

authorities until his departure from St. Pierre on 17 Oct 44. The post of Canadian Consul appears to have been abolished early in 1944, however, in consequence of the posting of Major-General G.P. Vanier to Algiers as Canadian Representative to the French Committee of National Liberation (see para 80). With the Battle of the Atlantic seemingly on the way to being won and the Second World War entering its final stage, the strategical and political importance of St. Pierre and Miquelon rapidly lessened and the archipelago lapsed back into the obscurity from which it had emerged in June 1940. It is of some interest to note, however, that General de Gaulle has retained his popularity there. On 28 Sep 58 an overwhelming majority of the voters (2325 out of 2395) cast their ballots in favour of the new constitution which he had fathered (186).

94.

This report was written by J. Mackay Hitsman.

J Mackay Hitsman
(C.P. Stacey) Colonel
Director, Historical Section (G.S.)

APPENDIX "A"

APPRECIATION

by the

Joint Service Committee, Atlantic Coast

OBJECT

1. To prepare a plan for the occupation at short notice of St. Pierre and Miquelon.

FACTORS

2. Political

(a) The Committee note that little guidance has been given on the purely political aspect of the operation.

(b) All information obtained indicates that the present ADMINISTRATOR is NOT favourably inclined towards an occupation and has his instructions from Vichy, as per appendix "A" attached.

(c) No information is available as to whether or not activity of the Nazi system has spread to these islands.

(d) It is considered, therefore, that in any occupation made by a military force detailed guidance as to the Commander's authority in civil administration should be furnished, and steps should be taken to have a civil mission accompany the force.

3. Disposition of Forces

(a) Enemy

(i) From information presently available there are probably no organized or semi-organized military forces in existence.

(ii) It is, however, reported that there are 14 Police Officers who are armed with revolvers and there are a number of demobilized soldiers in the town. It is further reported that there are a large number of sporting guns in existence.

(iii) From information gathered from ship's Captains, the following should be noted --

One 4" gun is mounted at CAPE AIGLE.

(This has not been confirmed by any other source).

An armed trawler is based on St. Pierre. Type of armament unknown. Good Gunner in charge.

A 24 hour look-out is stationed at GALANTRY HEAD and DIAMANT POINT.

(iv) Therefore, it is considered advisable to look upon the operation as one made in an enemy territory with a possibility of hostile attitude by a proportion of the population.

(b) Own.

- (i) One coy. of infantry has been allotted as the occupying force.
- (ii) This force must be transported by sea.
- (iii) Air coverage is essential.
- (iv) Therefore, the operation falls in the category of a combined operation.

4. Command

(a) Being a combined operation the question of Command requires to be clearly defined.

(b) The operation constitutes the occupation of an unorganized defensive area, therefore no planned Naval fire support will be required, no Naval special landing craft will be used and no planned serial bombing or low flying attack is required.

(c) In view of the above it is not considered that a dual or unified Command would be justified but Command should be vested in a Military Commander. This Command would be operational only and subject to the fact that:

- (i) the responsibility of the voyage and method of landing will rest with the Naval Commander acting in co-operation with the Military Commander and
- (ii) as far as Air is concerned the use of aircraft will be the responsibility of the Naval Commander up to the time the first troops disembark and from then on, the Military Commander.

5. Secrecy

(a) Too much stress cannot be laid upon the necessity for secrecy.

(b) Therefore the normal procedure in respect to the restriction and listing of those authorized to know about the operation, use of designation letters, issue of orders and deception generally will be followed.

(c) Cypher personnel will be necessary with the force Commander to handle traffic once the force is established.

6. Topography.

(a) St. Pierre.

(i) The coast line is generally rocky. The country itself is open and rocky. Very little vegetation grows. Practically no trees.

(ii) The North West portion of the island is a rocky plateau rising steeply from the sea to an altitude of from 200 to 600 feet. The South and East portion of the island, which includes the town of St. Pierre, is much flatter with a maximum altitude of 186 feet at Galantry Head.

(iii) The principle landing places in and around St. Pierre are Coal and Refrigerator Docks, Government Wharf in inner harbour, small beaches at Philibert Bay and Ravenal Bay

on the North East side of town.

