

THE THUNDERBIRD JOURNAL

Security Branch Newsletter



THE THUNDERBIRD JOURNAL



SPRING - SUMMER 1986

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COVER PHOTO

- A — Photo taken at Soest, Germany 1952/53
- B — Driver: Sgt Frank Ames Ret.
- C — CDN MP: Cpl Boyd Hamilton

EDITORIAL POLICY

The Thunderbird Journal, a Security Branch Newsletter, is to be published quarterly and is an authorized DND Periodical in accordance with CFAO 57-12.

The aim of the Thunderbird Journal is to provide a focal point for the wide array of Branch activities, to be informative and educational, and to foster professionalism and esprit de corps.

Items suitable for publication in the Journal will vary in terms of topics and format but can include both items of Branch-wide interest as well as more informal reports of local events. Content must be suitable for publication in a journal representative of the Security Branch. Articles may be submitted directly by base/station Security Officers, Detachment Commanders, or a representative of a Military Police Militia Unit, to the Directorate of Security, subject to the approval of appropriate command or SIU Headquarters as applicable.

Letters to the editor, questions, or editorial comment will be welcomed, however, readers are reminded that such items must relate to Security Branch activities rather than matters which are more properly addressed elsewhere, for example, in the Personnel Newsletter, etc.

PUBLICATION SCHEDULE

Season	Final date for receipt of articles, letters, etc. by D Secur	Publication Date
Winter	15 Nov	30 Jan
Spring	15 Feb	30 Apr
Summer	15 May	30 Jul
Fall	15 Aug	30 Oct

There is a ten week lead time for submission of articles to D Secur. This remains as the absolute minimum time necessary to meet the publication schedule allowing for translation, word processing and subsequent printing. Your adherence to these time restrictions would be greatly appreciated.

Any future articles should be forwarded to:

Managing Editor
Thunderbird Journal
NDHQ/D Secur 3
101 Colonel By Drive
Ottawa Ont. K1A 0K2

MANAGING EDITOR
Major D.R. Johnson, MMM, CD

ASSISTANT EDITOR
Captain R.A. Holman, CD

GRAPHIC ARTIST
Ivor Pontiroli, DDDS7-2

General

Forty years ago *What's in a salute?*

"Comment from the editor: To the best of our knowledge the following article first appeared in the December 1943 edition of the "CAM" magazine. This article recently appeared in the summer 1985 edition of the EME jour-

nal and is reprinted with the kind permission of the editor of that Journal. Isn't it strange, that regardless of how the Canadian Forces change over the years, and regardless of our former or future colours of uniform, this article

written some 33 years ago still remains current regarding it's message and significance. Perhaps the more we change, the more we remain as we always were . . ."



The "HI-YA BUB" type
— very chummy and informal



The "HO-HUM" type
— a beastly bore, what!



The "SUPREME EFFORT" type
— and sorry about the whole thing!



The "TELEPHONE BOOTH" type
— or "a Helicopter flies like this!"



The "C.W.A.C.-LUTE" —
usually quite regimental
— the expression depends on how
tall — dark and handsome.

This article is reproduced from the "CAM" magazine of December 1943.

The salute is the services' own symbolic way of paying respect — like a handshake or a "Good morning". It's plain everyday courtesy in correct army style.

There are a great many versions of the origin of the salute. All of them sound more or less feasible.

In ancient Rome it was the custom of visiting military people to raise their hands, palms open, to show that they carried no lethal weapon concealed with malicious intent — and in the period when Knights wore armour, the mortality rate was high due to them not being able to recognize friend

from foe with the visor of the helmet closed. Life was often dependent on a snappy raising of the visor — sort of a "don't shoot — it's me, chum" idea.

What's all this got to do with Maintenance? We suggest it has plenty. Fitters, mechanics and drivers are soldiers — a good fitter, mechanic or driver is usually a good soldier — and good soldiers can be spotted quicker than a wink by the way they salute. By the same token then, a driver's calibre can be judged by the way he salutes — it's a reflection of his whole attitude to the job.

The "Ho Hum" type will find it just as much of a bore to carry out his CPMS 1, 2 and 3 as he does to salute. "Undecided" will probably just scratch

his nose instead of checking the air cleaner when he should and "Hi ya Bub" will probably do his when he feels like it, which may not coincide with operational requirements.

You know what we mean because you've seen 'smart' units — they are smart in appearance, smart on parade, their equipment is smart and efficient. It's a habit with them and they're proud of it — you can tell by the way they salute.



The "VIGOROUS" type
— and great exercise!



The "ORDER ME FIVE" type
— can't get rid of a pre-war
beverage room habit!



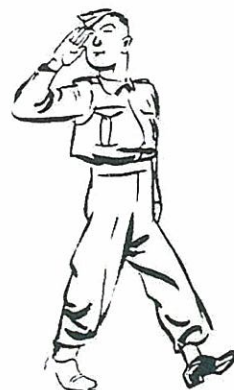
The "WOOD CHOPPER" type
— or "he went that way"!



The "VIBRATTO" type
— there's spring steel in that there
arm!



The "UNDECIDED" type
— will probably scratch his nose
five paces later!



OF COURSE . . .
There is a correct way!

Don't Leave Home Without One

Reprinted Courtesy TRIDENT

Don't Leave Home Without One

Editor's note: The following message has been received from HMCS Protecteur.

For DCOS P&T request you forward following "letter to the editor" to Trident.

It is not my intention to enter the current debate on potential roles for MP 811 Tradesmen in ships. Rather I would like to outline via your newspaper the valuable role these men are performing now. During the current deployment of the Canadian Task Group to the Puerto Rican operating areas CANCOMFLT's staff has been augmented by the attachment for the deployment of a Warrant Officer MP 811. Why? During alongside periods in Roosevelt Roads as many as 1800 Canadian Sailors have been working and relaxing alongside their USN counterparts. While conduct for the most part has been excellent, there have been a number of incidents requiring in depth investigation. One serious incident was a car accident involving two Canadians and one American which occurred offbase. The complexity of the subsequent investigation would have been difficult if not impossible for our normal regulatory staffs to handle. Our Warrant completed it with ease, having dealt with Military and Civilian Police Authorities. Our Servicemen were exonerated of any blame. But this is not my main



WO Auclair presents Capt (N) Johnston CO HMCS Protecteur with a Security Branch Plaque

point. In each and every incident that has occurred we have provided to the USN Authorities a skilled professional investigator as the primary point of contact. Twenty four hours a day, seven days a week he is on instant call. Accept my assurance that this single individual has done more than any other to assure the USN of our dedication toward minimizing any friction that might arise from the visit of such a large task group. One cannot underestimate either, the rapport that exists between like Military Professionals. I have no doubt that one

Warrant's ability to work side by side with USN Military and Civilian Investigators has ensured our servicemen a fair hearing. It is my intention to write a more detailed article about this same subject in the near future. For the moment, however, from the point of view of a Task Group deployment, the watchword with respect to an MP 811 Tradesman should be "don't leave home without one."

Captain (N) B. Johnston

We do remember . . .

Lieutenant-Colonel R.B. Mitchell, CO 2 RCHA serving with Headquarters sector four, Canadian contingent with United Nations Forces in Cyprus recently wrote to the CIS and reported that on 11 November 1985, members of 2 RCHA and 3 Commando, Canadian Airborne Regiment paraded in Dhekelia cemetery, Cyprus to honour the Canadian soldiers who died whilst serving in Cyprus.

Wreaths were laid at each of the nine headstones, including those of Corporal K.A. Salmon of the Canadian Army Provost Corps and Lieutenant Kenneth Edmonds of the Canadian

Intelligence Corps. LCol Mitchell kindly enclosed a photograph taken of the grave of Corporal Salmon and stated that the cemetery and the gravestones are in excellent condition. He further avowed that his regiment would continue to ensure that this remains the case.

Our appreciation goes out to the CO and members of 2 RCHA and the Airborne Regiment who continue to show their respect for our fallen comrades.



MEMORIES

Answer to last edition's photo:

Who: LAC Bazinet now CWO-MP other ranks Career Damager (SIC)

When: June 1962

Where: 1 (F) Wing, Marville, France

What: Mr. Bazinet was teaching the kids in the photo the international highway signs with the use of an electric board.

The editorial mailbag recently brought forth a couple of interesting photos of bygone days in the CFB Baden area.



WO (Ret) Pankratz (left in photo as a Sgt) shown with members of the German *Landespolizie* at Baden 1955. WO Pankratz served at 4(F) Wing Baden 1953-1956. He retired in 1968 and as he said in his letter "despite rapidly approaching "Senior Citizen status", he looks forward to his copy of the Journal provided through the CMPA.

know there are lots of events worthy of passing on.

It would be interesting to know if any of the German *polizie* in this photo are recognized and still have contact with MPs.

Thanks to WO (Ret) Pankratz for the photo and the compliments.

Mr. Pankratz also expressed an interest in seeing some articles relating to Baden — Lahr areas which we here on the editorial staff heartily endorse. Let's see some articles from CFE, we

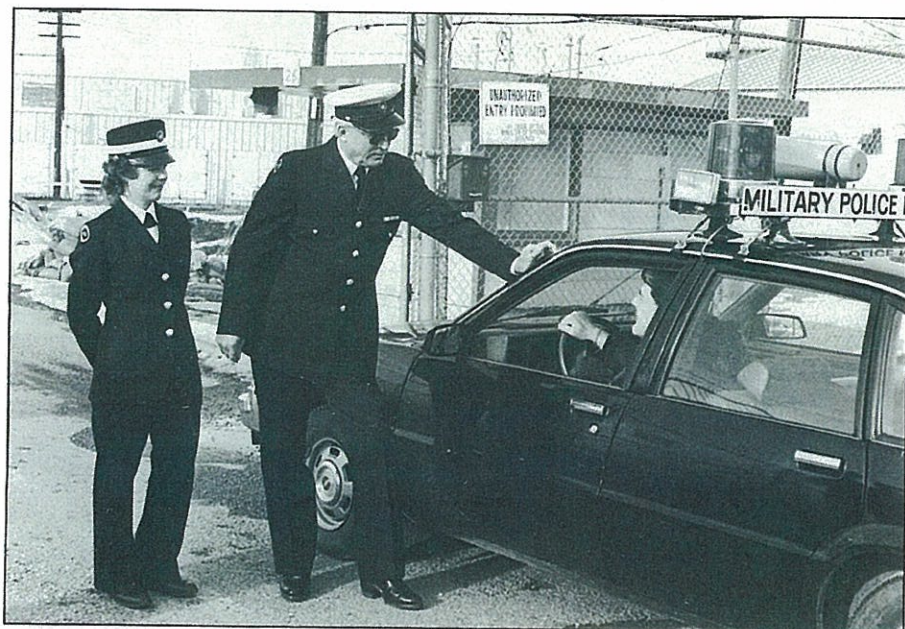
Let's hear more from you old timers out there so we can keep our Memories column going.

