



**Private Frederick Wheeler (Regimental Number 1680) lies in St-Sever Cemetery, Rouen: Grave reference A. 25. 17.**

**His occupation prior to military service recorded as that of a *fisherman*, Frederick (known as *Fred*) Wheeler was a recruit of the Sixth Draft. He presented himself for medical examination at the *Church Lads Brigade Armoury* in capital city of the Dominion of Newfoundland on June 28 of 1915. It was to be a procedure which would pronounce him as...*Fit for Foreign Service*.**

**Five days following his medical assessment, July 3, having returned to the same venue, the *CLB Armoury* on Harvey Road, Frederick Wheeler was now to enlist. He was thus engaged at the private soldier's daily rate of a single dollar to which was to be added a ten-cent per diem field allowance.**

**It was not, however, to be until after the lengthy period of a full sixteen weeks, on October 23, that he would swear an oath of allegiance, habitually the final formality of enlistment, to the reigning monarch, George V. It was thereupon, at that precise moment that Frederick Wheeler became...*a soldier of the King*.**

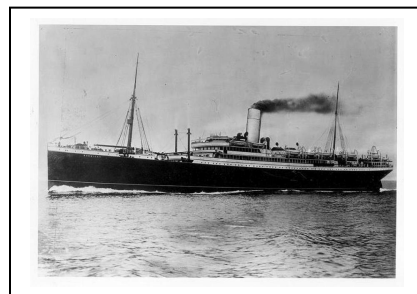
**(continued)**

Where he had spent that intervening while before attestation appears not to have been recorded, although he possibly returned temporarily to work and, at the same time, also to the family home at Tizzard's Harbour in the District of Twillingate – but, of course, this is only speculation.

By the time of his attestation, Private Wheeler, Number 1689, and his fellow-recruits of the Sixth Draft, designated as 'G' Company, were to be preparing for departure a few days hence from Newfoundland for...overseas service.

On October 27, 'G' Company left St. John's by train to traverse the island to Port aux Basques, the other passengers on board reportedly having included several naval reservists and also some German prisoners-of-war. The contingent then traversed the Gulf of St. Lawrence by ferry – documented as having been the *Kyle* - and afterwards proceeded again by train from North Sydney as far as Québec City.

There the Newfoundlanders joined His Majesty's Transport *Corsican* for the trans-Atlantic voyage to the English south-coast naval establishment of Devonport where they arrived on November 9. The vessel had departed Montreal on October 30 with Canadian troops on board before stopping at Québec: the 55<sup>th</sup> Canadian Infantry Battalion and the Second Draft of the (1<sup>st</sup>?) Divisional Signals Company.



(Right adjacent: *The image of Corsican is from the Old Ship Picture Galleries web-site. Launched in 1907 for the Allan Line, one of the largest private shipping companies of the time, she spent much of her early career chartered to the Canadian Pacific Line which in 1917 was to purchase the entire Allan Line business. She was employed as a troop-ship during much of the Great War which she survived – only to be wrecked near Cape Race on May 21, 1923.*)



(Right: *The once-busy Royal Navy facility and harbour of Devonport almost a century after the Great War – photograph from 2012(?)*)

By the morning of November 10, Private Wheeler's 'G' Company had again travelled by train, to Scotland where it had been billeted in huts in a military camp at Gales, not far removed from the evolving Newfoundland Regimental Depot at Ayr where accommodation for the new arrivals was as yet not available.

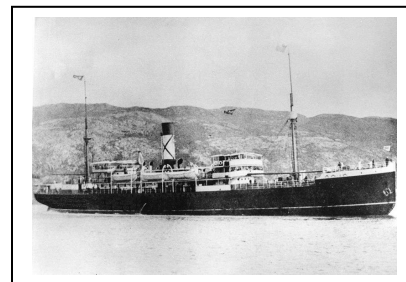
\* \* \* \* \*

More than a year prior to that November 10 of 1915, in the late summer and early autumn of 1914, the newly-formed Newfoundland Regiment's first recruits had undergone a period of training of five weeks on the shores of *Quidi Vidi Lake* in the east end of St. John's and elsewhere in the city, and were formed into 'A' and 'B' Companies.