(iv) The principle roads are as follows:

- (a) Road from the Coal and Refrigerator docks to the town of St. Pierre. — This road is paved and capable of carrying any type of traffic at high speed. The land rises sharply on the landward side.
- (b) Town roads. Not paved but hard surfaced and reported in good repair.
- (c) Road to Savoyard Bay (small fishing village and Summer Resort 3 miles West of St. Pierre.) This road is also paved and can handle any traffic.
- (d) Road from St. Pierre to Galantry Head and from St. Pierre to Ravenal Bay (Cable Station). These are second class roads but are reported as hard surfaced and in good repair.

(b) Miquelon

(i) 83 square miles. Practically all the inhabitants live at the town of Miquelon (500), which is situated on Miquelon Bay near the northern extremity of the island. The area in the vicinity of the town is flat.

(ii) The village of Miquelon faces on a long beach and has a small wharf suitable for use under favorable weather conditions.

7. Vulnerable Points

(a) All vulnerable points are situated on St. Pierre as far as is known, therefore, although Miquelon must later be occupied under the terms of reference, it is not proposed to do so until St. Pierre has been made good.

(b) These vulnerable points are:

- i (i) Wireless Station (reported to be the only transmitting station in St. Pierre.) is in the town situated on the main road near the reservoir.
- (ii) Cable and control station located in the town itself. The Western Union has a business office on the water-front.
- (iii) Customs House and Post Office are on the water-front. The Government Offices, Government House. (painted white and green) and police station are situated behind a garden square facing the Government dock, in the inner harbour.
- (iv) There is a telephone system in the town but the position of the exchange is unknown.
- (v) Coal dock and dock opposite the Refrigerator plant in the outer harbour.

(vi) The power plant is situated on the main highway between the coal pier and the town. This plant is reported to consist of water-power plant with diesel plant standby.

8. Objectives

(a) Military

(i) Arising from para 6 and para 7 above, the objectives to be seized appear to be:

- (a) W/T Transmitting station near reservoir.
- (b) Administrative area bordering on the Government Wharf, inner harbour, containing:
 - Administrative Offices & Government House
 - Police Station
 - Customs House.
 - Post Office.
- (c) Cable Relay Station.
- (d) Power Plant.
- (e) Telephone Exchange.
- (f) Cable Landing (Ravenal Bay)

(ii) These should be occupied with speed and in a definite manner with a view to paralysing any possible resistance.

(b) Naval

(i) To effect the rapid occupation of the V.Ps a direct landing should be aimed at.

(ii) Dockage is available and therefore a run-in alongside will be a primary Naval objective.

(iii) Landing to be made at the coal dock.

(iv) On the other hand last minute circumstances may necessitate anchorage and landing by Naval small craft. Loading of ships and Army plans must so conform.

(c) Air

(i) A last and first light reconnaissance should be made prior to the operation and continual sorties during the actual operations.

9. Time and Space

(a) (i) The vital moment of the operation is the moment of landing. The time table for the operation will be based on this.

(ii) Therefore zero day of operation should be the day of landing and zero hour the time at which the landing signal is given.

(iii) Weather (fog) may influence the Naval situation considerably (and also air). At the same time no covering fire schedules, or bombing schedules, are required, therefore

delay under cover of fog will not affect the conduct of the scheme.

(iv) As organized opposition is not a likely factor, there appears to be no need to complicate navigation by attempting to land under cover of darkness. The time table should therefore, be such that the last moment approach (length depending on navigational aids required) only will be after first light.

(b) Distances in and around the town of St. Pierre:

- (i) Coal docks to centre of town, 1 and 1/8 ml.
- (ii) Greatest diameter of town, 1 and 1/8 ml.
- (iii) Least diameter of town, $\frac{1}{2}$ ml.
- (iv) Nearest beach to Galantry Head, 3/8 ml.
- (v) Ravenal Bay to centre of town, 1 and 5/8 ml.
- (vi) Galantry Head to centre of town, 2 $\frac{1}{2}$ ml.

10. Tides

In view of the draught of the ships, tides will not influence the situation.

11. Administration.

(a) Although the area of landing and the objectives lie in a centre of population, the maintenance policy should be devised so that until resources can be assessed, the force is self-contained. This, therefore, will require sufficient food and ammunition supplies with the force to cover the interval until a L. of C. can be established. 30 days reserve and 7 day partly fresh are recommended to accompany the force.

(b) Water, however, provided usual precautions are taken, need not be carried. An early report is required on this situation once force has landed.

(c) Medical facilities during landing operations can be handled by the unit (Med. detail attached) with evacuation to Naval Craft. Early facilities on shore, however, will have to be made.

(d) The time of the year and location is such that special clothing does not appear necessary.