A Family Affair

Story by Capt Richard Moore

Security at Canadian Forces Station Beaverlodge is a family affair whenever wife Doris, left, and husband, Verne Hitchins, centre, are on duty. Working with military policemen like Corporal Mike Govier, in car, the two commissionaires normally work the same shift. "That was a prerequisite of signing on," Doris says. "I gave up a cushy job downtown to go on shift work so that we could work the same shifts and go on vacations together and have the same days off."

And the two Corps of Commissionaire members and Canadian Armed Forces veterans haven't regretted their decision one bit. Working and living at



Beaverlodge is old hat for both. Verne used to be the military police sergeant at the station and Doris helped raise a family there as a service mother and wife following her own release from the Royal Canadian Air Force.

The Hitchins admit that they will be saddened when the station closes in 1988 but it won't be difficult for either of them to start a new life in Beaverlodge or at a new location. After all — with 26½ years of military postings

and 11 years of civilian life behind them the Hitchin family has had lots of practice in dealing with change. (CANADIAN FORCES PHOTO BY Pte J. Baars)

He took matters into own hands

The following article appeared in the Police Shield magazine from Ohio.

A new twist in police brutality took place in Manhattan, New York recently, immediately after a defendant, Willie Smith, was found guilty of extortion, mugging, assault, resisting arrest and counterfeiting food stamps.

The presiding judge, Nathan O. Cohen, then addressed Mr. Smith in this manner:

Mr. Smith, you have been found guilty by this court of several vicious crimes against the people of New York State, especially the heinous crime of mugging and assaulting a 93-year-old

woman in a wheelchair. And throughout this trial your constant harassment of this court with charges of police brutality, which I have reason to suspect is unfounded, have irritated me no end.

Whereupon Judge Cohen left the bench, stepped in front of it, walked up to the defendant, Willie Smith, and punched him square on the nose.

Then, in a matter of seconds, before a shocked courtroom, the judge had Willie doubled up on the floor while he punched, kicked and pommelled Smith like a mongoose attacking a cobra. He then returned to his

bench before two stunned deputies could regain their senses long enough to pick Willie up off the floor.

When they finally did get him to his feet, without Willie's help, and who now looked like a Raggedy Ann Doll with its stuffing coming out, Judge Cohen addressed the totally relaxed Willie Smith thus:

That, Mr. Smith, is a sample of real, honest to goodness police brutality. If that's what they did to you then I suggest having a retrial on those grounds, and I'm on your side. But if that's not what the police did to you, then go serve your sentence like a good criminal should. Take him away.



Branch Activities and Development

Secondment in Belgrade, Yugoslavia

by Cpl Rob Hawkins

Yet another Canadian Embassy abroad has been infiltrated by members of the Military Police trade. In July and Aug. 85, five Military Policemen and their families joined the Canadian Embassy in Belgrade, Yugoslavia.

Now referred to as Military Police Security guards (MPSGs), which has a familiar ring to it, we are primarily responsible for the protection of information and the personal safety of Canadian employees within the Embassy. In keeping with this responsibility our duties consist of access control, key control, destruction of classified waste, conducting security rounds during silent hours, maintaining security hardware and establishing a security education program.

Upon arrival everyone was apprehensive of the exposure to a new environment but the hospitality of the Canadian staff members made the period of adjustment pass without any major bouts of culture shock. With English — Serbo-croatian dictionaries in hand the process of refurbishing food supplies began. IN most instances the dictionaries were replaced by sign language or a quick game of charades.

Much to the pleasure of everyone overcoming the language difficulties was not as painstaking as imagined.

The Embassy itself is the pride of Belgrade and a Canadian showcase. The building is just over a year old and with its modern architecture it is easily distinguishable from other structures in the vicinity. In conjunction with office space the Embassy houses a swimming pool, sauna, and an exercise room complete with nautilus weight equipment. Any visions of "fattening up" during this posting were quickly erased.

In addition to the exercise facilities there is a summer softball league, which is organized and maintained by Canadian personnel. It is comprised of three American teams and one Canadian team. With the arrival of the hard-hitting MPSGs the Canadians quickly exhibited their supremacy and went on to win the league championship, much to the chagrin of the US Marine Corps entry. There is also a Canadian Embassy volleyball team and the MPSGs recently made their debut in the Diplomatic Bowling League. The recreational activities have been an unexpected bonus to life in Belgrade.

One adventure experienced by all MPSGs was the search for a barber with whom you could effectively communicate. It seemed that local barbers presumed all military personnel shaved their heads like the US Marine Corps. No major casualties were reported.

Within the Embassy Canadian personnel have established a lounge, known as the "Canadian Club", which is primarily used for TGIFs and private functions. It presently includes a bar, two dart boards, a soccer game, and very shortly will also have a ping-pong table. At a recent meeting of Club members, the MPSGs presented a branch flag to the President of the Club, Mr. Bob Romano. The flag will permanently adorn the walls of the lounge, acknowledging the arrival of the MPSGs.

Prior to being posted abroad, MPSGs destined for Belgrade and Moscow attended briefings together in Ottawa. We would like to take this opportunity to assure them that the water in the Embassy pool is not too warm! Dober Dan (good day).



Belgrade MPSGs present Branch flag to President of CDN Club. L to R: Sgt Haggerty, Cpl Hawkins, Mr. Bob Romano, Cpl Czarnecki and Cpl Savage



MPSGs in Lobby of CDN Embassy. L-R Sgt Haggerty, MCpl Davison, Cpl Hawkins and Cpl Czarnecki

The SIU

by WO Pete Marryatt

I'm going to attempt, in as few words as possible, to tell you the who, what, why and where etc. of the Special Investigation Unit.

I could bore you by telling you that the SIU was established in Apr 66 by Cdn Forces Organization Order 1.11 and is patterned after the former Special Investigation Branch of the RCAF, and its primary function is counterintelligence, but I'm certain that you already know that anyway.

The SIU comprises six detachments and twenty-six sections spread across Canada and with the CF in Europe. Our headquarters is in Ottawa and we are a VCDS controlled unit. Our Commanding Officer (LCol) is functionally responsible directly to DSecur. In addition to normal HQ staffing, at SIU HQ we have an S Ops O position (Maj) who is responsible for SIU Section Ottawa and the unique Polygraph and Ops Sections. The Polygraph section consists of a Poly O and MWO at SIU HQ and one NCO polygrapher at each Detachment HQ. The Ops section is a group of Military Police officers and NCO's who specialize in surveillance. They annually run a two week course in basic surveillance techniques which is unique in the CF. This course trains only eight people annually who are chosen from volunteers within the branch.

Who are we? The SIU consists of about (depending on "quickie" releases) 226 security officers, other ranks from MP, Int, Adm and Rad Tech trades, and civilians. We are all with the SIU because we are the most intelligent, sharpest, and the best personnel in our branches (if you believe that, skip the next two paragraphs) and we were all told that by our bosses or career managers just prior to posting!

Actually we are a rather large group of personnel who initially couldn't think up a good enough excuse to avoid a posting to the unit, and then discovered, much to our surprise, that it's not that bad a posting. There is a bit of a culture shock involved in wearing civilian clothes and dealing (in a lot of cases) with civilians.

Initially, the majority of us had no specialized investigative knowledge or training, and other than a one week indoctrination at SIU HQ learned the

work through OJT. Which brings us around to WHAT do we do. In accordance with our name, we are an investigative unit, with our workload split into three categories, Field Investigations (FI), General Investigations (GI) and Security Intelligence (SI) which is really a new name for the old Police and Security Liaison (PSL).

Seventy percent of our workload is in conducting FI's or security background investigations. The FI is the result of a tasking by DSecur on receipt of an individual's request for a security clearance. I must point out that not all requests for clearances are tasked to the SIU, in fact DSecur 3 only needs us for the more sensitive clearance requests, just over 5000 in 1984!!

As you can well imagine, it doesn't take a person posted into the SIU very long before they are out knocking on doors and competing with salesmen and religious zealots for homeowners attention. (In fact we are often mistaken for religious zealots as we dress too well for salesmen!)

I can sympathize with any of you who had a friend posted to the SIU, as

shortly after their COS date they seem to develop a whole new language which is mainly incomprehensible to the uninitiated. Friendships can really be stretched by listening to a one sided conversation about plus ones, green files, amber records and split phases! Especially when you ask for a translation and are told "sorry that's classified." There are some classic stories told about the problems you run into doing FI's. The ones about the biting dogs are probably true, but don't believe a word about all the beautiful women!

To digress a minute here, I must pass on this one story to show the perseverance that Field Investigators develop. An investigator, we'll call him "John" had spent several days in rural Southern Ontario trying to locate a serviceman's former neighbours on a rural route that was over 60 miles long. He finally found a farmer who vaguely remembered the serviceman and told "John" that the serviceman was "real friendly" with the people who used to live next door and owned a piano playing chicken. The farmer (bless him) couldn't remember the family's name, only that they had moved about twenty miles North. It



took John about three hours to track down the family and obtain the information he needed. John said that he would have found the family sooner, only he was looking for a family with one piano playing chicken, and the farmer had made a mistake, the family had two chicken pianists! So help me — that's a true story.

Twenty percent of our taskings are General Investigations (GI's). CFAO 22-3 para 8 lists the investigations the SIU are required to handle. If you don't feel like looking them up, basically they involve serious security implications concerning personnel and material. In addition we may also be called upon to investigate purely criminal or service offences with serious ramifications that exceed the resources and capabilities of Base Military Police. In our larger sections there is usually one or two personnel permanently assigned to GIs, whereas in the smaller sections, investigators are assigned on an "as required" basis.

One thing I would like to emphasize here, is that SIU Investigators do not necessarily have any more expertise than Base MP investigators, and almost certainly do not have the contacts and intimate knowledge of bases that are developed by Base MPs.

