



REMEMBRANCE DAY

2020

20% of revenue from this feature will go to our local legions.
Thank you for your work in our communities

Royal Canadian Legion Branch 266 Valemount Remembrance Day 2020 Virtual Ceremony

There will be some changes to this year's Remembrance Day ceremonies.

The public are encouraged to not attend at the cenotaph. The ceremonies will be broadcast live on Youtube at <https://youtu.be/6-1bQUBf3Tg> and will be posted on Branch 266's Facebook page. Ceremonies will begin at 10:50.

We are encouraging a couple ways to show your respect on Remembrance Day. Join us for 2 minutes of silence on your front step or a silent drive by tribute past the Legion.

For those that normally sponsor and place a wreath in memory of a family member, we will be able to accommodate that on an

individual basis after the ceremony. Please contact Pete Pearson at 250-566-1115 to arrange.

Our Poppy Campaign has started and Poppy trays are in place in local businesses and we appreciate their support during these unusual times. We

Thank You for your continued support of Branch 266 and our Veterans, past, present and future!

We Will Remember Them!

Royal Canadian Legion Branch 75, McBride

Due to ongoing COVID-19 restrictions, the McBride Branch will not have an official Remembrance Day service this year. Members of the Branch will raise the flags at the Cenotaph at approximately 10:45am November 11, 2020. If members of the public wish to show their respect and lay a wreath at the Cenotaph, they may do so individually throughout the day. If you need a wreath please contact Dennis Rejman at 250-569-2692.

The flags and wreaths will be collected up at approximately 5:00 pm.

The McBride Branch would like to thank everyone for their understanding and support.

The Branch would also like to acknowledge the support of the Regional District of Fraser-Fort George for their Community Grant-In-Aid.

When we remember, the fallen live on

From the Goat Staff

The Rocky Mountain Goat

IN LOVING MEMORY
TOM FORSYTH

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In Memory of
John Smith Garven Bell

Corporal in the Second World War. Stationed in Winnipeg, Manitoba.
Born March 4, 1909.
Died April 2, 1999.

Proudly honouring our Veterans

Village of McBride
Mayor, Council & Staff

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From Mayor, Council, and Staff

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We are proud to salute our veterans on Remembrance Day

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With deep respect and lasting gratitude we reflect upon the deeds of those who served

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THEIR MEMORY WILL LIVE FOREVER

REGIONAL DISTRICT of Fraser-Fort George

REMEMBRANCE DAY

2020

70TH ANNIVERSARY of the Canoe River Train Disaster



By PETE PEARSON

On 21 November 1950, tragedy struck. At 10:35 a troop train carrying members of the 2nd Regiment Royal Canadian Horse Artillery bound for Fort Lewis, Washington collided head on with the eastbound "Continental," the Vancouver to Montreal passenger train. The engines and leading coaches of both trains derailed and the forward cars of the troop train were thrown over an embankment and destroyed. There were no passenger casualties on the Continental however there was a heavy toll to the ranks of the troop train. 17 members of the 2RCHA and the 4 CN crew members from the two trains perished in the wreck.

A critical error in copying train orders for the westbound troop train by 22-year-old Operator A.J. Atherton resulted in three words, "at Cedarside and"

not being relayed to the train crew. Without those words the troop train expected to meet the passenger train at the Canoe River siding while the passenger was expecting to meet at Cedarside.

A combination of extreme cold (-18 C), fresh snow, fire from an oil leak and steam from the ruptured engines made rescue and recovery of the dead and injured very difficult. Dr. J.J. Kimmett of Edson was a passenger on the Continental and along with his wife immediately began treating those injured he could with the supplies on hand. This timely help no doubt saved many lives before the hospital train sent from Jasper arrived hours later.

The following is the roll of those that perished on that tragic day that was the largest single military death toll on Canadian soil.