(e) Accommodation cannot be assessed until occupation is secure. At the same time the force is small and will be distributed on operational duty where habitation exists. Therefore, for a short period, at least, tentage or otherwise need not be considered.

COURSES

12. Own

(a) The operation is not one to force a landing nor one which will be exposed to re-enforcing elements of an enemy force.

(b) The only course appears to be to seize the V.Ps and consolidate our occupation.

13. Enemy

(a) Without any organized military force enemy activity

can only be centred on individual hostility and probably isolated sabotage.

(b) The possibility of some organizations or individuals using fire arms cannot be overlooked, and/or gun fire from the 4" gun and/or the armed trawler reported.

PLAN

1. Command

Operation to be under Military Commander exercising Command Operationally with Naval and Air provisos as follows:

Naval--Responsible during voyage and for method of landing, acting in co-operation with Military Commander.

Air----Use of aircraft responsibility of Naval Commander up to the time the first troops disembark--thence Military Commander.

2. Secrecy

All precautions to be taken to conceal the operation. In this connection strict adherence to lists of who may be made conversant with the operation is to be followed, prior to the actual issue of detailed orders after the convoy has sailed. Operation to be known as Operation "Q".

3. Forces

Naval:

2 Corvettes.
1 Destroyer.

Military:

Force H.Q.
Lieut.-Colonel
Adjutant
I.O.
Cypher Officer
Clerks (2)
Security Police (3)

R.C.E.
1 Sgt.
2 Sprs.

R.C.C.S.

1 Officer
1 Sgt.
8 Operators signals
2 Operators mobile switchboard
3 Operators (cable and morse)
2 Linesmen signals
(3 Motorcycle combinations)

Infantry

1 Coy. (fully equipped to War Establishment)
plus
detail from H.Q. Coy. from:

No. 1 Platoon
1 N.C.O.
4 Signallers
2 Orderlies (bicycles)

No. 4 Platoon
1 Officer
1 N.C.O.
8 Other Ranks
(5 M/C combinations)

No. 5 Platoon.
1 N.C.O.
2 Pioneers.

No. 6 Platoon
4 Cooks (1 to be an N.C.O.)
1 Sanitary Duties
1 Water Duties

R.C.A.M.C.

1 Officer
2 Orderlies

R.C.A.S.C.

1 Officer
1 N.C.O.

(Recce party for future maintenance
project)

Air

One Squadron

(Bomber recce)

(To maintain a flight of five aircraft
continuously until no longer required).

4. Objectives

St. Pierre

Military:

- (a) W/T Transmitting Station near reservoir.
- (b) Adminstrative area bordering on Government wharf, inner harbour, containing:
 - Administrative offices & Government House
 - Police Station
 - Customs House
 - Post Office.
- (c) Cable Relay Station.
- (d) Power Plant.
- (e) Telephone Exchange
- (f) Cable Landing. (RavenalBay).

NOTE:

If the 4" gun, which is reported to be mounted at Cape Aigle is found to be manned, this will form a special objective to be decided by the Commander on the spot.

Naval

Coal Wharf
Armed Trawler

Air

Sorties (recce unless called upon for other operations)

Miquelon

As the situation is assessed by Commander.

5. Arrangements for Embarkation.

Force assembles at Sydney. Zero minus (?) day. Load on ships as per Commander's plan.

6. Arrangements for Disembarkation.

Naval:

B.M. and Dock Party.

Military:

Dock Party to be arranged with B.M.

7. Action First Flight.

Signal for landing to be decided by Commander, following consultation with Senior Naval Officer.

Strength--to be decided by Commander.

Task:

(a) To proceed as quickly as possible with mobile detachment to Administrative Offices and Government House, (Ensure no documents destroyed), W/T Station and Cable Relay Station.

(b) To occupy as soon as practicable Administrative area bordering on the Government wharf, which contains police station, customs house and post office.

(c) Following which the power plant, telephone exchange and cable landing (Ravenal Bay) will have to be investigated with a view to ascertaining the necessity or otherwise, of occupying.

8. Action Subsequent Flight, or Flights.

Signal for landing decided by the Commander.

Strength to be decided by the Commander.

Assembly position to be decided by the Commander.

Force H.Q. to be decided by the Commander.

9. Orders for Air Reconnaissance.

To be such that a last and first light sortie is made and reports rendered to the Naval Commander. A flight of approximately 5 planes will afford coverage with wireless inter-communication to Force H.Q.