However when an investigation is tasked to the SIU, we are able to:

1. provide as much manpower as required without effecting the overall security of the base;
2. where required, employ "specialists" of various investigative techniques ie — arson trained investigators, surveillance specialists;
3. avoid "internal" base politics and ensure discretion by reporting through SIU channels to base and command authorities; and
4. expand the investigation to other geographical areas with minimum inconvenience.

Although the total number of GIs handled annually by the SIU is relatively small, most of the investigations require extensive commitments of personnel and material. In fact some of them can expand to the point of involving most of our sections across the country.

The ten percent of our workload involving Security Intelligence (SI) was originally developed to provide the CF with domestic intelligence to ensure that the forces will be better prepared to provide aid to civil power should the occasion arise and to monitor potential

threats to the CF which could interfere with our operational role.

This information is usually obtained through a well established and effective liaison that has been developed with police and security agencies across the country and in Europe. In fact our people in Europe maintain liaison with about seventy different agencies. I have to emphasize that very strict regulations forbid the covert or "undercover" collection of intelligence, which limits our direct acquisition of information to open sources such as magazines, newspapers, television and people.

I trust that this article, in some way, has helped explain what the SIU is, and very briefly what we do. There is often a misconception and mystique attached to the Unit which if not corrected tends to place a very unnecessary mental barrier between the "plain clothes" and "uniform" segments of our branch. Remember, in paraphrasing an expert "There but for the grace of my career manager go I."

Securitas.

CFB Baden All Ranks Mess Dinner

On 20 February 1986, the CFB Baden-Soellingen Military Police Section hosted an all ranks mess dinner. Over 110 members of the Security Branch attended from all over Europe and the activity turned out to be a full success.

The guest of honour was Col Stevenson, D Secur and Security Branch Advisor. Other guests for the occasion were Col Gauthier, LCol Theriault, CO SIU, CWO Powell, Security Branch CWO. Our host for this occasion was Col DeQuetteville, Base Commander, CFB Baden-Soellingen.

Everyone met at the Room International at 1830 hrs when cocktails were served and informal discussion ensued. At 1930 hrs, WO Stuparik, 1 AMS, piped everybody into the dining room for the dinner. Marches were played and music was provided throughout the dinner by WO Roberts and a quartet of musicians from the Baden Rube band. The main course of the meal was tender beef filet, accompanied by suitable German white wine



Col Stevenson, DSecur and Capt L. Bailey, BSecurO CFB Baden being piped into the mess dinner

and French red. Everybody had the opportunity to spend a pleasant evening and to enjoy good food with friends and acquaintances that they otherwise rarely see.

This mess dinner afforded an opportunity to say Auf Wiedersehen to Sgt E. Tribe, who is retiring this year with over 28 years of dedicated and loyal service and to Mr Ron Cawood, who is a retired branch member still working with the Lahr Military Police Station and retiring for the second time.



(L. to R.) Col Stevenson DSecur, Capt Coish BSecurO CFB Lahr, Mr Ron Cawood, Sgt Tribe and Capt Bailey BSecurO CFB Baden



Head Table Guests (L to R) CWO Kent (Base CWO Baden), Maj Olexa (BGrd Ops O Baden), Capt Rogers (COMPL), LCol Looper (BTSO Baden), Col Stevenson CDSecur, Col DeQuetteville (BComd), Col Gauthier and LCol Thériault (COSIU)

2 MP Platoon Shoots it Out

2 MP Platoon has not competed in the Canadian Forces Small Arms Competition at the Connaught Ranges for a number of years, however it was decided this year to tighten our belts a bit more and enter a team. Following several weeks of extensive training under the excellent direction of Sgt Mike Mulvihill, the five man team was off to the competition from 28 July to 6 August (OSMER take note — this doesn't mean we have lots of extra people. It means the other boys worked lots of extra shifts).

The effort paid off! Our team won the minor unit trophy for top pistol team and the Spanish Samarach Trophy for the highest aggregate score in service condition matches, again for pistol. Finally one member, Sgt Mulvihill, participated in the combined Special Service Force team which won the Dominion of Canada Rifle Association trophy for highest aggregate score for a four man pistol team.

SECURITAS!



The 2 MP Platoon Pistol Team (L to R) Cpl Pat Huard, Cpl Paul Inglis, Cpl Frank Fera, Sgt Mike Mulvihill (Team Captain) and Pte Tom Camacho.

1986 Security Branch Bonspiel

On 30, 31 Jan, 1 Feb 1986, CFSIS hosted the 16th Annual Security Branch Bonspiel. This year's event was bigger than ever, featuring 40 rinks from across Canada.

The festivities commenced with a Meet and Greet at the Thunderbird Centre on Thursday evening. Many old comrades renewed acquaintances and loosened up for the upcoming curling. Later on Thursday evening, Col. A.H. Stevenson, Director of Security and LCol A.R. Wells, Commandant, CFSIS, officiated at opening ceremonies and Col Stevenson threw the first rock.

Curling continued virtually non-stop until Saturday evening with the semi-finals and finals occurring on Saturday. The competition was very keen and four rinks of the forty emerged as Division winners.

Following the finals, a banquet was held at the Thunderbird Centre after which Col Stevenson awarded the trophies to the winning rinks. Winning rinks were:

"A" Event — The Director's Trophy — won by an SIU Ottawa rink made up of Sgt Mercer, Sgt Kelly, Sgt Mutart and MCpl Maurstad;

"A" Event — Runners UP — from CFB London, Sgt Glynn, MCpl Eves, Cpl Long and Pte Lambie;

"B" Event — The Bob Anderson Memorial Trophy — was won by another SIU Ottawa rink, made up of Sgt Sheard, Sgt Johnson, WO Folker and Sgt Zarudski;

"B" Event — Runners UP — A CFSIS rink made up of MWO Clayton, WO Dinsdale, Sgt Dunne and Sgt Vasey;

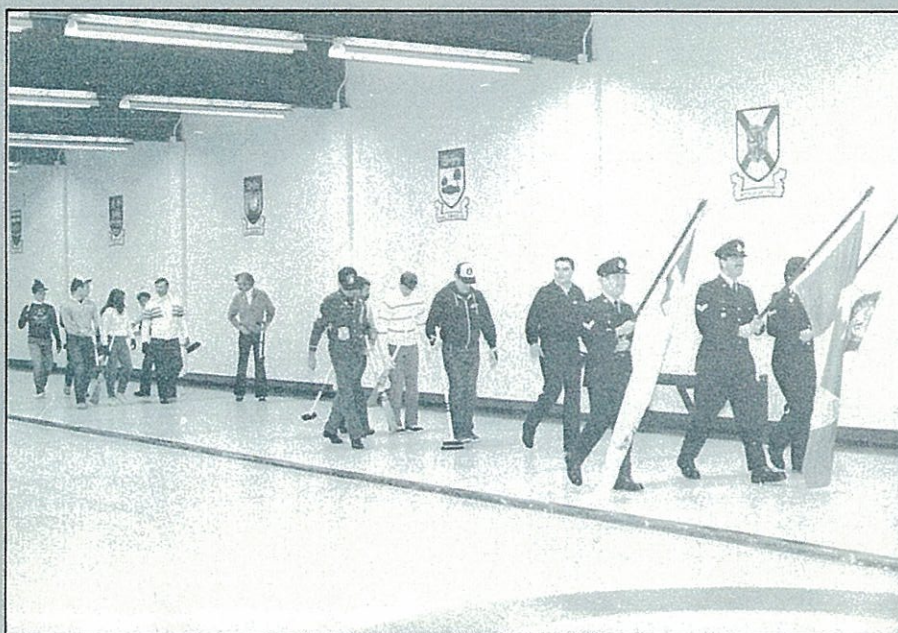
"C" Event — The MacDonald's Trophy — was won by a CFB Toronto rink, made up of Capt Taylor, Sgt Stewart, MCpl Collins and MCpl Leclerc.

"C" Event — Runners Up — a CFB Kingston rink consisting of Lt Entwistle, Sgt Norton, MCpl Verreault and MCpl MacMullen;

"D" Event — The Security Branch Trophy — won by a CFB Toronto rink, made up of Sgt Gebler, Sgt Tegg, Cpl Mancinie and Cpl Nesbitt; and

"D" Event — Runners UP — A CFSIS team made up of Capt Howell, Sgt Thompson, Sgt Lariviere, and Sgt Kish.

This year's Bonspiel was another resounding success. A fine time was had by all and next year's event, the 17th Annual Security Branch Bonspiel, to be held 5-7 Feb 87, promises to be even better still. See you then! SECURITAS!



The Opening Ceremonies, Col Stevenson leads the parade of curlers.



"A" Event Winners, Col Stevenson presents the Director's Trophy to Sgt Mercer, Sgt. Kelly, Sgt Mutart and MCpl Maurstad representing SIU Ottawa.



"B" Event winners, Col Stevenson presenting the Bob Anderson Memorial Trophy to Sgt Sheard, WO Folker, Sgt Johnson and Sgt Zarudski, representing SIU Ottawa.



"C" Event Winners, Col Stevenson presenting the McDonald's Trophy to Capt Taylor, MCpl Leclerc, Sgt Stewart and MCpl Collins representing CFB Toronto.



"D" Event Winners, Col Stevenson presenting The Security Branch Trophy to Sgt Gebler, Sgt Tegg, Cpl Mancinie and Cpl Nesbitt, representing CFB Toronto.

Toronto Military Police

First Annual Curling Bonspiel — 15/16 Nov 85

The first annual curling bonspiel hosted by the CFB Toronto Military Police Section is now history. Although only fourteen teams participated, the undertaking was a great success and a good time was had by all. Military Police teams (rinks) from CFB Petawawa, CFB Kingston, NDHQ, CDSIU plus three CFB Toronto MP rinks as well as rinks comprised of OPP, RCMP, Metro Toronto Police, York Regional Police and Canadian Security Intelligence Service (CSIS) personnel competed both on and off the ice in friendly competition and camaraderie. For those interested, the 2nd Annual Bonspiel is already booked for 14/15 Nov 86, if interested please do not hesitate to contact us so that we may increase and update our mailing lists.

Three events were sponsored this year which without such sponsorship the bonspiel could not and would not have taken place. The Base Commander, CFB Toronto generously donated the annual and keeper trophies for "A" Event, Labatts sponsored "B" Event and last but not least the CMPA sponsored "C" Event by providing \$150.00 to our cause. It was fitting perhaps that the CMPA trophy was taken home by a MP team.

