

26 XII

Newsletter



Volume 3, Issue 3 Newsletter of Brandon's Military Museum July 2014

26 FIELD REGIMENT RCA/XII MANITOBA DRAGOONS MUSEUM• BRANDON MB

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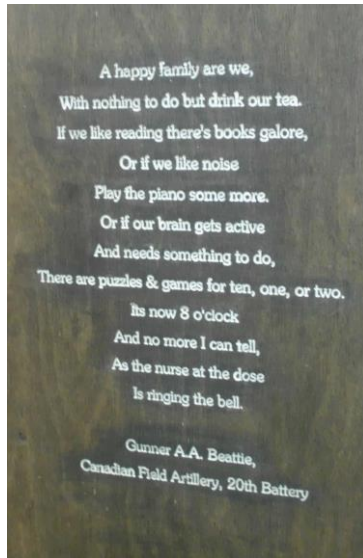


Lords House Manchester England Photo daily mail.co.uk

*A happy family are we,
With nothing to do but drink our tea.
If we like reading there's books galore,
Or if we like noise,
Play the piano some more,
Or if our brain gets active
And needs something to do
Then there are puzzles and games for ten, one or two.
It's now 8 o'clock
And no more I can tell
As the nurse at the dose
Is ringing the bell.
Gunner A. A. Beattie
Canadian Field Artillery, 20th Battery*



*General Service Badge of the Canadian Field Artillery CEF
Photo ebay.ca*



Poem in stone Photo F Howard-Smith



Nursing Sisters and patients at a WWI British Military Hospital Photo scarletfinders.co.uk

Gunner A. A. Beattie a soldier with Canadian Field Artillery (CFA), 20th Battery wrote the above poem while convalescing at a British Military Hospital in Lords House outside Manchester. 20th Battery was part of 5th Brigade Canadian Field Artillery which also included; 17th Battery CFA, 18th Battery CFA and 23rd (Howitzer) Battery CFA. Thousands of individual medical units in private homes manor houses came into service in the United Kingdom during the Great War, operated by either the War Office, the Joint War Committee (consisting of the British Red Cross Society and St. John's Ambulance Brigade) or privately run hospitals. Beside these facilities there were wards in existing civil hospitals and asylums set aside for the care of military patients.

Credit scarletfinders.co.uk

M-109 Update

The M-109 Self Propelled Howitzer will soon be on its way to Brandon to sit proudly on the new concrete pad installed by Pichie Concrete Work Ltd.



Dennis Pichie and crew of Pichie Concrete Work and Curator Edd. Mc Arthur show off the new M-109 Pad Photo Editor



M-109 on a flatbed going somewhere Photo SDI

Friends of the 26 Field Artillery- XII Manitoba Dragoons Museum INC. (FOMI)



L to R; FOMI Board President Rene Bell, CD, Vice President Jacquie Thompson, Secretary Arlene Haggerty and Treasurer Penny LaRocque June 2014, Photo SDI.

The Friends of the 26 Field Artillery – XII Manitoba Dragoons Museum Inc. started working on the 21st May 2014 The Friends of Board will be responsible for Museum education, programs, fundraising, issuing Income Tax Receipts, applying for all Federal, Provincial, and City grants. The Museum Board of Directors and volunteers thank these dedicated people for volunteering their time and skills to carry out this important work.

FOMI Members Rick Reimer, Debbie McArthur Museum Liaison (ML) Edd. Mc Arthur for FOMI Membership information please contact ML at caolan@wcqwave.ca

Vimy Night Fundraiser

The Friends of 26 Field Artillery - XII Manitoba Dragoons Military Museum Inc. thank all the people who attended the Museum's Thirty-Fourth Annual Vimy Night Celebration and Fundraiser on Saturday 5th of April 2014. The Vimy Night consisted of a Chinese Food Buffet, a live and a silent auction. The night was well supported by family and friends of the museum, our thanks to all who attended.