2nd Royal Canadian Horse Artillery Gunners:

Arden J. Atchison, Weldon Eugene Barkhouse, Norman William Carroll, Frederick William Conway, Robert Arthur Craig, Austin Emery George, Urgain Joseph Levesque, Robert William Manley, Basil Patrick McKeown, Albert William Orr, David Owens Leslie Albert Snow, Albert George Strouck, Joseph Thistle, James Milo Wenkert, James Joseph White, William David Wright,

Canadian National Railroad Train Crews: Engineer Harvey Church, Fireman Adam Oleschuk, Fireman Hank Prosinuk, Engineer Jack Stinson

For more information on this tragic event, please contact the Royal Canadian Legion Branch 266 to arrange a visit of the War Heroes Museum upstairs in the hall.

We Will Remember Them

We remember

We are proud to salute our veterans on Remembrance Day

Proud to honour our veterans of yesterday, today and tomorrow

To those dedicated servicemen and women, we say thank you.

Honouring the memory of those who served our country

When we remember, ...the fallen live on

LEST WE FORGET

Thank you to those who have given so much

Honouring the memory of those who served our country

We salute our Veterans

Remembrance Day LEST WE FORGET

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For those who have left and not returned For those who returned but are not the same

Thank you for my past and future freedoms

With deep respect and lasting gratitude to those who served our country

With deep respect and lasting gratitude to those who served our country.

We proudly salute our Veterans on Remembrance Day for their courage and dedication.



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- Pete Joseph
- Louis Celesta
- Louis Matthew
- Edward Fortier
- Sam Joseph
- Wilfred Matthew
- Ernest Celesta
- Alfred Saul
- Alan William
- Archie Pete
- William Pierrish
- Frank Eustache
- Harold Eustache



Kukwstép-kucw From the Chief and Council, and Community of Simpcw First Nation



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MAY WE ALWAYS REMEMBER THOSE WHO SERVED



REMEMBRANCE DAY 2020



75 years since the Liberation of the Netherlands

ARTICLE COURTESY VETERANS AFFAIRS

The Second World War of 1939-1945 would greatly impact the lives of countless millions of people. This included both those who would serve in uniform and civilians who had to endure great suffering when the fighting came to their homelands.

In Europe, country after country fell to the invading forces of Nazi Germany during the opening stages of the conflict. By mid-1940, much of the western portion of the continent, including the Netherlands, had been conquered and occupied. It would take years of hard struggle for the Allies to build up their resources and turn the tide of the war. On June 6, 1944, the campaign to free "Fortress Europe" from the west finally began when Allied forces came ashore in Normandy, France, on D-Day. The liberating armies would soon advance north and east, but the Netherlands, with its challenging terrain of canals, dykes and floodlands, would prove to be a very difficult battleground.

The Battle of the Scheldt

In mid-September 1944, the Allies launched Operation Market-Garden, a daring land and airborne attack behind enemy lines in the

eastern Netherlands. The goal was to bring the war to a rapid end by cutting in half the German positions in Northwest Europe. The German resistance was determined, however, and the bold offensive failed. It soon became apparent that the conflict would drag on.

To maintain pressure on the German forces, the Allies needed a reliable way to keep the flow of vital supplies moving to the front lines of Northwest Europe. This meant a large seaport would need to be taken on the continent. The major Belgian port city of Antwerp was captured almost intact in early September 1944 but there was a complicating factor. Antwerp is located some 80 kilometres from the North Sea and is accessible only by the Scheldt river – a waterway that was still in enemy hands.

Much of this portion of the Scheldt runs through the Netherlands and the First Canadian Army led the way in fierce combat to clear the Germans from its shores in the fall of 1944. Our troops would succeed in opening up the port of Antwerp to Allied shipping – a key step in the liberation of Northwest Europe – but it would come at a great cost. More than 6,000 Canadian soldiers were killed, wounded or taken prisoner in this bitter campaign.