(continued)

During that same period the various authorities had also been preparing for the Regiment's transfer overseas.

(Right: *The image of 'Florizel' at anchor in the harbour at St. John's is by courtesy of Admiralty House Museum.*)



This first Newfoundland contingent was to embark on October 3, in some cases only days after a recruit's enlistment and/ or attestation. To become known to history as the *First Five Hundred* and also as the *Blue Puttees*, on that day they had boarded the Bowring Brothers' vessel *Florizel* awaiting in St. John's Harbour.

The ship had sailed for the United Kingdom on the morrow, October 4, 1914, to its rendezvous with the convoy carrying the 1<sup>st</sup> Canadian Division overseas, off the south coast of the Island.

(Right below: *Fort George, constructed in the latter half of the eighteenth century, still serves the British Army to this day. – photograph from 2011*)



Once having disembarked\* in the United Kingdom this first Newfoundland contingent was to train in three venues during the late autumn of 1914 and then the winter of 1914-1915: firstly in southern England on the *Salisbury Plain*; then in Scotland at *Fort George* – on the *Moray Firth* close to Inverness; and lastly at *Edinburgh Castle* – where it was to provide the first garrison from outside the British Isles.

*\*It was to do so at Devonport through which 'G' Company would pass eleven months later.*

Only days after 'A' and 'B' Companies had taken up their posting there, on February 16 of 1915, 'C' Company – the first re-enforcements for the original contingent - would arrive directly – through Liverpool of course - from Newfoundland.

On the final day of the month of March it had been the turn of 'D' Company to arrive – they via Halifax as well as Liverpool – to report...*to duty...*at Edinburgh, and then 'E' Company five weeks less a day later again, on May 4\*.

*\*These five Companies, while a contingent of the Newfoundland Regiment, did not as yet comprise a battalion and would not do so for a further five months – as will be seen below.*

Seven days after the arrival of 'E' Company in the Scottish capital, on May 11 the entire Newfoundland contingent had been ordered elsewhere. On that day, seven weeks into spring – although in Scotland there was apparently still snow - the unit had been dispatched to *Stobs Camp*, all under canvas and south-eastwards of Edinburgh, close to the town of Hawick.



(continued)

(Preceding page: *The venerable bastion of Edinburgh Castle dominates the Scottish capital from its hill in the centre of the city.* – photograph from 2011)



(Right: *The Newfoundland Regiment marches past on the training ground at Stobs Camp and is presented with its Colours on June 10, 1915.* – by courtesy of Reverend Wilson Tibbo and of Mrs. Lillian Tibbo)

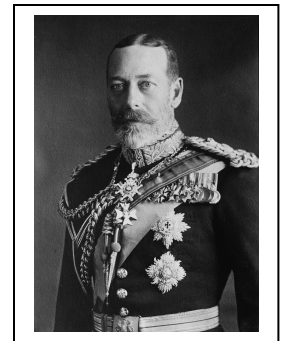
Two months less a day later, on July 10, 'F' Company would march into *Stobs Camp*.



This had been an important moment: the Company's arrival was to bring the Newfoundland Regiment's numbers up to some fifteen hundred, establishment strength\* of a battalion which could be posted on...*active service*.

*\*A number sufficient to furnish four 'fighting' companies, two re-enforcement companies and a headquarters staff.*

(Right above: *The men of the Regiment await their new Lee-Enfield rifles.* – original photograph from the *Provincial Archives*)



From *Stobs Camp*, some three weeks after the arrival of 'F' Company, in early August 'A', 'B', 'C' and 'D', the four senior Companies, having now become the 1<sup>st</sup> Battalion of the Newfoundland Regiment, had been transferred to *Aldershot Camp* in southern England. There they were to undergo final preparations – and a royal inspection – before the Battalion's departure to the Middle East and to the fighting on the *Gallipoli Peninsula*.

(Right above: *George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India* – the photograph is from *Bain News Services* via the *Wikipedia* web-site.)