Volunteers the backbone of the Museum

This summer has been a real busy time with all the work going on in the Armoury. BDR has been in the Armoury all summer installing the fire protection sprinkler system. They finished at the end of July. A more professional group of tradespeople would be hard to find, polite and courteous at all times in their dealings with the museum. The staff did everything they could to minimize the impact on the museum. It was truly a pleasure to have them on site. Bee-Clean was great with their help in getting the Museum clean and shiny and went above and beyond to help the museum. The Volunteers took this opportunity to spruce up the museum, cleaning artefacts and painting and installing new display areas. Leaving their new museum shirts at home they rolled up their sleeves and got dirty. Many thanks to Bill, Don, Faye, George, Glenn, Gord, John, Lorna, Pat, Sandy, Ted,

World War One Part Two Over by Christmas Liège to Dogger Bank.

Battle of Liège

The Battle of Liège was the opening land engagement of the Imperial Germany's invasion of neutral Belgium and the first battle of WWI. The battle for the city started on the 5th of August 1914 and lasted until 16th August with the last of the Liège fortification surrender. The Belgian Army is remembered for their resistance during the early days of the WWI. The army was only a tenth the size of the Imperial German Army; it held back the German offensive for almost a month, which gave the British and French Armies the time they needed to prepare for the Marne Counteroffensive later in September 1914. Germany's invasion of Belgium led to the British entry into the war. The Battle of Liège signified the Schlieffen Plan. The initial aim of von Bulow's Second Army, which comprised 320,000 men, was to seize the city of Liege, gateway to Belgium, which blocked the narrow gap between the 'Limburg and the Ardennes. However Liège was defended by a ring of twelve heavily armed forts built on high ground in the 1880s, six on each side of the Meuse River, each 3 to 5km apart, and some 6 to 10km from Liège itself. The forts contained a total of 400 retractable guns, up to

210mm in size. Belgian General Leman's total force was small just 70,000 soldiers and the fort to some extent helped offset the superior numbers of the Germans. German General Emmich with a force of 30,000 men, attacked at night on 5 August, sustaining heavy losses and making very little progress, which was a surprise to the extremely confident German Army. German General Ludendorff use of Zeppelins to drop bombs into the city and citadel and led the 14th Brigade in between the forts into the city (which was not very well defended by the Belgians) forcing the Belgian garrison to surrender on 7th August. The Germans could not hope to continue their advance through Belgium without first capturing the forts. In order to assist with this the Germans introduced a weapon, which until that point remained unknown to the Allies, Austrian-built 17-inch howitzers. With the significant aid of the howitzers and a 420mm siege howitzer (BIG BERTHA), the forts were finally taken on 16th August, General Leman having to be carried unconscious out of the besieged forts. On the 17th August, the German Second Army, together with First and Third Armies, began to implement the next stage of the Schlieffen Plan, embarking upon a wide sweeping wheel movement through Belgium, forcing the Belgian army back to Antwerp. Brussels itself was captured without resistance by General von Kluck of the First Army on 20 August.

Battle of the Frontiers

The Battle of the Frontiers was a series of battles fought at Mulhouse, Lorraine, the Ardennes, Charleroi, and Mons. They were fought along the eastern border of France and in the south of Belgium shortly after the outbreak of WWI. The German advance through France was delayed by the movement of General Charles Lanrezac's Fifth Army towards the north-west to intercept them and the presence of the British Expeditionary Force (BEF) on his left flank. The Franco-British were driven back by the Germans, who were able to invade northern France. French Army and BEF rear guard actions delayed the German advance, allowing the French time to transfer their forces to the west to defend Paris, resulting in the First Battle of the Marne.

First Battle of the Marne

The First Battle of the Marne was conducted between 6th and the 12th September 1914. The outcome of the battle brought to an end the war of movement that had dominated the First World War since the beginning of August. The outcome of the battle was that the German advance was brought to a halt, (stalemate) and trench warfare ensued. Also known as the Miracle of the Marne because of the Franco British victory against the German Army. The battle was the zenith of the German advance into France, which had reached the eastern outskirts of Paris during the chase of the Allied armies, which followed the Battle of the Frontiers. The counterattack of the French Army and the BEF along the Marne River forced the German Imperial Army to abandon its push on Paris and retreat north-east, ending its Race to the Sea and setting the stage for four years of trench warfare on the Western Front. The Battle of the Marne was an immense strategic victory for the Allies, wrecking Germany's bid to 'unhinge' the Verdun-Marne-Paris line in their first campaign of the war and forcing them to breach it directly in their next campaign against France. About 6,000 of the French soldiers that strengthened the Western Flank were transported in 600 taxi cabs to the battle. Their effect on French morale was immeasurable on.