The successful participants in the bonspiel were:

1ST PLACE

RUNNERS UP

A EVENT

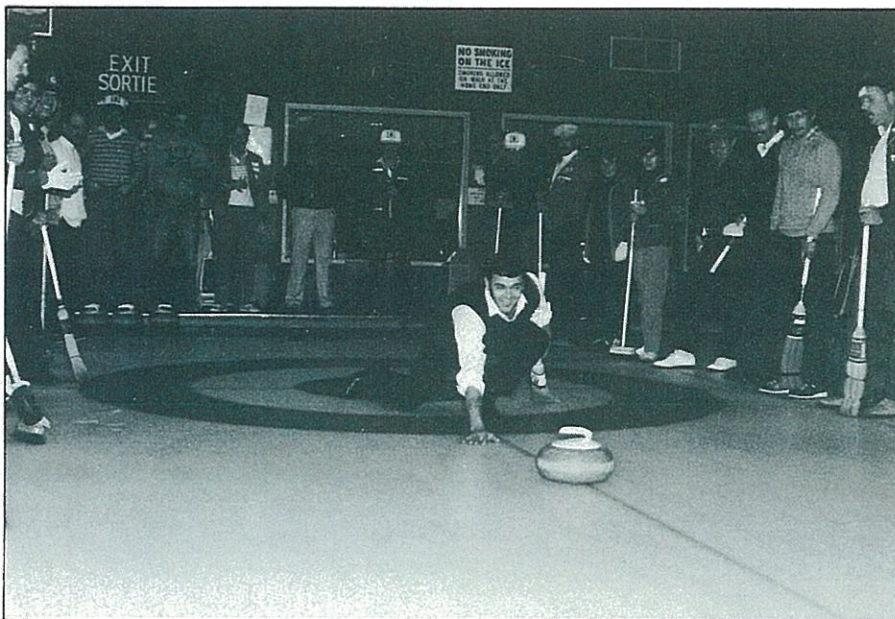
(OPP St. Thomas)	MP CFB Toronto
D. Anderson	Gebler Rink
R. Kosynski	
M. Scott	
E. Brake	

B EVENT

(RCMP Belleville)	CSIS
B. Glinz	McHugh Rink
J. Morton	
F. Horlick	
D. Bourgoyne (MP)	

C EVENT

(NDHQ Ottawa MP)	York Reg. P.F.
T. Jackson	Jessep Rink
D. Robinson	
L. Holden	
B. Tolmie	



Captain Bud Taylor, BSecurO, CFB Toronto delivers the opening rock to commence their first annual MP curling bonspiel.



"A" Event
(BComd Trophy)

"B" Event
(Labatts Trophy)

"C" Event
(CMPA Trophy)



The winners of the C event, and the CMPA trophy.

Once again, from CFB Toronto Military Police, an appreciative "THANK YOU" to all competitors and sponsors, for without you success would not have been enjoyed in our venture.

Advanced Security Officers Course

The long awaited Advanced Security Officers Course according to all accounts was a great success. This class photo depicts our future leaders

in a typical no-nonsense pose. For those who may have difficulty recognizing the very short individual in the middle of the front row, he can

be best remembered for his nickname of "Pepi."

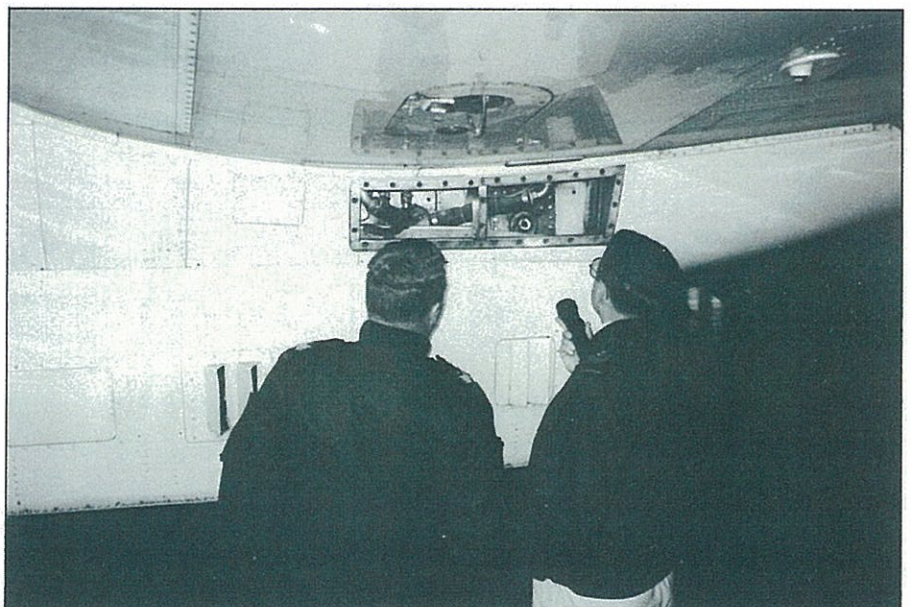


VIP Code I Aircraft Security Officers Course (8501)

On 21 Oct 85, 18 members of the Canadian Forces Security Branch from Bases across the country, began a 12 day intensive training program at CFB Trenton which would qualify them as functional VIP Code I Aircraft Security Officers.

A VIP Code I Aircraft Security Officer, (ASO), is a specialty trade qualification earned by various SEC 81/MP 811 members which enables those qualified to guard Code I VIPs while travelling on aircraft owned or leased by the DND.

Day one of the course drew to a dynamic close as the ASO candidates were detailed to conduct a search of a Boeing 707, which subsequently was used to transport the Prime Minister to the Bahamas. The search was conducted under the watchful eyes of Sgt J.P. Morneau of CFB Ottawa, as well as Sgts C. Lyon and G. Stojak of CFB Trenton.



Sgt M.S. Second and Sgt J. Fournier putting their newly acquired expertise to work in searching a Boeing 707.

In today's world the possibility of an aircraft being hijacked by some sort of terrorist is ever present. To enlighten the ASO candidates on the threat of terrorism, Dr. D. St John, PhD, MA, presently on staff at the University of Manitoba, a noted authority on terrorism, presented a fascinating, comprehensive seminar not only on today's terrorist, but also on the history and inner workings of the terrorist network.

A large portion of the ASO course was dedicated to the proper handling of firearms should they be required while employed on a VIP Code I flight. All ASO candidates were qualified on small arms prior to commencement of the course; however, the standard of marksmanship required for an ASO was something no one had suspected. Numerous hours of range time were spent under the critical eyes of Capt Ryczko, 437 Sqn and Capt Boone, BSecurO, CFB Trenton. They say "it's hard to teach old dogs new tricks", but through sheer determination on Capt Ryczko's and Boone's part and their ability to get the message across, all candidates were re-introduced to the small arms they would be required to use in their employment and after exhaustive training were able to meet the high standard designated by those officers and accepted by Air Command HQ.

As ASOs, the candidates on a flight are considered part of the crew. As crew members they must have a comprehensive knowledge of emergency procedures on the aircraft. With this in mind the ASO candidates were given expert instruction by members of 426 Squadron on such procedures and aircraft evacuations. As an added attraction, the ASO candidates arrived at 10 Hangar and experienced first-hand what it would be like to exit an aircraft by means of the emergency slide.

To ensure that members of the course understood what the aircrew duties are, members of 437 Squadron lectured the ASOs on the duties of the Flight Attendant, Flight Engineer and Load Master. For most of the ASO candidates this was their first exposure to extensive responsibilities of the aircrew. It was a common consensus that all ASO candidates benefitted from the presentation.

The CFB Trenton EOD Section gave a "dynamic" presentation which reinforced the requirement for an extensive search to locate any integrally designed explosive devices

which may have been purposely placed on the aircraft.

Although a VIP Code I flight is basically a military operation, other departments such as External Affairs and the RCMP also have an interest. Guest lecturers from these departments provided presentations and enlightened the candidates on their respective responsibilities.

On 1 Nov 85, the VIP Code I Aircraft Security Officers Course came to a successful conclusion, with the candidates returning to their home units with the knowledge that when called upon to perform their Code I duties they will be ready.

A special thanks goes out to all the Squadrons, Base Sections and staff members whose time and talent made this VIP Code I Aircraft Security Officers Course a success.

Sgt M.S. Secord and Sgt J. Fournier putting their newly acquired expertise to work in searching a Boeing 707.

Capt E.W. Boone executing a perfect "Airborne" slide down a Boeing emergency exit chute under the watchful eyes of WO Armstrong, Sgt MacDonald and Sgt Courtemanche.



Capt E.W. Boone executing a perfect "Airborne" slide down a Boeing emergency exit chute under the watchful eyes of WO Armstrong, Sgt MacDonald and Sgt Courtemanche.

Special Features

Military Police at War: *The No. 2 Company Canadian Provost Corps in England and France 1942-1945*

by Supt. H.C. Forbes (rtd.)

*Preface and Notes by
Dr. William Beahen, Staff Historian*

This year marks the 40th anniversary of the liberation of Europe and the end of World War II hostilities. It is appropriate at this time of the year, traditionally respected for remembrance, that we present this worthy article by Supt. Chris Forbes (rtd.). Unfortunately, we cannot give you the entire story — because of its length — in one issue of the Quarterly. Continuations of Supt. Forbes' account of No. 2 Provost Co. will appear in future Quarterlys. Ed.

Preface

Simply put, the Canadian Provost Corps in the Second World War was a military police unit responsible for traffic control and law enforcement within the Canadian Army. The problem of controlling the movements of large bodies of soldiers and the behaviour of individual soldiers has existed as long as there have been armies. In the British tradition provost officers have performed these duties since at least the time of Henry VIII.* The dispatch of the Canadian Expeditionary Force to Europe in the First World War precipitated the organization of military police in the Canadian service. The organization withered away after the conflict until 1939 when necessity once more dictated its formation.

Immediately after Canada declared war on Germany on September 10, 1939, many Mounted Policemen expressed their desire to enlist in the armed forces. Speaking for the

government, Ernest Lapointe, Minister of Justice, and responsible for the RCMP, firmly rejected these offers, maintaining that experienced policemen

were needed at home to ensure the security of the nation. He did suggest, however, the organization of a representative unit from the RCMP



* See "Provost Staff Officers, Their Origin and Duties" by the late Commr. L.H. Nicholson, O.C., M.B.E., L.L.D. Vol. 48 #2, pp. 27-38.