The later arrivals to the United Kingdom, 'E' and 'F' Companies, were to be posted to the new Regimental Depot and were eventually to form the nucleus of the soon to be formed 2<sup>nd</sup> (*Reserve*) Battalion of the Newfoundland Regiment.



(Right: *An aerial view of Ayr, likely from the period between the Wars: Newton-on Ayr, where were quartered the 'other ranks', is to the left of the River Ayr and the Royal Borough, where were housed the officers, is to the right.* – by courtesy of the *Carnegie Library* at Ayr)

(continued)

(Right below: *The High Street in Ayr as shown on a postcard of the time, the imposing Wallace Tower – it stands to this day (2017) - dominating the scene – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo.*)

The Regimental Depot had been established during the summer and the early autumn of 1915 in the Royal Borough of Ayr on the west coast of Scotland, there to serve as a base for the newly-forming 2<sup>nd</sup> (Reserve) Battalion. It was from there – as of November of 1915 – that the new-comers were to be sent in drafts, at first to *Gallipoli* and then subsequently to the *Western Front*, to bolster the four fighting companies of the 1<sup>st</sup> Battalion\*.



*\*The first such draft was, in fact, to depart from Ayr for service on the Gallipoli Peninsula only days after the arrival in Scotland of Private Wheeler's 'G' Company, on November 15.*

This then had been the situation facing the new-comers: the new Regimental Depot had still been in the throes of its establishment when Private Wheeler and 'G' Company were to arrive in Scotland on November 10 of 1915; thus, as related in a preceding paragraph, the new-comers were required to be quartered at Gailes, some sixteen kilometres further up the coast – but apparently more than sixty kilometres distant by road.

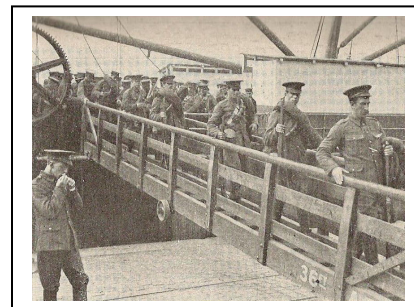
It was after almost four months spent in Scotland, on March 6 of 1916, five weeks and three days before his eventual departure from there to join the 1<sup>st</sup> Battalion of the Newfoundland Regiment, the unit by that time in France, that Private Wheeler was prevailed upon to re-enlist, on this occasion...*for the duration of the war\**.

*\*At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist. Later recruits signed on for the 'Duration' at the time of their original enlistment.*

By the time of that dispatch in mid-April, Private Wheeler had witnessed the departure of the first four re-enforcement drafts from Ayr: the First in mid-November of 1915 which had joined the 1<sup>st</sup> Battalion on December 1 at *Suvla Bay* on the *Gallipoli Peninsula*; the Second which had sailed for Egypt in mid-March only to be ordered back to the French port of *Marseille*; the Third which had left Scotland at the end of March to go directly to the Continent, to France; and the Fourth which had done likewise at the end of the first week of the month of April.

Those five weeks later, on April 13, the Fifth Re-enforcement Draft – Private Wheeler among its ranks - passed through the English south-coast port of *Southampton* en route for the Continent. It disembarked on the 15<sup>th</sup> at *Rouen*, the capital city of *Normandy*, and made its way to the large British Expeditionary Force Base Depot where the Newfoundlanders were organized once again before setting out to rendezvous with the parent Newfoundland Battalion.

(Right: *British troops disembark at Rouen en route to the Western Front. – from Illustration*)



*\*Apparently the standard length of time for this final training at the outset of the war had been ten days – although this was to become more and more flexible as the War progressed - in areas near Rouen, Étaples, LeHavre and Harfleur that became known notoriously to the troops as the Bull Rings.*

Private Wheeler was one of the contingent of a single officer and thirty-two other ranks to report to the parent unit, probably late in the day, on May 4. The Newfoundland Battalion had finished its first tour in the trenches on the previous day and was billeted in the village of Mailly-Maillet, just behind the lines.