10. Administration.

Dress and Equipment:

As per Mob. Store Tables, but Tommy Guns to be provided for the motorcycle detachment (as per para 3 above).

Transport:

5 Motorcycle combinations
3 Motorcycle combinations (Signals).

Supplies:

30 days reserve and 7 days partially fresh.

R.C.A.S.C. reconnaissance detachment will render report as soon as possible as to conditions for subsequent maintenance.

Water:

Local supply, (provided usual precautions are taken) supplemented by a ship's supply covering an emergency. An early report to be rendered by Force H.Q. in this matter.

Ammunition:

Normal scale on the man and with the gun. The infantry coy. will also carry a proportion of the battalion reserve as decided by the Commander.

Medical:

Detachments of the force will handle shore casualties, evacuation being made to Naval craft. An early report on shore facilities will be rendered by Force H.Q. covering future maintenance.

Provost: & Internal Security Measures

By Security Police Detachment

Fireworks:

Sufficient to be supplied to enable Force Commanders to arrange rocket and flare signals.

11. Inter-communication.

(a) Generally:

Synchronization of watches by Signal from Naval Commander.

Position of headquarters remains with Naval Commander on Destroyer, until Military Commander makes decision to land.

Reports: Force Commander, through Naval facilities, will ensure full reports on the progress of the operation are rendered to Joint Operations Room,

Atlantic Command, Halifax.

Allotment of RCAF W/T detachment to be arranged by Commander of Force and Air authorities. W/T frequencies, call signs, and code names--to be drawn up in appendix form, after consultation between the three Services.

(b) During Operation.

- (i) Between Force H.Q. on shore and Infantry detachments by Unit Signals.
- (ii) Between Force H.Q. on shore and Naval H.Q. afloat, detachment of R.C. Sigs.
- (iii) Between Navy and Air and Army and Air to be supplied by R.C.A.F. W/T detachment.
- (iv) Between Force H.Q. and any detachment occupying town of Miquelon, detachment R.C. Sigs.
- (v) Detachment, R.C. Sigs. will maintain W/T station, cable and relay station, St. Pierre. This detachment will also investigate question of operation this station with Halifax or Sydney.

(c) Zero Day -- to be notified separately.

11th June, 1941,

Halifax, N.S.

(L.C. Goodeve)
Colonel G.S.

Secretary, Joint Service Committee Atlantic Coast.

APPENDIX "B"

20th August 20th, 1941

THE LAKE SUPERIOR REGIMENT OPERATION INSTRUCTION
NO 1.
ATLANTIC COMMAND TEST EXERCISE "Q"

Ref. Map CHARLOTTETOWN-SYDNEY 8 Mi. to 1 Inch
SYDNEY SHEET 1 Mi. to 1 Inch

1. TROOPS "Q" Force Lake Sup. R.--APPENDIX "A", and DETACHMENT (12 vehicles #2 Troop Carrying Coy., R.C.O.C.).
2. TASKS To move to Sydney to attack and destroy an invading enemy.
3. DEGREE OF "Q" READINESS Force will be placed on 4 hours notice on receipt of "STAND TO". This notice may be shortened by VOL HOURS. CODE word "VOL" relates to length of notice to move.
4. ROUTE S.P. Route and T.C.P. (see trace "A")
5. ORDER OF MARCH See Appendix "B"
6. TIME Zero hour will refer to the time the leading vehicle crosses S.P.
7. TRAFFIC CONTROL Grey and Simcoe Foresters will provide Traffic Control personnel under Bde. arrangements.
8. SYDNEY GUIDE M/C traffic guides will pick up both "A" and "B" Echelons at SYDNEY RIVER, Rd. JUNCTION 693513 SYDNEY SHEET 1/63360 and guide convoy to destination. M/C traffic guides will be supplied.
9. FERRY Crossing CANSO STRAITS will be carried out under arrangements of ATLANTIC COMMAND STAFF OFFICER in charge FERRY OPERATIONS, Lieut. C.N. McAvity. Regular commercial ferry will be used.
10. PETROL P.P.'s will be established at MULGRAVE and HAWKESBURY under arrangements with M.D. #6
11. DRESS BATTLE DRESS--BATTLE ORDER
12. RATIONS "Q" Force will move from Debert with unexpired portion of day's rations and one day's preserved rations for "Q" Force, plus increments to be attached. 250 rations to be supplied by Rail-head Supply Officer.
13. AMMUNITION
 - (a) 50 rounds per rifle and 12 rounds per pistol on the man.
 - (b) 1,000 rounds per L.M.G. with gun.
 - (c) 10,000 rounds .303 boxed unit reserve.
 - (d) 500 rounds per Tommy Gun. 100 rounds per gun unit reserve.
14. TRANSPORT Unit transport will be used. Any M/C combination or vehicles not available or unserviceable to be replaced by Camp Ordnance Officer.