The "Hunger Winter"

With the realization that the conflict would stretch into 1945, Canadian soldiers took up positions on the Nijmegen salient in the eastern Netherlands near the German border. The Allies would make careful plans for the campaign to end the war in Europe in the new year but the delay would have serious ramifications for the Dutch people who had already endured more than four years of brutal enemy occupation.

The so-called "Hunger Winter" of 1944-1945 would be a terrible time for many in the country. Food supplies were exhausted and some people were reduced to eating tulip bulbs just to try to survive. Fuel had run out and transportation was almost non-existent. Tragically, thousands of Dutch civilians in the occupied portions of the nation would perish.

After three months of helping hold the front line in the Netherlands, in February 1945 the First Canadian Army took part in a fierce Allied offensive through muddy and flooded ground to drive the Germans from the Nijmegen front and back across the Rhine River. The major push to finally liberate all of Northwest Europe had begun.

The liberation campaign

In early April 1945, the First

Canadian Army began to clear the Germans from the northeast portions of the Netherlands. Often aided by information provided by Dutch resistance fighters, Canadian troops advanced rapidly, recapturing communities, canals and farmland as they relentlessly pushed forward. By the middle of the month, British and Canadian forces had cleared the city of Arnhem after two days of house-by-house fighting. Only days later, they also freed Apeldoorn.

They continued their advance up through places like Zwolle and Groningen towards the North Sea. The Canadians kept up the pressure, putting their lives on the line even though it was evident that the rapidly weakening enemy forces would soon have to surrender anyway. It was felt, however, that the long-suffering Dutch simply could not wait for relief any longer. Canadians tried to be judicious with their use of destructive artillery fire and aerial bombing as they didn't want to badly damage the country's infrastructure and make it even harder for the local people to rebuild their lives after the war.

Ecstatic Dutch men, women and children cheered Canadian troops as one town after another was liberated. Recalled one person who was a teenager at the time, "As the (Canadian) tank came nearer...there

was a big hush over all the people, and it was suddenly broken by a big scream, as if it was out of the earth. And the people climbed on the tank...and they were crying. And we were running with the tanks and the jeeps all the way into the city."

It was still a challenging and stressful campaign for our troops, however, as it was difficult to predict how the Germans would respond when the Canadians went on the attack in an occupied town or village. Sometimes enemy forces resisted fiercely and other times they would retreat with hardly a shot being fired. This uncertainty took a psychological toll on our soldiers in the final weeks of the war as no one wanted to lose their lives when victory seemed so close at hand.

In April the Canadians had also begun to advance in the western Netherlands – a populous region containing the major cities of Amsterdam, Rotterdam and The Hague. Canadian troops were prepared to continue their assaults but there were serious concerns this would prompt the desperate German forces to breach all the dykes and completely flood the low-lying terrain. To help ease the pressure, a truce was arranged later in the month that saw the Allied advance there come to a temporary halt. In return, the

Sacrifice

The fighting in the Netherlands was often bitter but ultimately Canadian service members were able to liberate the Dutch people and help bring the Second World War to an end in Europe. This great victory, however, came at a terrible cost. More than 7,600 Canadians died in the efforts to free the country and are buried far from their homes and loved ones. Others returned home with injuries to body and mind that they would bear for the rest of their lives.

We honour those who have served and are serving.



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REMEMBRANCE DAY

2020



With Deep Respect and Gratitude We Remember

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Charlie Leake — SOARING THROUGH LIFE



By ANDREA ARNOLD

When he was 10 years old, Lieutenant Colonel Charles Leake (Charlie) had a child-size WWII Airforce uniform and model airplane he remembers playing with. Despite those early toys, it wasn't until Grade 13 that he knew he wanted to enter the Air Force. He spent many years of his childhood in McBride but attended Grade 13 in Prince George. During

the year took an Airforce Entrance Exam for a Military College in Victoria. However, he failed the exam due to his lack of French language skills.