(Right: *The re-constructed village of Mailly-Maillet – the French Monuments aux Morts in the foreground - is twinned with the community of Torbay, St. John's East. – photograph from 2009*)

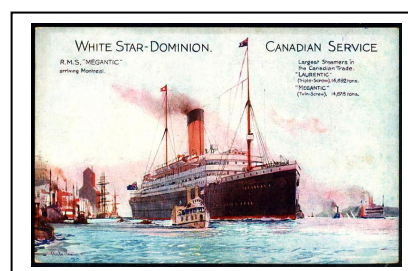


\* \* \* \* \*

While both 'E' and 'F' Companies had been beginning their time of training at Ayr in the summer of 1915 the aforementioned four senior companies, 'A', 'B', 'C' and 'D', of the Newfoundland Regiment, having now become the 1<sup>st</sup> Battalion, had thereupon been attached to the 88<sup>th</sup> Infantry Brigade of the 29<sup>th</sup> Division of the (British) Mediterranean Expeditionary Force and was soon to be dispatched to...active service.



(Right above: *Some of the personnel of 'A', 'B', 'C' and 'D' Companies of the 1<sup>st</sup> Battalion of the Newfoundland Regiment at Aldershot in August of 1915, prior to its departure to active service on the Gallipoli Peninsula – from The Fighting Newfoundlander by Col. G.W.L. Nicholson, C.D.)*



(Right: *The image of Megantic, here in her peace-time colours of a 'White Star Line' vessel, is from the Old Ship Picture Galleries web-site.*)

On August 20 of 1915, the Newfoundland Battalion had embarked in the Royal Navy Harbour of Devonport onto the requisitioned passenger-liner *Megantic* for passage to the Middle East and to the fighting against the Turks. There, a month later – having spent some two weeks billeted in British barracks in the vicinity of the Egyptian capital, Cairo - on September 20, the 1<sup>st</sup> Battalion was to land at *Suvla Bay* on the *Gallipoli Peninsula*.

(continued)

**(Right: 'Kangaroo Beach', where the officers and men of the 1<sup>st</sup> Battalion of the Newfoundland Regiment landed on the night of September 19-20, 1915, is to be seen in the distance at the far end of Suvla Bay. The remains of a landing-craft are still clearly visible in the foreground on 'A' Beach. – photograph taken in 2011)**



**(Right adjacent: Newfoundland troops on board a troop-ship anchored at Mudros: either Megantic on August 29, Ausonia on September 18, or Prince Abbas on September 19 – Whichever the case, they were yet to land on Gallipoli. – from Provincial Archives)**



**(Right below: A century later, the area, little changed from those far-off days, of the Newfoundland positions at Suvla, and where the 1<sup>st</sup> Battalion was to serve during the fall of 1915 – photograph from 2011)**



**When the Newfoundlanders had landed from their transport ship at Suvla Bay they were to disembark into a campaign that was already on the threshold of collapse.**

**Not only in the area where the Newfoundland Battalion would now serve but, even ever since the very first days of the operation in April of 1915, the entire Gallipoli Campaign, including the operation at Suvla Bay, had been proving to be little more than a debacle:**

**Flies, dust, disease, the frost-bite and the floods – and of course the casualties inflicted by an enemy who was to fight a great deal better than the British High Command\* had ever anticipated – were eventually to overwhelm the British-led forces and those of their allies, the French, and it would finally be decided to abandon not only Suvla Bay but the entire Gallipoli venture.**



**(Right: An un-identified Newfoundland soldier in the trenches at Suvla Bay – from Provincial Archives)**

**(Right: No-Man's-Land at Suvla Bay as seen from the Newfoundland positions – from Provincial Archives)**



**\*Many of the commanders chosen were second-rate, had been brought out of retirement, and had little idea of how to fight – let alone of how to win. One of the generals at Suvla, apparently, had handed in his resignation during the Campaign and had just gone home.**

**(continued)**

November 26 would see what perhaps was to be the nadir of the Newfoundland Battalion's fortunes at *Gallipoli*; there was to be a freak rain, snow and ice-storm strike the *Suvla Bay* area and the subsequent floods had wreaked havoc amongst the forces of both sides. For several days, survival rather than the enemy was to be the priority.

There were to be many casualties on both sides, some of them, surprised by the sudden inundation of their positions, fatalities who had drowned in their trenches – although no Newfoundlanders were to be among that number. Numerous, however, had been those afflicted by trench-foot and by frost-bite.