Major H.C. Forbes
No. 2 Provost, 2nd Canadian Division,
Assistant Provost Marshal
June 4, 1945
Aurich, Germany

to carry the name of the Force in overseas service. This led shortly afterwards to the formation No. 1 Canadian Provost Company (RCMP) made up entirely of members of the RCMP, who would carry the cap badge and an armband bearing the name of the Force.

Very quickly 112 members were selected from the many volunteers from all divisions who wanted to serve in No. 1 Provost Company. Early in November the unit was assembled at "N" Division, Rockcliffe, Ontario, for several weeks training in foot-drill, first aid and motorcycle riding. On December 10, 1939, No. 1 Company sailed to Great Britain as the military police for the First Canadian Infantry Division, the vanguard for Canadian forces to serve overseas. After a winter of training at Aldershot, England, No. 1 saw a brief taste of war operations in May 1940. A small party acted as bodyguard to division commander Major-General A.G.L. McNaughton on a swift reconnaissance trip via destroyer to Dunkirk during the massive evacuation of troops from France. The ship came under heavy attack from the air but escaped without casualty. In June the entire provost company was shipped to Brest, France, with the First Canadian Brigade but was quickly withdrawn when France capitulated to the invaders.

Meanwhile new companies were being formed for the Canadian Provost Corps. In all, 19 companies were organized for overseas service during the war to perform a variety of military police functions from support to each of the five divisions and lines of communication, to operation of military detention camps. In addition, personnel had to be supplied for staff positions, from corps headquarters to Canadian Military Headquarters. In this expansion it was necessary to draw heavily on the resources of No. 1 Company to provide experienced officers and NCOs for the other companies and to fill the more senior staff positions. Struggling with increased duties on the homefront the RCMP provided a dwindling number of reinforcements to make up this attrition to the complement of No. 1 Company. By late 1942 the Force, with regret, decided to stop sending provost reinforcements and thereafter new soldiers were admitted to the Company through the regular army replacement procedures. So, by the time No. 1 Provost Company saw action in Europe, it was already a mixed Force of former R.C.M. Policemen and soldiers performing military police duties. The percentage of Force members in the company continually dwindled to

less than half in Italy in 1944, and when the unit disbanded in October 1945, no Mounted Policemen were among the last of the company.

Commissioner L.H. Nicholson served in the Provost Corps during the war and after. From September 1945 to April 1946, he held the corp's highest appointment, provost marshal. Commissioner Nicholson was one of the few Mounted Policemen who did not enter the Provost through No. 1 Company. Instead, he had resigned his commission in the Mounted Police in 1941 and joined the Saskatoon Light Infantry. Not until 1943 did he cross over to the Provost Corps as a staff officer. Yet, it was Nicholson who chronicled the work of a No. 1 Provost Corps in articles for the *RCMP Quarterly* in 1946 and 1947 and of provost staff officers in this periodical in 1983.**

In many ways Commissioner Nicholson's articles are text book military history. In "Battle Dress Patrol" Part I, Nicholson places the formation of No. 1 Company in the context of the military tradition of the RCMP and the contribution it was expected to make to the Canadian overseas forces. He then precisely describes the organization of the company and details its training and military policing during the three years spent in England waiting to get into action. In Part II Commissioner Nicholson diligently records the progress of the company in the allied campaign in Italy. First Canadian Corps played a prominent part in the initial Allied invasion of Europe of the war, storming the beaches and spearheading attacks at the cost of thousands of lives and many more wounded. From July 1943 to February 1945, Anglo-American armies, including the Canadian Corps, fought northwards through Sicily and Italy against tough, battle-experienced German troops. Commissioner Nicholson explains exactly how No. 1 Provost Company assisted in this advance, primarily through traffic control, a vital function in achieving operational objectives. He recounts how the company learned some hard lessons along the way, about how the job should be done, and took its losses along with the other units. Similarly, in his article "Provost Staff Officers," the author succinctly details the role of staff within the provost service relating their duties to all aspects of the work from policing Allied troops on leave to escorting royal visits.

** "Battle Dress Patrol," Parts 1 and 2 in *RCMP Quarterly*, Vol. 12 #2, October 1946, and Vol. 12 #3, January 1947.

Commissioner Nicholson's work is a worthy addition to the military literature of the Second World War. From the perspective of a trained observer he detaches himself from wartime passions and coolly details the work of an arm of the service usually neglected by military historians. Along the way he does record and mourn the names of fallen comrades, but rarely does he mention names of those who survived and their exploits. I suspect that this approach was dictated by Commissioner Nicholson's gentlemanly concern not to exalt some if all cannot be praised. Likewise he refrained from mentioning human weakness displayed by soldiers in combat and also criminal acts investigated by the provost. But wartime passions, whether heroic or otherwise, have a place in military literature just as they had a place in war. The lack of this element in Commissioner Nicholson's articles makes them unexciting, if not uninteresting, to the general reader.

This is not true of the following offering by Superintendent H.C. (Chris) Forbes (retired). In the fall of 1939, Constable Forbes left his Wetaskiwin, Alberta detachment for Ottawa and service in No. 1 Canadian Provost Corps. He entered military service as a lance corporal and gained advancement until by March 1944 Captain Chris Forbes took over command of No. 2 Provost Company which was composed almost entirely of wartime service soldiers without an RCMP background. Forbes assumed command shortly before the Normandy invasion and led the company through the first difficult months of trial by fire in Northwest Europe. He was then promoted to major and served in staff positions from which he could observe the activities of No. 2 Company. For his war services he was made a Member of the Order of the British Empire (M.B.E.) During this period he kept rough notes in diary fashion and after the war was able to compose a memoir concerning the experiences of that unit.

After arriving in Normandy in July 1944, the primary duty of No. 2 Company was providing provost support for Second Division of the Canadian Army. As it was for No. 1 Company in Italy, much of the time the men were engaged on traffic control. But here the description of this duty is made graphic and gripping by relating how individuals performed under duress. Thus we see men, sometimes tired or sick, trying to keep in motion complicated military manoeuvres with their lives at risk from enemy fire. His accounts of police and security work are also fascinat-

ing. Spies using carrier pigeons to send news of troop movements are uncovered. Crimes from armed robberies to rape committed by Canadian soldiers are investigated and the culprits nabbed. Forbes even speaks of the shame felt by the company when two of its members were caught extorting money from the proprietor of a café in Antwerp on the threat of cancelling his license. What may be routine police responsibilities in other circumstances takes on a dimension of danger when armed troops are involved: such as guarding a cave full of beer

from battle-weary troops and policing a liberation dance in Holland at which nearly every soldier carried a revolver!

Most histories and memoirs about war, or any other series of events, have a common flaw. They present an orderly reconstruction of what occurred as if it was somehow ordained to have turned out that way. Everyone knows, of course, that this is not true. Life unfolds for each individual as a series of opportunities offering choice and occasions over which we have no control. Chris Forbes retains the sense of

this reality in his narrative, so the reader can identify with him and his men being swept along as the Allied armies battled across Europe. They did not know from day to day what lay in store for them and served under almost unrelenting stress of too much work and the danger of death. The author has convinced me that most of these men, despite the obstacles and their personal weaknesses, did their duty well. I found this account of courage and determination believable and edifying.

The History of No. 2 Canadian Provost Company in Northwest Europe

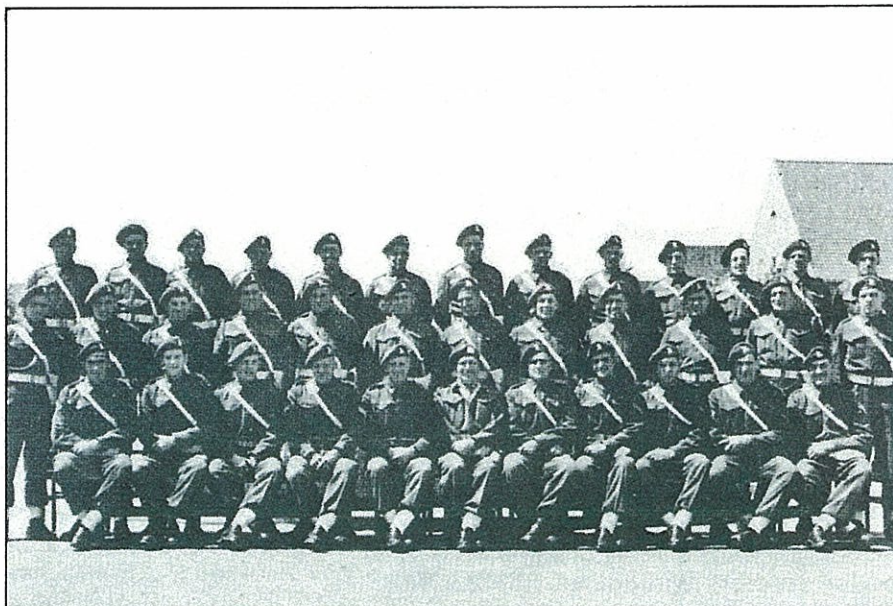
No. 2 Company, Canadian Provost Corps was formed in Canada in 1940 for the purpose of controlling traffic and disciplining the 2nd Canadian Infantry Division. They proceeded overseas that year with the Second Division. The following history of their activities takes up the story in June 1942.

England — and Dieppe

In June of 1942 most of the Company were on the Isle of Wight undergoing commando training under Capt. E.H. (Red or Stevie) Stevenson.¹ Lt. P.S. (Pete) Oliver² was i/c of the rest of the Company which had been left behind. When the boys came back from the Isle of Wight they were full of frustration. They had trained hard only to have the operation cancelled at the last moment.

The quartermaster (QM) had been having a bit of difficulty acquiring new battle dress for the Company because the members were not turning in old kit but carrying it around with them. Stevie fixed this by assembling the Company for a move from billets and then carrying out a kit inspection. The coffers of the QM were swelled considerably by what the hoarders' kitsacks disgorged!