One of his school friends, Gerry Cunningham had been accepted directly into the airforce based out of Edmonton, spending a year working as ground crew before having a medical procedure that cleared him for advancement into air crew. Cunningham talked Leake into applying along with him. Late in 1950, at the age of 18, Leake took the first steps into what led to an almost 28-year career with the airforce and a lifelong love of flying.

Leake remembers his very first flight during the first two months of training. "The instructor took me on a familiarization flight," he said. "We went up in a Harvard. Normally the instructor would sit in the back while the student flew but on this flight the instructor flew. It was quite the experience. It set the tone for the next 48 years."

After completing his training, Leake was sent to Winnipeg, where he spent two years part of a Search and Rescue crew. It was work he really enjoyed. He remembers dropping supplies to stranded downed planes, specifically one plane in the Arctic. "The pilot had built a trench," he said. "We dropped in a bundle of supplies for him. Food, firestarter, warm clothes, that sort of thing."

It was during the two years in Winnipeg that Leake met the woman that became his wife, Patricia. Before his transfer to Trenton Ontario, the pair got married.

In Trenton, Leake began training as an instructor. He learned how to teach new pilots how to operate mostly the North American Harvard (The Yellow Peril), the same plane that he had his introductory flight on just a few years earlier. After his training, he was sent to Red Deer to instruct new recruits.

When his time in Red Deer came to a close, he was sent to Comox on Vancouver Island where he had the opportunity to train on CF-100 Canuck jets. These aircraft specialized in operating in all kinds of weather.

Leake's career took him to military bases all across Canada, and



FAR LEFT: Commanding Officer Charles Leake near the end of his military career was given command of a Helicopter squadron based out of Edmonton. / SUBMITTED

LEFT: Leake stands with granddaughter Allysa Gredling during Remembrance Day events in the mid 1990s. /SUBMITTED

amazingly, on only one deployment. He was sent to Venezuela along with a fleet of CF-5 Freedom Fighter aircraft that had been sold to the Venezuelan Air Force. He was sent as part of a crew to train them in operation and maintenance of the aircraft.

"The CF5 was probably my favorite plane," he said. "It was a little fighter plane, fast, able to do everything you can imagine. It was used in training, on reconnaissance missions (it had three cameras), and in operational maneuvers."

He enjoyed all aspects of his career. Even as an instructor, when he felt the most tired, the love of flying won out. This love and dedication led him to beings selected as part of a historic team in Canadian history. He and three other pilots got to participate in the first midflight refuel execution in Canada. The trip from Cold Lake Alberta to Baggotville, Qc was approximately a 4.5 hour flight. The F-5s he and the other were flying held enough fuel to cover about 2.5 hours. Over Hudson's Bay, he had to maneuver his aircraft into position next to the 707 Transport Refueling Tanker and position his plane's gas probe into the badminton-birdie-shaped nozzle on the tanker while maintaining speed, altitude and correct distance from the tanker.

Leake served 27 years and a few days, and was granted 28 year status



Leake took Doctor Cowburn up for many flights in the Tiger Moth once the doctor was unable to fly himself. Leake is thrilled that the plane still has roots in the valley and that "it is being flown like it was meant to be flown." /SUBMITTED

upon leaving the service. He feels very fortunate that during his years of service, as well as in the years since, he has had very few scares while operating aircraft.

"I had one engine failure," he said. "But I was already landing when the engine cut out, so I just landed and that was it"

He also recalled the heart racing moments when other planes have intercepted his flight path, crossing too close for comfort. "Also, dealing with weather," he said. "All kinds of weather. But you always had something up your sleeve that could save you. Something like an alternate flight plan or landing location."

While Leake never had to eject from a plane in flight, they did perform drills in preparation for the worst. Wearing all their gear, parachute, life jacket and flight gear, from a stationary seat they pulled the lever that would send them shooting up a tower. Leake did apply to take a jump

course at one point, but was told he would have to take a leave from the Air Force to participate, and "if I got hurt, I was screwed," so he decided not to pursue the option. He was the pilot on many flights delivering paratroopers, and medical personnel however, so he had to be well versed in all the aspects of a safe jump.