Taxi Cab of the Marne Wikipedia
Wikipedia



Battle of the Marne Encyclopedia Britannica



Centenary reenactment of the ride to the front roadstothe greatwar-ww1

The war pushed on the land battles throughout 1914 from the Siege of Maubeuge through Battle of Le Cateau, Battle of St. Quentin, First Battle of the Aisne, Siege of Antwerp, First Battle of Albert, First Battle of Arras,

Battle of the Yser, First Battle of Ypres to the First Battle of Champagne which started just before Christmas 1914 and went on until St Patrick's day 1915.

The First Battle of the Atlantic 1914-1918

The Atlantic U-boat campaign of World War I was the protracted naval conflict between the Allied Navies and the German Submarines of the German Kaiserliche Marine (GKM) (Imperial German Navy) in the waters of the Atlantic, the seas around the British Isles, and the coast of France. At the start of the War the U-boats were directed against the British Grand Fleet. Later U-boat campaign was directed against the trade routes of the Allied powers. The conflict was extremely destructive, and resulted in the loss of almost fifty percent of Britain's merchant marine fleet during WWI. As with WWII submarine threat was countered with convoys, the Allies moved shipping into convoys guarded by destroyers. Blockades were instituted and minefields were laid, along with aircraft patrols to monitor the U-boat bases.

The First Battle of Heligoland Bight

The First Battle of Heligoland Bight was the first naval battle of the WWI, fought between the Royal Navy (RN) of Britain and the GKM on 28 August 1914. The battle took place in the southeastern North Sea when the British attacked German patrols off the northwest German coast. Three German light cruisers and one destroyer were sunk. Three more light cruisers were damaged, 712 sailors killed, 530 injured and 336 taken prisoner. The British suffered one light cruiser and three destroyers damaged, 35 killed and 40 wounded. The battle was regarded as a great victory in Britain, where the returning ships were met by cheering crowds. VAdm Beatty was regarded as a hero, although he had taken little part in the action or planning of the raid, which was led by Commodore Tyrwhitt and conceived by himself and Commodore Keyes, who had persuaded the Admiralty to adopt it. However, the raid most likely would have been a disaster had not Adm John Jellicoe sent additional forces under Beatty. The effect upon the Kaiser and the German government was to restrict the freedom of action of the GKM, instructing it to remain in port and avoid any contact with superior forces.

The Battle of Coronel

The naval Battle of Coronel took place on 1 November 1914 off the coast of Chile near the city of Coronel. GKM forces Commanded by Vice-Admiral Graf Maximilian von Spee met and defeated a RN squadron under RAdm Sir Christopher Cradock. The engagement was a result of several misunderstandings. Neither admiral expected to meet the full force of the GKM. RAdm Cradock understood his orders were to fight to the end. Although VAdm Spee had an easy victory, destroying two enemy armoured cruisers, the engagement also cost him half his supply of ammunition, which was impossible to replace. The shock of the British losses led the Admiralty to immediately send of more ships which in turn destroyed Spee and the majority of his squadron at the Battle of the Falkland Islands.