Shortly after that the Company moved to Earthem, a little village near Chichester in Sussex. There on the morning of August 18, 1942, the Company was broken up into three groups. Two groups moved off on separate schemes and one group remained behind. Stevie and Pete went with one specially selected group and Regimental Sergeant-Major (R.S.M.) Neilsen went with the other group. Unit security was perfect as only Steve and Pete knew what was cookin'. Noble was sick in bed with flu but he



Aurich, Germany, No. 2 Provost Co., June 4, 1945.

got up and went with Steve and Pete in order to let another chap go on leave. It was just another scheme, so why not.

The R.S.M. and his men returned that same evening. Steve and Pete and their men did not. Early next morning, August 19, 1942, there was considerable air activity heading for the continent, and then the news broke over the radio that a landing in force had been made at Dieppe. Well, so that's where Steve and Pete and the boys were! Another scheme, eh?

The ones left behind did not have much time to brood over their fate because the Assistant Provost Marshal (A.P.M.), Major J.E.B. Hallet,³ blew in and ordered them to proceed to Portsmouth and Gosport to handle the traffic for the returning veterans

of Dieppe. Points were manned at 1400 hrs. August 20, without relief. Dreadful rumors in regard to the fate of their comrades were freely circulated and an esprit de corps blossomed in those dark days that later became the lifeblood of the Company.

By late afternoon of the 20th when all hope had been abandoned for the return of any more ships, the men returned to Earthem and learned the bitter truth. Capt. Stevenson and twelve men had returned out of the original 41. Pete Oliver had been killed on the beach. Nineteen men had been left on the beach, some of them very badly wounded. They were all taken prisoner of war. The balance of the men were in hospital in England.⁴ No. 2 Provost Company now found themselves to be "battle-veterans," with a good, healthy, personal hate for

"Jerry" and an ardent desire to free their comrades from the shackles in the P.O.W. camps.⁵ Many awards were handed out for bravery and gallantry at Dieppe but none went to No. 2 Company — possibly the A.P.M. at that time knows why. It is certain that the men who were on the raid were not lacking in bravery, gallantry or devotion to duty. They were superb.

About this time Capt. J.J. (Jack) Platt was sent to the Company to be second in command. Jack was a wizard with paper — a real bump specialist.

The parcels which arrived from Canada for the men who were taken prisoner, were saved up and after the Company moved into winter billets in the Royal Hotel at Bognor Regis, Sussex, they were auctioned. Members of the Company paid fabulous sums for cigars, chocolates, etc. in order to raise a fund to supply P.O.W. (prisoner of war) parcels to their captured Dieppe comrades. Single cigars sold for £1.10 each and were thrown back in to be re-auctioned. Steve was auctioneer. It was a very moving scene. So started the P.O.W. fund — monies for the comfort of those men who suffered the terror of the beaches and the loneliness and privations of the P.O.W. camps.

News eventually got to England from the P.O.W. camps that all the boys were living, with the exception of Lt. Pete Oliver, and that Noble, who had got out of a sick bed to go on the raid, was a camp policeman.

So, the days and months and years in southern England drifted on. Under the cover of schemes and moves, 1st Corps, 1st Division and 5th Armored Division disappeared from the scene to reappear on the beaches of Sicily and Italy. They were envied by all, and restlessness for action rustled through the ranks of the Company once more. It was hard to have to sit idly by and wait. "Idly" is an ill-chosen word, for the Company was always busy on street patrols, training, maintenance, and schemes such as "Spartan," "Step," "Span," "Harlequin," "Kats," and many others.

Steve was kicked upstairs from the Company and Jack Platt took command. R.S.M. Spurgeon and Lt. G.C. Greg Embury joined the Company. On January 15, 1944, the Company was issued with new Norton motorcycles (M/Cs).

The third of February 1944, found Lt. Gen. Greg Simonds inspecting the 2nd Canadian Infantry Division with 2 Company i/c of traffic control. We were decked out in shiny white web for the first time — an innovation copied from 1st Division.

March 9, 1944, was a big day for 2 Company as the whole Division was assembled on the Five Oaks-Billingshurst Road for inspection by His Majesty the King. Needless to say everything worked smoothly, but it was a long days work for the boys and all were glad when it was finished.

Cpl. "A" was cooking for the Company at that time, having supplanted old Rolt, our previous cook; but of all the army cooks that ever boiled a Brussels sprout or green cabbage Cpl. "A" was the worst. On March 13, 1944, the men drew their meal and refused to eat it. Greg went over to the mess and ate some of the foul food and assured the men that it was edible; but "A" was fired that afternoon. He didn't even cook supper.

Capt. Jack Platt left the Company on March 21, 1944, to be Deputy Assistant Provost Marshall (D.A.P.M.) at Army HQ. No. 2 Company was taken over by Capt. H.C. (Chris) Forbes.⁶ Greg Embury was 2 i/c and Lt. (Silkie) Wilkinson, a former NCO in 2 Company, was the third officer. Spurgeon was throwing the snowballs in his best regimental-sergeant-major manner. Wilkie, unfortunately, was not well and had to go to hospital. He was replaced by Lt. (Andy) Anderson on March 31, 1944.

It was at this time that a very able and energetic NCO decided to ignore Greg Embury's instructions in regard to posting men on points. His disobedience resulted in his demotion by Maj. Gen. Foulkes on April 10, 1944. That action strengthened Lt. Embury's and Anderson's positions in the Company. They were comparatively new to the Company and were handling a lot of NCOs who were old originals. The NCOs smartened up, forthwith. The man demoted left the Company. He later regained his rank with another unit.

Then, Major J.E.G. Hallett, A.P.M., went sick, and Major J.B. (Happy or Hap) Harris⁷ became A.P.M. on April 12, 1944. "Happy" was a very popular A.P.M. and a friend of No. 2 Company.

Exercises and Maneuvers

Exercises were the order of the day. April 19, 1944, found the Com-

pany comfortably billeted in old Park Barracks at Dover, Kent, with exercise "Last" completed and exercise "Foible" in full swing. Right on "Foible's" heels came "Kate," a bridging exercise on the N.E. coast of England. Preparations for "Overlord" were feverishly carried out. There was a D-day keenness within the Company, a feeling that, at last, the waiting was over and that they would soon be knocking down the gates of those prison camps in Germany.

Patrols were carried out in Dover, Folkestone, Canterbury Margate, Ramsgate and Deal. And all equipment checked, renewed if necessary, and packed ready for shipment.

Traffic control was laid on for the divisional church parade in Canterbury Cathedral on May 24, 1944, a most impressive ceremony and service.

D-day, June 6th, 1944, found 2 Provost Company still in the old Park Barracks at Dover, Kent, biting their fingernails, with Dieppe as their only consolation. Sgt. Oakes and his section were under command of 6 Brigade on exercise "Fool," an anti-paratroop invasion scheme.

Two of our men each had street fights in Folkestone and came out best man in their respective fights. A new spirit of comradeship grew up in the Company. A sign was painted in the Company by Jack Reay which turned out to be very photogenic and was later published in several papers: "*Old Soldiers Never Die — They Dig! And Fade Away into a Slit Trench.*"

At last the channel waves subsided and the movement orders for 2 Company came through. On July 2, 1944, we took route "A-2" to London, then drove through the blackout and buzz-bombs into a camp where the Company remained overnight. On Monday July 3rd, the Company moved to "E" shed Victoria Docks — in the rain. Three buzz-bombs came down very close to "E" shed during the day, fortunately 2 Company had no casualties. It was a great relief when our ship *Ft. Gibraltar* was loaded and moved off down the Thames at 2230 hrs. Everyone was packed in like sardines and most of the men moved out on deck.

At 0945 hrs., July 5th, the *Gibraltar* dropped anchor off Southend where the convoy was assembling: 107 ships in all, escorted by 2 destroyers, 2 corvettes and 1 motor launch. The *Ft. Gibraltar* weighed anchor at 2100 hrs. and with the commodore aboard, led the convoy. Pass-

ing through the Straits of Dover on a smooth sea and under a full moon between midnight and 0200 hrs. July 6, the escorting destroyer knocked a doodle-bug⁸ into the sea with one burst of fire. Nice shooting. Good old Navy.

After an uneventful crossing, the *Gibraltar* dropped anchor off Arromanches, Normandy, France, at 2130 hrs. July 6, 1944. Unloading could not be commenced until morning as there were no LSTs⁹ available. Everyone spent a most uncomfortable night in the hold due to overcrowding and stuffiness. No one was allowed to sleep on deck.

France at Last

No. 2 Company went ashore at approximately 1145 hrs. July 7, 1944, on Jig Beach and proceeded inland to a field. Major Cooper¹⁰ A.P.M. 2nd Corps and Capt. Porter of 11 Provost Company visited us — looking for a drink! Mail was delivered to the Company. Six hundred bombers bombed the German positions in Caen that night. What a sight! What destruction!

Saturday the 8th and Sunday the 9th were spent trying to get used to the heavy artillery fire. Recce [reconnaissance] was also carried out of the Buron-Cruchy fields where three divisions had expanded the beachhead just prior to 2 Company landing. Many dead Germans were to be seen and also some of the division chaps. No. 4 Provost Company were found firmly "in the saddle" and right on top of their job. They were very helpful and cooperative, and assured 2 Company that the beachhead wasn't too grim. That "lost" feeling began to disappear and self-confidence reasserted itself.

On July 10, 1944, Greg and two sections moved into an orchard near Carpiquet and settled down, minding their own business in spite of the dead horses and dead Jerries lying around. It was a real stinker of a place in more ways than one. It was right under the Jerry infantrymen's noses and was shelled during the night. Everyone was well dug-in so the group had no casualties. They moved back to the Company in the morning. Accidents were spending valuable men at an alarming rate! Tolofson and Hunter cracked up in the traffic melee and were evacuated. Tolofson tangled with a DUKW or "Duck."¹¹ It swung its tail out on a corner and knocked Tolofson off his snortin' Norton motorcycle.

Sgts. Hares and Sutherland cracked up in a jeep. They visited the

forward area, and on whistling back in the dark ran into a shell hole which hadn't been there when they went up to the front. Such is war. Sgt. Wally Hares never got back to the Company. He was later to drop across the Rhine with the paratroopers.

On Tuesday, July 11th, 1944, R.S.M. Spurgeon cracked up. A light armored car wheeled out of a wood right onto the highway and the R.S.M. could not manipulate his Norton around it. Jerry-strafting aircraft yielded a prisoner to the brand new P.O.W. cage during the day, viz. one Andreas Michalec. The cage also collected one emaciated SS Totenkopf German soldier during the day. Greg and Andy worked ceaselessly on the million and one things that had to be done. In fact Andy worked until 0800 hrs. on the 12th. His men did too!