15. GREATCOATS Greatcoats will be carried by each man.

16. WATER Water bottles will be filled and spare water carried in cookers.

17. COOKERS Carrying crates will be made for cookers.

18. COMMUNICATION H.Q. 11th. Canadian Infantry Brigade will remain in Debert. Operation messages may be send by civilian telephone. Code names will be used. (see appendix "C"). All messages will be prefaced with the prefix "TEST OPERATION" repeat "TEST OPERATION".

19. ACKNOWLEDGE

Sgd: H. Cook

(H. Cook) Lieut. Col.
Commanding Officer,
"Q" Force, Lake Sup. R.

DISTRIBUTION

Copy No.	1	11th. Cdn. Inf. Bde.
"	2	O.C. "C" Coy., Lake Sup. R.
"	3	O.C. "HQ" Coy., Lake Sup. R.
"	4	FILE
"	5)	WAR DIARY.
"	6)	

A P P E N D I X "A"

LAKE SUP. R. OPERATION INSTRUCTIONS #1 (cont'd)

ATLANTIC COMMAND TEST EXERCISE "Q"

Force Headquarters	Lieut.-Col. H. Cook Commanding
Adjutant	Lieut. R.D. MacKenzie
I.O.	Lieut. W. Cargo
Clerks	2 O/R
Police	3 O/R
Medical N.C.O. & S.B's.	5 O/R

"C" COMPANY (COMPLETE WAR ESTABLISHMENT 5 OFFICERS 122 O/R)

#1 Platoon	1 N.C.O. 4 Signallers 2 Orderlies (2 bicycles)
#4 Platoon	Lieut. Macgillivray 1 N.C.O. 8 O/R 5 (M/C's)
#5 Platoon	1 N.C.O. 2 O/R (Pioneers)
#6 Platoon	4 O/R (Cooks) 1 O/R (Sanitary Duty) 1 O/R (Water Duty)

A P P E N D I X "B"

LAKE SUP. R OPERATION INSTRUCTION #1 (cont'd)

ATLANTIC COMMAND TEST EXERCISE "Q"

"A"

ORDER OF MARCH

<u>"A" Echelon</u>	<u>Vehicles</u>
(1) 3 M/C combinations	
(2) 1 Pl. "Q" Force	1-15 cwt.-Pl. Truck 2-T.C.V's.
(3) Force Command Staff Bn. Clerks	1-Staff Car 1-Station Wagon
(4) Remainder of "Q" Force	1-8 cwt. 1-15 " 8-T.C.V's. 2-30 cwt. cookers & Stores
(5) 2 M/C combinations	

TOTAL VEHICLES "A" ECHELON 17

"B" Echelon

(6) Spare Vehicles	2-T.C.V's. 1-30 cwt. 2-15 "
(7) Medicals	1-15 cwt.

TOTAL VEHICLES "B" ECHELON 6

"B"

MOVEMENT

1. 20 V.T.M.
2. 20 M.I.H.
3. Space between Echelons---300 yds.
4. No halts unless ordered.

A P P E N D X "C"

LAKE SUP. R OPERATION INSTRUCTION #1 (concl)

ATLANTIC COMMAND TEST EXERCISE "Q"

H.Q. Atlantic Command	ALTO
Sydney Command	GAMO
H.Q. 11 Cdn. Inf. Bde.	DAMO
Ferry Officer	FORO
"Q" Forces	CABO