The Battle of Cocos

The Battle of Cocos was a single-ship action that occurred on 9 November 1914, between the Australian light cruiser HMAS Sydney and the German light cruiser SMS Emden. After the retreat of the German East Asia Squadron from south-east Asia, SMS Emden remained behind to act as a commerce raider. In the two-month period, the Emden captured or sank 25 civilian vessels, shelled Madras, and destroyed two Allied warships at Penang. In early November, Emden's Commanding Officer, Karl von Müller, decided to attack the communications station at Direction Island, in the Cocos (Keeling) Islands, to hamper Allied communications and frustrate the search for his ship. Around the same time, the first convoy of Australian and New Zealand soldiers bound for Europe sailed from Albany, Western Australia, with Sydney, under the command of Captain John Glossop, and three other warships escorting. During the night of 8–9 November, Emden reached the islands, and sent a shore party to disable the wireless and cable transmission station on Direction Island. The station was able to transmit a distress call before it was shut down; this was received by the nearby convoy, and Sydney was ordered to investigate. Sydney spotted the island and Emden at 09:15, with both ships preparing for combat. The longer range of Emden's guns meant she was able to fire first, but the German ship was unable to inflict disabling damage to the Australian cruiser before Sydney closed into range and opened up with her more powerful main guns. At 11:20, the heavily damaged Emden beached herself on North Keeling Island. The Australian warship broke to pursue Emden's supporting collier, which scuttled herself, then returned to North Keeling Island at 16:00. At this point, Emden's battle ensign was still

flying: usually a sign that a ship intends to continue fighting. After no response to instructions to lower the ensign, Glossop ordered two salvos shot into the beached cruiser, after which the Germans lowered the flag and raised a white sheet. Sydney had orders to ascertain the status of the transmission station, but returned the next day to provide medical assistance to the Germans. Of the Emden's crew, 134 were killed and 69 wounded, compared to only 4 killed and 16 wounded aboard Sydney.

The Battle of the Falkland Islands

The Battle of the Falkland Islands was a RN victory over the GKM on 8 December 1914 during the WWI in the South Atlantic. The British, after a defeat at the Battle of Coronel on 1 November, sent a large force to track down and destroy the victorious German cruiser squadron. VAdm von Spee commanding the German squadron of two armoured cruisers, SMS Scharnhorst and Gneisenau, the light cruisers SMS Nürnberg, Dresden and Leipzig, and three auxiliaries attempted to raid the British supply base at Stanley in the Falkland Islands. A larger British squadron consisting of the battlecruisers HMS Invincible and Inflexible, the armoured cruisers HMS Carnarvon, Cornwall and Kent, the armed merchant cruiser HMS Macedonia and the light cruisers HMS Bristol and Glasgow had arrived in the port only the day before. Visibility was at its maximum, the sea was placid with a gentle breeze from the northwest, a bright, sunny, clear day. The advance cruisers of the German squadron had been detected early on. By nine o'clock that morning the British battlecruisers and cruisers were in hot pursuit of the five German vessels, these having taken flight in line abreast to the southeast. All except Dresden and the auxiliary Seydlitz were hunted down and sunk.