(Right: *This is Anzac Bay in the fore-ground with the Salt Lake in the centre further away. The bottom of Suvla Bay is just to be seen on the left and adjacent to the Salt Lake, and further away again. The hills in the distance and the ones from which this photograph was taken were held by the Turks and formed a horse-shoe around the plain surrounding the Salt Lake - which was where the British and Newfoundlanders were stationed.* – photograph from 2011)

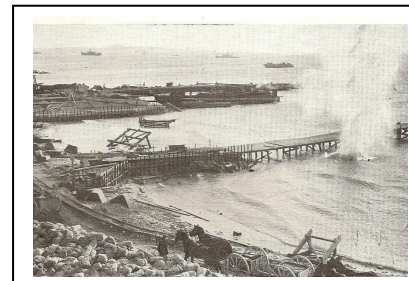


By this time the situation there had daily been becoming more and more untenable, thus on the night of December 19-20, the British had abandoned the entire area of *Suvla Bay* – the Newfoundlanders, the only non-British unit to serve there, to form a part of the rear-guard. Some of the Battalion personnel had thereupon been evacuated to the nearby island of *Imbros*, some to *Lemnos*, further away, but in neither case was the respite to be of a long duration; the 1<sup>st</sup> Battalion would be transferred only two days later to the area of *Cape Helles*, on the western tip of the *Gallipoli Peninsula*.



(Right above: *Cape Helles as seen from the Turkish positions on the misnamed Achi Baba, positions which were never breached: The Newfoundland positions were to the right-hand side of the picture.* – photograph from 2011)

The British, Indian and *Anzac* forces – the Australian and New Zealand Army Corps was also to serve at *Gallipoli* – had by now simply been marking time until a complete withdrawal of the *Peninsula* could be undertaken.



(Right above: *'W' Beach at Cape Helles as it was only days before the final British evacuation* – from *Illustration*)

This final operation would take place on the night of January 8-9, the Newfoundland Battalion to furnish part of the British rear-guard on this second occasion also.



(continued)



***\*Lieutenant Owen Steele of St. John's, Newfoundland, is cited as having been the last soldier of the Mediterranean Expeditionary Force to step into the final small boat to sail from the Gallipoli Peninsula.***

***(Preceding page: 'W' Beach almost a century after its abandonment by British forces in that January of 1916 and by the Newfoundlanders who were to be the last soldiers off the beach: Vestiges of the wharves in the black-and-white picture are still to be seen. – photograph from 2011)***

**Immediately after the British evacuation of the *Gallipoli Peninsula*, the Newfoundland unit had been ordered to the Egyptian port-city of Alexandria and beyond and had thus once more taken ship.**

**On January 14, the Australian Expeditionary Force Transport *Nestor* had arrived at Alexandria with the 1<sup>st</sup> Battalion on board. The vessel was to sail just after mid-day on the 16<sup>th</sup>, on its way southwards down the Suez Canal to Port Suez where she had docked early on the morrow and where the Newfoundlanders had landed and marched to their encampment.**

**There they were to await further orders since, at the time, the subsequent destination of the British 29<sup>th</sup> Division had yet to be decided\*.**

***(Right: The image of the Blue Funnel Line vessel 'Nestor' is from the Shipspotting.com web-site. The vessel was launched and fitted in 1912-1913 and was to serve much of her commercial life until 1950 plying the routes between Britain and Australia. During the Great War she served mainly in the transport of Australian troops and was requisitioned once again in 1940 for government service in the Second World War. In 1950 she was broken up.)***

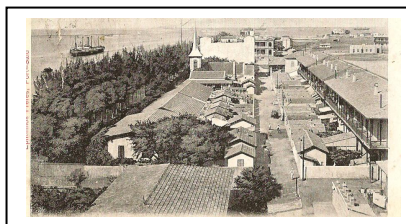


***\*Bulgaria had entered the conflict on the side of the Central Powers, and Salonika was already becoming a theatre of war.***

