MONCTON — The appointment of Charles H. Morrissey as agent for the Canadian National Railways at Sydney Mines N.S. was announced Monday by Robert B. Graham, assistant general manager of the company.

Mr. Morrissey, a native of Georgetown, P.E.I. joined the C.N.R. as spare operator at New Glasgow, N.S. in 1917. He later became operator and served at McKinnon Harbor, Malagash, North Sydney and Sydney Mines. In 1943 he was named acting agent at Springhill Jct. and later was appointed agent there.

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"May Have Been A Fool To Sell" Says Millionaire Farmer

GRANDE PRAIRIE, Alta. (CP) — Thirty years ago Lee Alward freighted a tractor over muskeg roads into the sparsely settled Peace River area to setup the big farming operation he had pioneered. It was an honest blunder that led to a fortune.

Other homesteaders on this new frontier of Canadian farming considered the machine impractical; this far north, the price of diesel oil was beyond their reach. It had to be hauled over crude corduroy roads from Edmonton, 500 miles south.

But the New Brunswick-born Alward, one of the first to arrive in the region, was then considered wealthy after parlaying a half-section homestead into a chain of big farms, and had the money to try a new method.

LONG TRUCK HAUL
He would freight in oil bought directly from the Turner Valley oil field, 600 miles south. It had all the earmarks of a shrewd business venture, until his truck bogged down in mud. He was forced to make four trips over one 100-mile stretch to get the load to the farm. The bill was impressive.

Alward, then about 40, remembered an excursion made several years previously to the Monkan pass. There, he had been fascinated by gas bubbles in mountain spring water, and found that a match held close to nearby fissures would ignite gas.

In the next year, geology text books streamed into his mailbox and his coal-oil lamps burned late. Once he had the groundwork, Alward proceeded to toss the profits of 20 years' successful farming into a gamble.

Starting a 25-year search for crude oil, he spent nearly all his time at it between looking after his grain crops.

LUCKLESS START
Finally, in 1946, Alward invested \$100,000 in an oil-drilling venture on a belt of land just inside the Alberta border, 20 miles from the start of the Alaska highway at Dawson Creek, B.C. The drill punched down 7,000 feet without success, and Alward yielded to creditors who picked the well site clean.

The following year brought the famous Leduc oil discovery south of Edmonton, and British Columbia, in an attempt to divert some of the westward flow, opened up crown-owned northern land for exploration.

"Danged if everything hadn't

been taken up in that Fort St. John area except the acreage I'd had my eye on for years," Alward, now 76, recalls. He filed on 76 sections—nearly 50,000 acres—in the region.

Soon oil-company planes brought executives into Grande Prairie. Alward listened to several proposals and turned them down—except the last.

GAS IN PLENTY
Pacific Petroleum Ltd., a Canadian-owned independent, pledged Alward a 10-per-cent interest in all gas or oil production in exchange for the exploration rights on his 50,000 acres. He accepted and in 1951 the company discovered gas a-plenty.

Alward had plucked his 76 sections from the heart of the now-famous Fort St. John gas field.

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ANNUAL MEETING

The annual meeting of the Hazelbrook Dairying Co., will be held in Millview Hall at 1:30 p.m., Saturday, Feb. 2, 1957 or Monday if Saturday is not fine.

All patrons having old shares for transferring may bring same to meeting. Service charges to value of a share will be issued.

Enlarging of the plant will be discussed.

EARL INGS, President.

TONIGHT AT 11.30 P. M.

"THE WEREWOLF" GOES ON THE PROWL BRINGING THRILLS AND CHILLS IN ANOTHER EXCITING MIDNIGHT SHOW.

SEE The Werewolf stalk his prey... with human brains... and animal instincts!

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Crowned Queen Of Mt. A. Campus

SACKVILLE, N. B. (CP)—Eighteen-year-old Barbara Estey of Fredericton has been crowned queen of the Mt. Allison University campus.

At the annual coronation dance, Judy Hollett of Burn, Nfld., 1956 queen, handed over robes and crown to her successor, Miss Estey, daughter of Mr. and Mrs. J.

Her princesses are Penny Peet of Truro, Judy McColm of Quebec City, Joan Carlisle of Sackville, N. B., Elsa Beatty of Bridgetown, N. S., Sally Trueman of Ottawa and Bev Marshall of Winnipeg.

SEAL HAVEN
Baby seals can frequently be seen splashing on the rocks of the Selly Isles, close to Land's End in Britain.

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