The final position Leake held was Commanding Officer of a helicopter squad based out of Edmonton. When the Olympics were held in Montreal Quebec in 1976, there was concern of military action from overseas. Leake was sent as Air Commander for the Air Force squads on site. He led a formation of 36 helicopters, the biggest one in history.

In the fall of 1977, Leake's mother, now a widow, decided that she wanted to leave McBride and move to Vancouver. Leake, having been

CONT'D P16

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To those who serve To those deployed At home and abroad We salute you

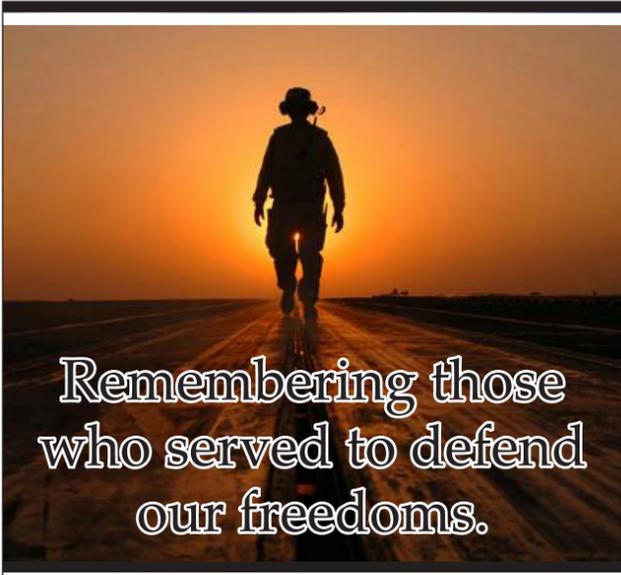
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With deep respect and lasting gratitude to those who served our country.



Tete Jaune Lodge & Riverside Cafe
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REMEMBRANCE DAY



Charlie Leake... Cont'd from P15



Leake and his wife spend many hours soaring above their new home, Vancouver Island./ SUBMITTED

presented with a transfer he didn't want to take, used the opportunity to step away from the service, and return home to McBride to take over the homestead.

Once home, he was presented with the opportunity to use Derrick Wright's plane and renewed his civilian flight instructor license. Using Wright's plane, he taught several locals how to fly. He also partnered with Ian Monroe, establishing CCI Aviation. They transported people as well as supplies by float and wheeled planes.

When local doctor Geoff Cowburn became unable to fly his Tiger Moth, Leake became his pilot, taking Cowburn up whenever the doctor needed to escape the stresses of life.

Kelly Mortenson took up the initiative to have the airport in McBride named after Leake.

"You have more landings and takeoffs here than anyone else," he said to Leake.

During McBride's 75th Anniversary

celebrations, Leake was reluctantly torn away from the celebrations on mainstreet and taken to the airport. "Kim (daughter) found me and told me we had to go to the airport NOW," he said. "I didn't want to go, but she insisted. It was a total surprise. They had cake and I had to serve it."

Mortenson loaned Leake his plane so that he could be the first pilot to touch down on the newly named Charlie Leake Airfield.

Leake and his wife no longer reside in McBride, however they still return to the valley to visit friends and family.

Now at home in Comox BC, the 88-year-old has a two seater plane (one forward one back, like the first Harvard he flew in). A homebuilt Van's RV-4 with a bubble canopy.

"It flies like a fighter plane," he said. "I can even do aerobatics."

Leake still flies regularly, relishing the freedom to enjoy blue cloudless skies as he explores the island from above.

20% of revenue from this feature will go to our local legions.
THANK YOU FOR YOUR WORK IN OUR COMMUNITIES



They are family, friends and neighbours; everyday citizens, yet so much more.



Valemount IGA & staff

We remember them

We raise our glass to all those who have served and sacrificed all so that we may live in peace.



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