***(Right: The British destroy their supplies during the final evacuation of the Gallipoli Peninsula. The men of the 1<sup>st</sup> Battalion of the Newfoundland Regiment were among the last to leave on two occasions, at both Suvla Bay and Cape Helles. – photograph taken from the battleship Cornwallis from Illustration)***



**After a two-month interim spent in the vicinity of Port Suez, the almost six-hundred officers and other ranks of the 1<sup>st</sup> Battalion were to board His Majesty's Transport *Alaunia* at Port Tewfiq, on March 14 to begin the voyage back up through the *Suez Canal* en route to France.**



***(Right above: Port Tewfiq at the south end of the Suez Canal just prior to the Great War – from a vintage post-card)***

The Newfoundlanders would disembark eight days afterwards in the Mediterranean port-city of Marseille, on March 22.

(Right below: *British troops march through the port area of the French city of Marseille. – from a vintage post-card*)

Some three days after the unit's disembarkation on March 22, the Newfoundland Battalion's train was to find its way to the small provincial town of Pont-Rémy, a thousand kilometres to the north of Marseille.

It had been a cold, miserable journey, the blankets provided for the troops having inexcusably travelled unused in a separate wagon.

Having de-trained at the local station at two o'clock in the morning, the Newfoundlanders were now still to endure the long, dark march ahead of them before they would reach their billets at Buigny l'Abbé.

It is doubtful if many of those tired soldiers were to pay much attention to the slow-moving stream flowing under the bridge which they had then traversed on their way from the station. But some three months later *the Somme* would become a part of their history.

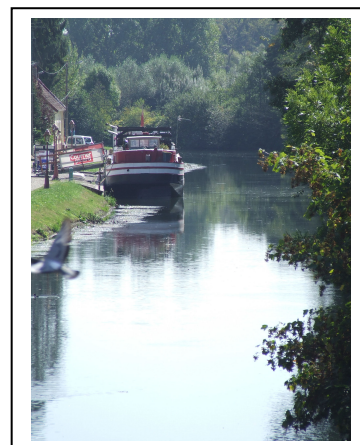
(Right: *A languid River Somme as seen from the bridge at Pont-Rémy – photograph from 2010*)

On April 13, the entire 1<sup>st</sup> Battalion – including the 2<sup>nd</sup> Re-enforcement Draft having arrived from Egypt - subsequently marched into the village of Englebelmer – perhaps some fifty kilometres in all from Pont-Rémy - where it would be billeted, would receive reinforcements from Scotland via Rouen and, in two days' time, would be introduced into the communication trenches of the *Western Front*.

Just days following the Newfoundland Battalion's arrival on the *Western Front*, two of the four Companies – 'A', and 'B' – were to take over several support positions from a British unit\* before the entire Newfoundland unit was to then be ordered to move further up for the first time into forward positions on April 22.

*\*It should be said that the Newfoundland Battalion and two-hundred men of the Bermuda Rifles who were serving at the time in the 2<sup>nd</sup> Lincolnshire Regiment Battalion, were then the only units at the Somme from outside the British Isles - true also on the day of the attack on July 1.*

(Right above: *A part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)



And as related in an earlier paragraph, it was after the completion of the Newfoundland Battalion's first tour in the trenches of the *Western Front*, that Private Wheeler's draft arrived from Rouen on May 4 to report...*to duty*.

\* \* \* \* \*

By then the Newfoundland Battalion had been withdrawn from the forward area to the vicinities of the communities of Mailly-Maillet and Louvencourt where they would be based for the next two months. There, the Newfoundlanders were now soon to be preparing for the upcoming British campaign of that summer, the battle to be fought on the ground named for the languid, meandering river, *the Somme*, that flowed – and still does so today – through the region.

If there is one name and date in Newfoundland history which is etched in the collective once-national memory, it is that of Beaumont-Hamel on July 1 of 1916; and if any numbers are remembered, they are those of the eight-hundred who went *over the top* in the third wave of the attack on that morning, and of the sixty-eight unwounded present at muster some twenty-four hours later\*.