On July 12th the boys were settling down to their work. Messerschmitt 109F strafing during the day, and bombings during the night were taken for granted. Pointsmen were quickly learning how to get to their traffic control points under shell-fire and to dig themselves adequate slit trenches for use during shellfire periods. Points were controlled in the La Villeneuve, Marcelet, Carpiquet, Verson areas. Three more P.O.W.'s in the cage.

On July 13, 1944, the paymaster paid the Company. It was permissible to buy dairy products. Real butter and cheese and milk tasted good. It was discovered that Spurgeon was in England. Reinforcements, viz. Simpson, Marshall, Noble and Begg, were received at the Company. L/Cpls. Fife (who was later killed in Holland) and Nowlan searched Verson for collaborators with negative results. Andy was shot at by a sniper.

The 14th of July 1944, found Greg and some artillery offices searching area for snipers — no luck. A warm sunshiny day with lots of dust on the roads. Special patrols were detailed to warn drivers not to draw fire by raising dust. Sgt. Oakes was promoted to Sgt. Major, Thompson to Sgt. and Reay to Cpl. An Austrian deserter was brought into the cage and he gave a lot of valuable information to Lt. Henley who was the intelligence officer. Jake Henley was a staunch friend and counselor of 2 Company. He wielded a silent influence and was always very interested in the welfare and work of the Company. Jake worked with many companies, but in his own words he: "preferred to work with 2 Company." He said that their esprit de corps was

much stronger and their cooperation more freely given. It was mutual. Jake was a great guy — a friend of everyone.

On the 17th R.S.M. Oakes carried out an inspection of transport and handed out some blasts in his inimitable manner. He was a power house! Prisoners continued to pass through the P.O.W. cage. German Air Force (Luftwaffe) personnel and two civilian were handled. Greg went to the town of Rots and carried out a search for an enemy radio set — no luck. A heavy enemy air attack at night left "B" in his slit trench moaning and groaning and shaking and attempting to dig deeper with his bare hands. Oakes took him away to the medical officer (M.O.). War is grim.

On the 18th the RAF returned the favour and bombed the Jerries. The front was moving — 20 prisoners passed through the cage. Caen, where Andy and his men were, was hot. A battery of searchlights were used at night to prevent flash spotting of our artillery positions by Jerry. There were lots of flares and ack-ack in the evening.

Moaning Minnies

Greg and Andy spent the 19th in the Caen area. Beaulieu Prison was reconnoissanced for use as P.O.W. cage and found satisfactory. Caen still a HOT SPOT.¹²

Rain on July 20th, so the Company moved across the Orne River at Caen, in the rain. Sgt. Martin (who literally worked himself to death) established a new P.O.W. cage in Beaulieu Prison, Caen. Company HQ moved ahead of Division HQ to Fleury-au-Pru and got mortared with "moaning minnies." Gee, they're a nasty piece of work! No casualties, though. Company HQ moved back to Faubrige de Vancelles where Division HQ camped. Lot of prisoners being handled by the P.O.W. cage.

The rain drove the Company into houses, or what was left of them, on the 21st. Sgt. Webb took over from Sgt. Young at Division HQ due to Young kicking up a fuss with the commandant over the signing at Division HQ.

On the 22nd an attempt was made to clear the soldiers out of the caves along the bank of the Orne. The caves were full of civilians from Caen living under very unsanitary condition and an epidemic was feared.

The 23rd of July 1944, brought a blast on the Company 'cause Oakes did not lay on traffic control for moving the rear echelon of Division HQ. Liason with 4 Provost Company revealed that 3 Division HQ was under enemy artillery fire. No. 2 Company was surrounded by artillery positions which kept up a continual barrage. What a spot! On top of that a lot of the company were sick with dysentery.

Andy found a civilian car on the 24th for the A.P.M. Hap Harris, but the Sherbrooke Fusiliers (27th Armoured Regiment) came and claimed it. So, no car for Hap yet.¹³ No. 2 Company busy sampling French wines and Calvados. Calvados didn't need much sampling. It was dynamite!

No. 2 Company position was shelled, but luckily, no casualties. Second Division suffering lots of casualties. Many shells fell near Company HQ on the 25th. "C" is nerve cracked and he was evacuated to hospital. McKay and Derouin were shelled off their points and forced to

leave their bikes. Greg took a crashed RAF pilot back to his base.

The morning of the 26th the boys all streamed down to the QM Stores to look at Cullinan's truck which was hit the night before. Not much damage was done but a lot of speculation ensued as to what would have happened to Cully if he had been in it.

Troops were kicked out of the caves. The front was at a standstill and 2 Division was busy regrouping. No. 2 Company got a good sleep for a change.

Medals and Dispatches

The 27th of July 1944, found Company HQ busily checking details of stories concerning outstanding bravery and devotion to duty of L/Cpls. Berton and Mabee. They were on point duty when a truck and motorcycle were struck by shellfire. In spite of continued shelling and mortaring they evacuated the wounded by carrying them out as they crawled along the ditch. They returned to their point and

cleared away the wreckage. They were each subsequently awarded the Military Medal. At the same time on another point L/Cpl. Russell saw a Toronto Scottish Regiment machine gun post receive a direct hit. He reported it to an ambulance jeep but the driver's instructions were to wait until shelling and mortaring stopped before going in to pick up casualties. With entire disregard for his own safety Dave Russell commandeered a passing jeep and drove into the enemy fire and evacuated the wounded Toronto Scots. He was later mentioned in dispatches, and Major Walsh got a jeep for Hap Harris — no questions asked.

MacDonnell was busy investigating theft of a Toronto Scottish trailer. Lots of gossip from Division HQ on the Russian officers' visit to our front.

The 28th brought news of "D" who had been missing since the 26th. He was in hospital suffering from battle shock. Two men were found out-of-bounds in the caves. One got tough and pulled his gun when placed under



France 1944, No. 2 Provost, 2nd Canadian Division

arrest. He was subdued! Later the gunslinger was courtmartialed and received nine months imprisonment for his action.

Lt. Col. Archibald left Division HQ on the 29th but before leaving he thanked Provost Company for its work. No. 8 Provost Company moved the 4th Armored Division into our area. Lots of shelling and mortaring throughout the whole area.

The 30th brought news of the American breakthrough.¹⁴ All civilians were moved out of the caves into Caen — an awful shemozzle.

On August 1, 1944, Cpl. Ourth got the idea that he could get some spare jeeps for the Company from the forward areas. He was given the green light but the recovery boys were doing their jobs too well so no spare jeeps were acquired that way. Marshall's Caen girl friend came to see him, but the Sgt. Major's treatment had got Marshall out of the Company's hair for the time being. The old reliable Company mechanic, Syd Bullock, was busy working on a civilian car for Hap

Harris. Hap was using a Company jeep so everyone was on the lookout for an alternative mode of conveyance for the popular A.P.M., Happy Harris. Andy broke up a drunken mob in Caen in the evening.

Load of Grief

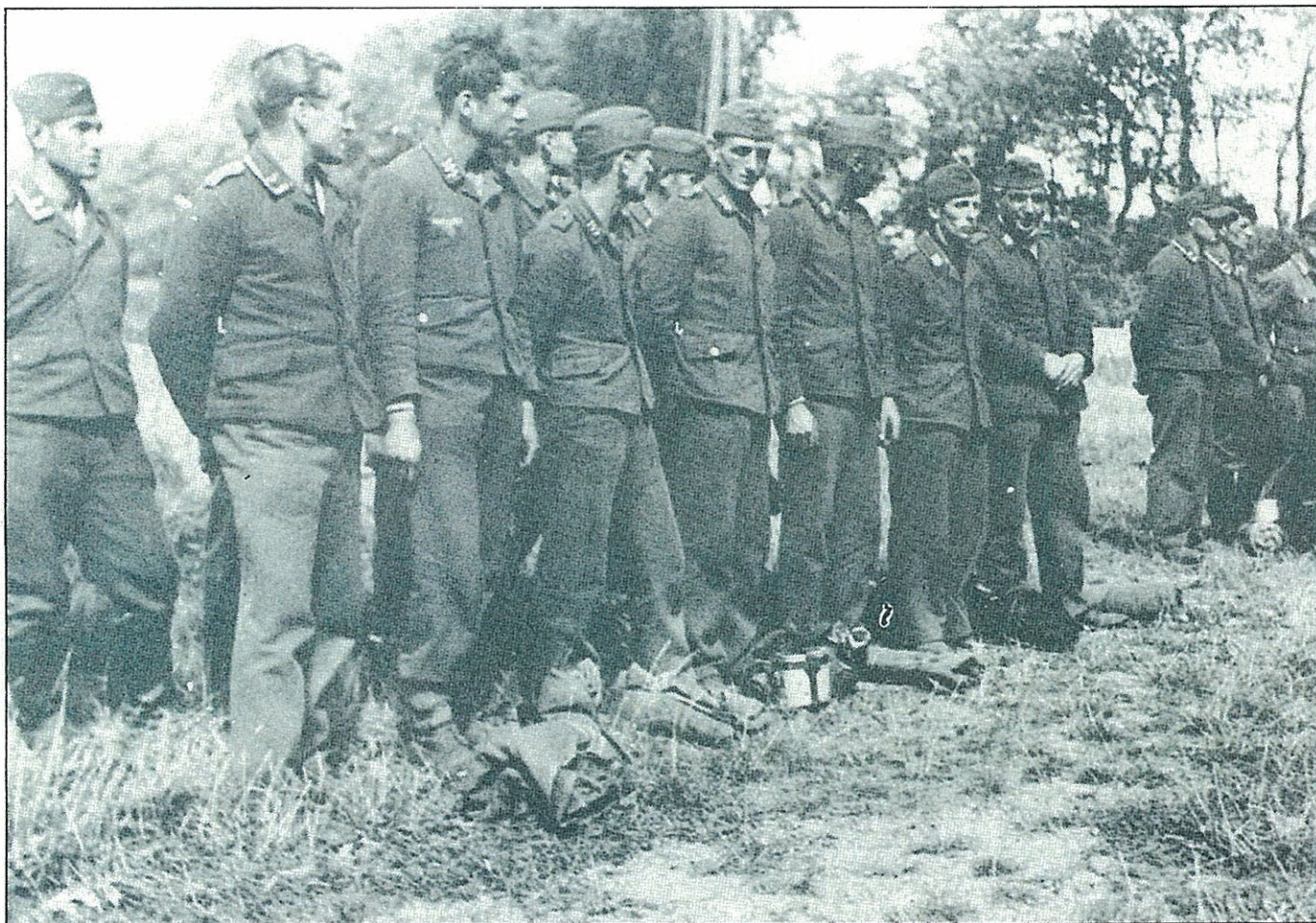
The 2nd of August 1944, brought a load of grief to the P.O.W. cage staff in the form of a complaint from the Royal Hamilton Light Infantry (RHLI). The RHLI were the only anti-provost regiment in 2 Division. An RHLI private told his colonel that the Provost staff divided the prisoners property and money amongst themselves and even offered some of the loot to the private. The private said that he refused to take anything. What a story! It caused a lot of flap though, and a long written list of instructions for the guidance of the P.O.W. cage staff. Capt. Stornboro and Lt. Henley upheld the integrity of the P.O.W. cage staff and ridiculed the RHLI's complaint. Greg carried out the investigation. He had to go out to the forward trenches to get statements. A search of the P.O.W. cage staff failed to

reveal any loot. Conclusions: Complaint unfounded. God bless those . . . RHLI. Greg and Andy went over to Caen in the evening to see Giselle Bonchard. Traded Hap's new Renault car to Col. Johnson D.M.A. commander for a jeep. Everybody happy.