VEHICLE	VEBO
M/C	MOCO
MAN	MONO

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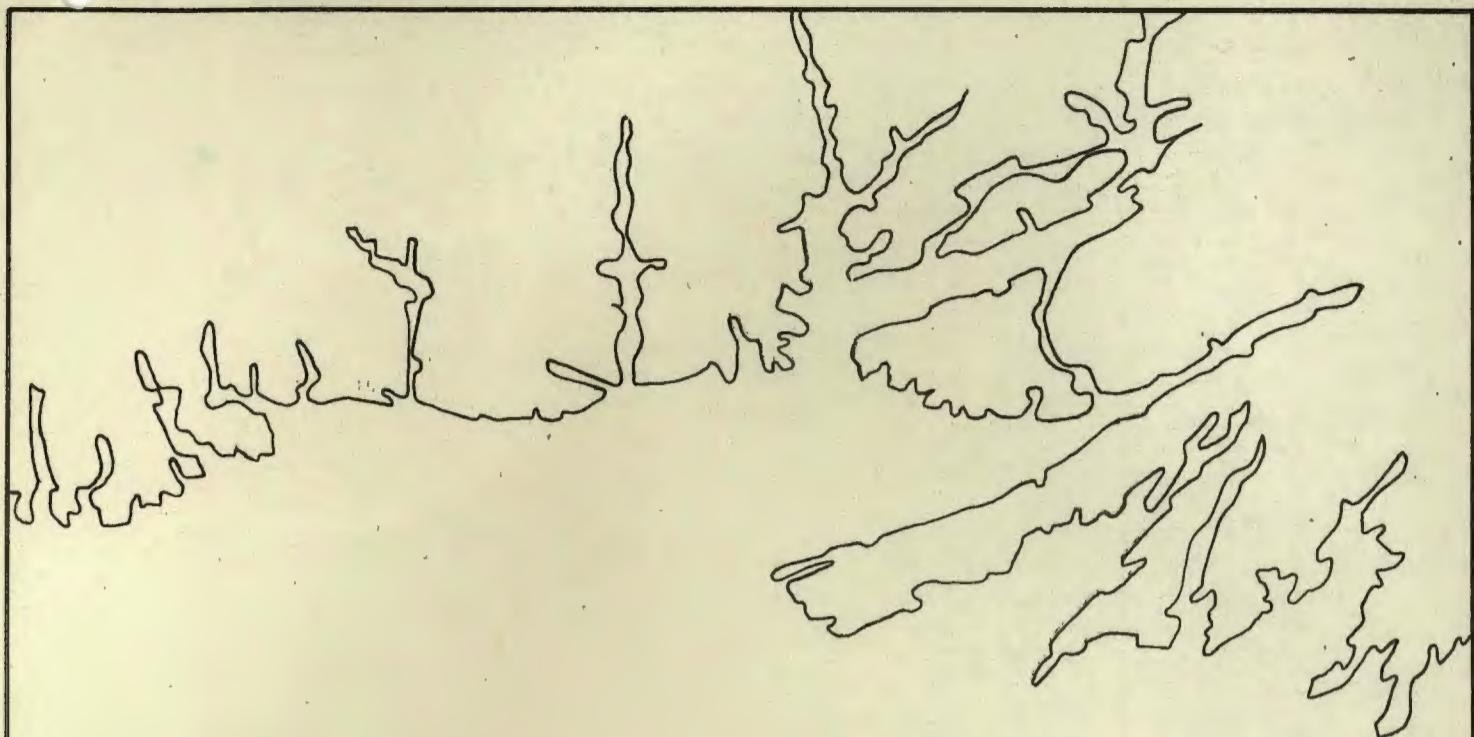
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90. The Memoirs of Cordell Hull, Vol. II, p. 1128.
91. Muselier, pp. 252-259.
92. Ibid., pp. 259 and 262.
93. The Moffat Papers, pp. 358-360 would seem to be more reliable here than Admiral Muselier's volume which was written following his disagreement with General de Gaulle.
94. The Memoirs of Cordell Hull, Vol. II, p. 1129.
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100. Ibid. Translations of these telegrams are given in Charles de Gaulle, The Call to Honour 1940-1942, Documents op. cit., pp. 238-239.
101. Charles de Gaulle, The Call to Honour 1940-1942, p. 218.
102. (Navy) NSS 1037-5-14, vol. 2: Eberts to Secretary of State for External Affairs, 26 Dec 41. Langer, op. cit., p. 216 indicates that the American Consul reported to the State Department that he had had a similar apologetic interview with Muselier. Also see Muselier, pp. 277-278.
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129. W.D., The Lake Superior Regiment: 15 Dec 41.
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131. Ibid: Gibson to C.G.S., 19 Dec 41 and Minute by Nelles.
132. Ibid: D.M.O. & I. to G.O.C.-in-C., Atlantic Command, 17 Jan 42.
133. Ibid: Macklin to D.M.O. & I., 23 Jan 42.
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137. (Navy) NSS 1037-5-14, vol. 2: Eberts to Secretary of State for External Affairs, 26 Dec 41.
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151. Ibid. See also Eberts to Secretary of State for External Affairs, 12 Mar 42 on same file.
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