(Right above: *Beaumont-Hamel: Looking from the British lines down the hill to Y Ravine Cemetery which today stands atop part of the German front-line defences: The Danger Tree is to the right in the photograph. – photograph taken in 2009*)



(Right: *A view of Hawthorn Ridge Cemetery Number 2 in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2009(?)*)

*\*Perhaps ironically, the majority of the Battalion's casualties was to be incurred during the advance from the third line of British trenches to the first line from where the attack proper was to be made, and while struggling through British wire laid to protect the British positions from any German attack.*

There are other numbers of course: the fifty-seven thousand British casualties incurred in four hours on that same morning of which nineteen-thousand were recorded as having been...*killed in action...or...died of wounds*.

It was to be the greatest disaster ever in the annals of the British Army...and, perhaps just as depressing, the carnage of *the Somme* was to continue for four and a half months.

(Right: *Beaumont-Hamel is a commune, not a village. – photographs from 2010 and 2015*)



(continued)

***In fact, Beaumont-Hamel was a commune – it still exists today – at the time comprising two communities: Beaumont, a village on the German side of the lines, and Hamel which was behind those of the British. No-Man’s-Land, on which the Newfoundland Memorial Park lies partially today, was on land that separated Beaumont from Hamel.***



***(Right: A grim, grainy image purporting to be of Newfoundland - dead awaiting burial after Beaumont-Hamel – from...?)***

***(Right: the Somme as it passes today just to the east of the city of Amiens – photograph from 2009(?))***



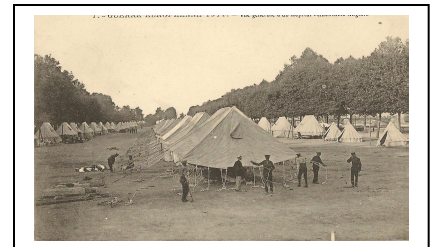
**On July 1, 1916, Private Wheeler of the Re-enforcement Company was one of the many wounded at Beaumont-Hamel during the fighting of the first day of the...*First Battle of the Somme*. On the following day he was admitted into the 35<sup>th</sup> Casualty Clearing Station at Doullens, having incurred multiple injuries to the right thigh and buttock, inflicted by enemy artillery fire.**



**On July 3 he was transferred to the 1<sup>st</sup> Stationary Hospital in Rouen whereupon he was deemed to be...*dangerously ill*.**

***(Right: Wounded at the Somme being transported in hand-carts from the forward area for further medical attention – from Le Miroir)***

***(Right: A British casualty clearing station – the one pictured here under canvas for mobility if and whenever the necessity were to arise – being established somewhere in France during the early years of the War: Other such medical establishments were often of a much more permanent nature. - from a vintage post-card)***



**The son of Aaron Miller Wheeler (deceased of typhoid fever on September 26, 1911) and of Amelia Ann Wheeler (née *Jewer\** - also *Juer* - see below) – to whom he had allotted a daily allowance of sixty cents from his pay - of Tizzard's Harbour on New World Island in the District of Twillingate, he was also brother to Louis, Chesley, William-George, Richard and Cecelia.**

**Private Wheeler was reported as having...*died of wounds*...in hospital at Rouen on July 10, 1916.**

**He was buried on that same day by the Officer Commanding the 6<sup>th</sup> General Hospital.**

**A telegram was sent to the Reverend William Harris of Moreton’s Harbour requesting that he inform the family.**

Frederick Wheeler was a *declared* nineteen years of age at the time of his enlistment: year of birth in Tizzard's Harbour, Newfoundland, 1897 (from *Ancestry.ca*).

*\*The Commonwealth War Graves Commission cites Mrs. M. Wheeler as his mother; and much of the correspondence in his file is addressed to either Mrs. M. Wheeler or Mrs. Mildred Wheeler: however, Amelia Ann Jewer Wheeler lived until 1935. Might one suppose them to be one and the same?*

Private Frederick Wheeler was entitled to the British War Medal (left) and to the Victory Medal (Inter-Allied War Medal).



The above dossier has been researched, compiled and produced by Alistair Rice. Please email any suggested amendments or content revisions if desired to [criceadam@yahoo.ca](mailto:criceadam@yahoo.ca). Last updated – January 29, 2023.