Battle of Doggers Bank

The Battle of Dogger Bank was a naval battle fought near the Dogger Bank in the North Sea on 24 January 1915, during the First World War, between squadrons of the British Grand Fleet RN and the German High Seas Fleet GKM. Decoded radio intercepts had given the British advance knowledge that a German raiding squadron was heading for Dogger Bank, so they dispatched their own naval forces to intercept it. The British found the Germans at the expected time and place; surprised, the smaller and slower German squadron fled for home. During a stern chase lasting several hours, the British slowly caught up with the Germans and engaged them with long-range gunfire. The British disabled Blücher, the rear German ship, but the Germans put the British flagship HMS Lion out of action with heavy damage. Due to a signals error, the remaining British ships broke off pursuit of the fleeing enemy force to sink Blücher. By the time this had been done, the German squadron had escaped; all the remaining German vessels returned safely to harbour, though some had heavy damage requiring extended repairs. Lion made it back to port, but was out of action for several months. Since the British lost no ships and suffered few casualties, while the Germans lost a ship and most of its crew, the action was considered a British victory. Both GKM and RN soon replaced commanders who were thought to have shown poor judgment, and both navies made some changes to equipment and procedures in response to problems identified during the battle. With the German battle fleet effectively bottled up by Adm David Beatty's success at Heligoland Bight, Adm Friedrich von Ingenohl Commander-in-Chief of the German fleet decided to launch a raid on Scarborough, Hartlepool and Whitby on the British east coast with Adm Franz Hipper's battlecruiser squadron comprising three battlecruisers and one large armoured cruiser supported by light cruisers and destroyers. Hipper opened fire at 08:00 on 16 December 1914, eventually killing 108 civilians and wounding 525. Public opinion was outraged that GKM warships could sail so close to the British coast, shelling coastal towns with apparent impunity; British naval forces had failed to prevent the attacks, and also failed to intercept Hipper's raiding squadron afterwards. Though the British fleet was at sea hunting Hipper after the raid, the Germans escaped in stormy weather, aided by low visibility and British communication problems. Buoyed by the success of the raid, Adm Hipper resolved to repeat the exercise by attacking the British fishing fleet on the Dogger Bank midway between Germany and Britain the following month. Hipper suspected that the British fishing fleet was providing intelligence on German fleet movements. But through intercepted German radio traffic decoded by British Naval Intelligence, the British learned of Hipper's planned sortie on 23 January 1915. A/VAdm Beatty set sail from Rosyth with five battlecruisers supported by four light cruisers to attempt to trap Hipper's force. Joined by additional cruisers and destroyers from Harwich, Beatty headed south, encountering Hipper's screening vessels at the Dogger Bank at 07:05 on 24 January. The day was clear and visibility was unusually good. The KM positioned the battle German battlecruisers Derfflinger, Moltke and Seydlitz for a fight while en route to Dogger Bank. Sighting the smoke from a large approaching force, Hipper headed southeast by 07:35 to escape, but Beatty's ships were faster than the German squadron, which was held back by the slower armoured cruiser SMS Blücher and by Hipper's coal-fired torpedo boats. By 08:00, Hipper's battlecruisers

were sighted from Beatty's flagship, HMS Lion. The older battlecruisers of the British 2nd Battlecruiser Squadron lagged somewhat behind the 1st Battlecruiser Squadron. Chasing the Germans from a position astern and to starboard of Hipper's force, the British ships gradually caught up some reaching speeds of 27 kn (31 mph; 50 kmph) and closed to gun range. Beatty chose to approach from this direction because the prevailing wind then blew the British ships' smoke clear, allowing them a good view of the enemy, while Hipper's gunners were partially blinded by funnel and gun smoke blowing in the direction of their targets. Lion opened fire at 08:52 at a range of 20,000 yd (18,000m). Other British ships opened as they came within range, while the Germans were unable to reply until 09:11, because of the shorter range of their guns. No warships had ever before engaged at such long ranges or at such high speeds, and gunnery challenges for both sides were therefore unprecedented. Nevertheless, after a few salvos the British shells had straddled Blücher. The British fire was concentrated on two of the German ships, Hipper's flagship battlecruiser SMS Seydlitz at the head of the line and Blücher at the rear. With five British ships to the German four, Beatty intended that his two rear ships, HMS New Zealand and Indomitable, should engage Blücher, while his leading three engaged their opposite numbers. Capt H.B. Pelly of the newly commissioned battlecruiser HMS Tiger assumed that two ships should concentrate on the leading German ship and engaged Seydlitz, leaving SMS Moltke unmolested to fire at Lion. Worse, Tiger's fire was ineffective, as she mistook Lion's shell splashes for her own (when her shots were actually falling 3,000yd (2,700 m) beyond Seydlitz). At 09:43, Seydlitz was hit by a 13.5 in (340 mm) shell from Lion, which penetrated her after turret barbette and caused an ammunition fire in the working chamber. This fire spread rapidly through one compartment after another, igniting ready propellant charges all the way to the magazines, and knocked out both rear turrets with the loss of 165 men. Only the prompt action of the executive officer in flooding the magazines saved Seydlitz from a massive magazine explosion that would have destroyed the ship. The British ships were relatively unscathed until 10:18, when SMS Derfflinger hit Lion with several 12 inches (305 mm) shells, damaging her engines and causing flooding so that Lion began to lag behind. At 10:41, Lion narrowly escaped a disaster similar to what had happened on Seydlitz, when a German shell hit the forward turret and ignited a small ammunition fire which, fortunately for the British, was extinguished before it caused catastrophe. A few minutes later, taking on water and listing to port, Lion had to stop her port engine and reduce speed to 15 kn (17 mph; 28 km/h), and was soon out of action, having been hit 14 times. Meanwhile, at 10:30, Blücher was hit by a shell from HMS Princess Royal, which caused an ammunition fire and boiler room damage. As a result, Blücher had to reduce speed to 17 kn (20 mph; 31 kmph), and fell further and further behind the rest of the German force. Beatty ordered Indomitable his slowest ship to intercept Blücher. Now Hipper, running low on ammunition, made the difficult decision to leave the disabled Blücher to her fate and steam for home, in order to save his remaining damaged ships. Nevertheless, the annihilation of the German squadron still appeared likely to the pursuing British until 10:54, when Beatty believing he saw a submarine's periscope on Lion's starboard bow ordered a sharp, 90 degree turn to port to avoid a submarine trap. At 11:02, realizing that so sharp a turn would open the range too much, Beatty ordered "Course NE" to limit the turn to 45 degrees and then added "Engage the enemy's rear", in an attempt to clarify his intention that his other ships, which had now left Lion far behind, should pursue Hipper's main force. With Lion's electric generators now out of commission, Beatty could only signal using flag hoists, and both these signals were flown at the same time. The combination of the signal of "Course NE" which happened to be the direction of Blücher and the signal to engage the rear was misunderstood by Beatty's second-in-command RAdm Gordon Moore on New Zealand as an order for all the battlecruisers to finish off the cripple. The remaining British battlecruisers therefore broke off the pursuit of the fleeing German squadron and rounded on Blücher. Most of the British light cruisers and destroyers also attacked Blücher. Beatty tried to correct this obvious misunderstanding by using Horatio Nelson's famous order from Trafalgar "Engage the enemy more closely", but this order was not in the signal book, so he chose "Keep nearer to the enemy" as the closest equivalent. By the time this signal was hoisted, Moore's ships were too far away to read Beatty's flags, and the correction was not received. Despite the overwhelming odds, Blücher fought stubbornly to the end. Blücher managed to put the British destroyer HMS Meteor out of action and scored two hits on the British battlecruisers with her 8.2 in (210 mm) guns, but was pounded into a burning wreck by approximately 50 British shells. Finally, struck by two torpedoes from the light cruiser HMS Arethusa, Blücher capsized and sank at 13:13 with the loss of 792 men. British efforts to rescue survivors in the water were interrupted by the arrival of the German zeppelin L-5 (aka LZ-28), and by a German seaplane which attacked with small bombs. The damage was done, but the British ships which were sitting targets while stopped in the water for rescue put on speed and withdrew to avoid further aerial attack. By this time, Hipper had escaped; his ships were now too far away for the British to catch them again. Beatty had lost control of the battle, and he perceived that the opportunity of an overwhelming victory had been lost.

From the outbreak of war until the end of 1914 the losses on land were staggering but the numbers lost by 11 November 1918 were unthinkable in their enormity. This was truly a world war fought on land and at sea around the globe.

In the next issue of the Newsletter part three of World War I

“Spring 1915 Trench Warfare.”

Badges of the Canadian Army past and present

On the page of this and following editions of the 26XII Newsletter there will be pictures of the badges of Canadian Army Units past and present. Some examples are below.



*The Black Watch
Royal Highland Regiment
(RHR) of Canada
Photo ebay.com*



*Canadian Army
General List
Other Ranks Photo
Britisgbadgeforum.com*



*Canadian Armed Forces
Chaplaincy
Muslim Chaplain Badge
Photo CAF*



*16th Battalion
Canadian Scottish
Photo ebay.com*

Identify the Artefact



**Answer to last Identify the Artefact
Liberation of Blankenberg Belgium
Medallion 1944 Photo SDI**



**Identify the Artefact:
For answer see next issue of
The 26XII Newsletter**

Volunteers visit RCACC 2025

On the 12th of March Collection Manager Lorna Ball, assisted by Head Researcher John Ball, gave a presentation to the Shilo Troop of 2520 RCACC Army Cadets on the battle of Vimy Ridge. This was the third such presentation given by Lorna and John to 2520 RCACC Cadets in Brandon and 2528 RCACC in Virden. All the cadets enjoyed the presentation and the opportunity to try on some reproduction WWI era uniforms and kit.

Name that Ribbon

In this section different ribbons will be shown. The names of the ribbon and its associated medal will be published in the next issue of the newsletter. Note these ribbons will be world-wide.



Ribbon 1



Ribbon 2



Ribbon 3



Ribbon 4



Ribbon 5

Answers to last issue ribbons



Ribbon 1

*Zimbabwe
Liberation
Decoration*



Ribbon 2

*Belarus
Order of the
Mother*



Ribbon 3

*Order
Of
Quebec*



Ribbon 4

*Rhodesian
General
Medal*



Ribbon 5

*Ukrainian
Medal for the
Country*



**Catch a bus,
Drive a car,
Ride your bike or walk.**

The Museum is open every Tuesday from 9:00 to 11:30 am and 1:00 to 4:00 pm. For tours at other times call the Curator Edd. Mc Arthur at 204 726-3498.



Museum Coming Attractions and events

3 August 2014

Heritage Days Springs Pilot Mound

4 August 2014

Opening RCA Museum CFB Shilo WWI Exhibit

12 August 2014

Brandon Mini BU

25 August 2014

PPCLI Brandon Veterans Memorial

26XII Museum Kit Shop



26XII Museum Kit Shop Photo SDI



26XII Museum Hat \$20 Photo SDI

26 Field Regiment RCA/ XII Manitoba Dragoons Museum Kit Shop

Items for sale:

Books;

History of the Regiment	(hard cover \$30.00)
History of the Regiment	(soft cover \$25.00)
Ubique 50 th Anniversary	(soft cover \$5.00)
DVD, Life in the Regiment/XII Scrapbooks	(\$25.00)
Dragoon Stamps	(\$1.25 each or \$50.00 a sheet)
Key chains each	(\$3.00)
Stickers each	(\$2.00)
Hats each	(\$20.00)

Thanks to our Donors March to July 2014,

Monetary Donations

Ms. S. Armstrong
Ms. A. Marley
Mr. S. Powell
Mr. C. Varley
Mr. J. Houston

Artefact Donations

Mr. R. Wylie
Mr. G. Beaubier
Mr. H. Stevens
HCol (ret'd) D. McDonald
Col (ret'd) I. Barnes
Mrs. F. Carkener

Gifts in Kind Donations

Mrs. S. Dixon
Mr. H. Stevens
Mr. R. Wylie
Mr. C. Turner

Donations of Services

Brandon Police Service for use of their parking lot for Open Doors Brandon
Mr. B. Hillman web services and design;
St. Andrew's Presbyterian Church Brandon D-Day tea and silver service;
Bee-Clean Building Maintenance Brandon; and
BDR Services Ltd. Brandon.

For tax deductible charitable donation please make your cheques payable to:

Friends of 26 Field Artillery/XII Manitoba Dragoons Military Museum INC.

**The Museum is located on the
South West corner of 11th Street
and Victoria Avenue.**

26 Field Regiment RCA/XII Manitoba Dragoons Museum Board and Officers

President, Colonel (Ret'd) Don Berry, CD;
Vice President, Hon Col Rick Felstead, CStJ, CD
Curator, Captain (Ret'd) E.L. Mc Arthur. CD
Secretary Gord Sim, CD

Be sure to check us out on the web at:

www.26fdregmuseum.com or

www.12mbdragons.com

Webmaster Bill Hillman

Or e-mail the following:

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President Rene Bell, CD

Vice President Jacquie Thompson

Secretary Arlene Haggerty

Treasurer Penny LaRocque

For Information on the Museum and tours, contact Curator.

This Newsletter is published by SDI under the

authority of the Commanding Officer of 26 Fd

Regt RCA and The Board of 26 Field Regiment

RCA /XII MB Dragoons Museum. Please forward

any inquiries to 26fdregCurator@wcgwave.ca.

My thanks to all the Museum Volunteers for their
valuable assistance in putting the Newsletter
together.

Editor.