The Royal Canadian Army Service Corps (RCASC) cook Cpl. Wallace was doing a great job of cooking for the boys. Meals at odd hours were his specialty. He was wonderful. He loved 2 Company and praised the boys on the work they were doing. He was so proud of them that he took down his RCASC flashes and put up Provost Corps flashes and nobody objected. He was more Provost than the boys themselves, if that could be possible.

Major "Steve" Stevenson came over to visit the boys in action. He must have felt good over the welcome he got. Everyone was pleased to see him.

August 4, 1944, found the Company bump specialist, Cpl. Lawton, sick with dysentery. Lawton's school-book French was proving very useful in



German prisoners of war, Normandy, 1944.

handling civilian complaints and getting the cushiest billets for the Company HQ — but it did not immunize him from the dreaded dysentery. Everybody had their own little attack and crawled away and felt like dying — and almost did!

The bridge area at Caen was heavily shelled by Jerry. All the boys took to slit trenches. The front appeared to be breaking up. Lots of movement at night. Everyone busy.

The 5th and 6th of August consisted of the usual slugging matches between the opposing artillery forces, but the 7th brought a new stir to the divisional area. Tanks were assembled in dead ground and lined up four abreast in three columns, the columns being about 150 yards apart and one-half a mile long. No. 4 Canadian Infantry Brigade were being carried in tanks of the 2 Canadian Armored Brigade. Andy and his men worked feverishly all day. The attack went in at night with searchlights providing artificial moonlight. Andy and his men on the start line got very heavily shelled and mortared by Jerry when the attack went in. L/Cpl. Hayward was wounded by shrapnel and evacuated. The attack was a great success and morning found our infantry dug in about three miles forward of the positions they left. Andy's jeep was blown up by shellfire.

On August 8, 1944, R.S.M. Oakes checked the P.O.W. cage which had been moved to life and then proceeded to Rocquancourt on the main Falaise road. The crossroads between Rocquancourt and Tilly La Compagnie was shelled and Oakes picked up Watson and Hall of No. 8 Provost Company and took them to a field dressing station. He did this in spite of incessant German .88 field gun fire. American bombers bombed Vancelles very close to Company HQ. Major Gen. Keller of 3rd Division was wounded. A great loss. Hap Harris got nicked by shrapnel whilst watching the heavy bombers bomb May Sur Orne last night.

Bretville-Sur-Laize

On August 9, 1944, 2 Company were having lots of trouble trying to keep troops out of the brewery cave. A cave full of beer proved an irresistible attraction to battle-weary troops. Greg and Sgts. Thompson and Webb moved forward to Bretville-Sur-Laize area. At last the front was moving and Caen was being left behind.

On August 10, 1944, Hap Harris arrived at the Company bright and

early with routes and timings for No. 8 Reconnaissance Regiment and the Infantry Brigade. Cpl. Barker (who later transferred to the Recce and was killed with them) moved the 8 Recce Regt. from La Villeneuve to Basse. Advance going well. Lots of dead in new area. Company busy reconnoitering new area. August 11, 1944, Company HQ moved in small packets to a farm near Bretville-Sur-Laize on the Laize river. A beautiful location. Everyone washed the thick white dust off in the cool stream. Traffic was very heavy and all pointsmen were nearly smothered in dust.

During the stay at Bretville-Sur-Laize the Company were critical of the Yankee bombing of our lines at Caen until one morning the RAF came over in daylight and started dropping bombs about one and one-half miles away from Company HQ. They appeared to be short of the enemy lines, an appearance which was confirmed shortly afterwards when a Polish officer and his driver came running down the road from the direction of the bombing. They were stopped and taken into Company HQ. A half-tumbler full of precious gin each helped to steady their nerves a bit, but each successive Lancaster or Halifax bomber brought them to their feet trembling. That was the end of close-support heavy bombing, although no one knew it at the time and everyone dreaded the thought of more raids by any aircraft.

The front moved very quickly during the next few days and the 17th found Sgt. Mitchell and his section in charge of traffic control in the burning and sniper-infested Falaise.¹⁵

The morning of the 18th revealed Falaise still rocking from an enemy bombing during the night. Sgt. Mitchell and his men were OK but badly shaken. Falaise was HOT — and not only from the many fires burning in it! Civilian refugees were streaming out of town and 2 Company was directing them off the supply routes to the little village of Torps. It appeared that the gap was about to be closed and preparations were made to handle thousands of prisoners, if necessary.

Poisson — Not Poison

Late one night in the Falaise area when everyone was nearly dead from lack of sleep and every minute the boys' heads spent on a make-shift pillow was as precious as gold, the phone at Company HQ rang — the message: Send Provost to the small village of "X" near Falaise and ensure that no troops draw water from that

area as the Germans have put poison in all the wells and local water supplies.

The local priest was doing his best to tell all troops passing through about the poison, but signs and pickets were urgently needed. So two weary Provost lads were shaken out of a dead sleep and despatched in a jeep with enough signs to post on all water outlets. The village was plastered with "poison" signs. The field Hygiene Section tested the water in the morning to determine what poison Jerry had used, but could find no trace of poison in any of the water. An investigation was then carried out in regard to the false report and it was discovered that the village priest had said that there was *poisson* in the water, and that he had only been trying to interest the soldiers in the wonderful *fishing* to be enjoyed in the local waters.

No. 2 Company did not get many prisoners from the closing of the gap. Col. Paul, division liaison officer, told the Company on the 17th that the 7th German Army was smashed and that 2nd Division's next task would be the clearing of the buzz-bomb sites at Calais.

On Sunday morning, August 20, 1944, 2 Company was camped in the beautiful undamaged village of Mourteaz-Coulboeuf. It was a rare treat to get into a fresh green countryside again which had been unravaged by war. Church bells were ringing and the French civilians flocked to thanksgiving services. Their liberation celebrations threatened to disrupt the headlong rush of the Division. Andy spent all morning pulling priority vehicles through a ford while the engineers frantically built a bridge close by.

The 25th found 2 Company near Brionne. All morning Cpl. Russell and L/Cpl. O'Connor were pinned down in Brionne by enemy fire. They finally escaped on foot and brought valuable traffic information out with them. Company HQ moved through Brionne on August 25, 1946.

During the wild dash through this country the Company assisted many allied pilots and airmen who had been protected and cared for by the French underground. What stories they had to tell! Jake Henley vetted the men. They were then placed in the proper evacuation channels and proceeded joyously on their way to freedom. A wash and a shave and a good meal and the chance to speak their mother tongue made a wonderful transformation in them. It was an unforgettable thrill to

see a man come out of hiding and enjoy the first sweets of freedom.

On August 28, 1946, Lt. Greg Embury and three sections of 2 Company were detailed to form part of a battle group for a leap across the Seine into Rouen. The plan was cancelled by Division Sgt. Martin who was working very hard and not eating properly and who broke down physically and was taken to hospital. He never recovered and died on September 9, 1946, having worked himself to death. Manveiler was promoted to Sgt. and Doncette to Cpl.

The next couple of days were spent poking around in the forest on the west bank of the Seine opposite Rouen. It was a very nerve-wracking battle — the most unexpected people got shot.

A line-crossing, well-built French girl, approximately 19 years of age, was brought into Company HQ by the forward infantry. They suspected her of espionage. She was wearing a very light blouse and what appeared to be basketball shorts and an old pair of slippers — nothing else. A very revealing attire! After receiving a good wash and hair combing and a few bits and pieces and a dress she proved to be very attractive. R.S.M. Oakes escorted her to the Field Security Section.

Dieppe Again

Company HQ moved across the Seine at Elbeuf on August 31, 1942, to the little village of Belbeuf just south of Rouen. No. 8 Reconnaissance Regiment moved towards Dieppe very rapidly. R.S.M. Oakes took off to check traffic control. Sgt. Webb and Mitchell were detailed to sign and control the route. Cpl. Russell who had been to Dieppe in 1942 rolled up to the outskirts again, this time from the landward side with three armored cars of the 8th Recce. Russell had marked the route for the Division to follow. One car moved forward to clear out three stay-behind German machine gun posts in the city, and Russell followed it putting up his signs. That meant only one vehicle preceded 2 Company on the victorious return to Dieppe of the 2nd Canadian Division.

Company HQ moved into Dieppe in the evening of September 1, 1944.

A search of the Canadian military cemetery in Dieppe revealed Pete Oliver's grave to be No. 479. Patrols and posting of signs were carried out in Dieppe as well as frantic preparations for a victory march.

On Sunday, September 3rd, the Division held a memorial service at the cemetery and a victory march through Dieppe. The Dieppe veterans of 2 Company were photographed at Pete's grave and the picture was later published in the Canada Weekly and The Toronto Star Weekly. This necessitated a lot of work for 2 Company who badly needed a breather after the long dash from Falaise.

However, the breather was not forthcoming. At 2100 hrs., September 4th, the Company was notified that in one hour's time the Division would start moving to the Calais area. A hasty breakdown of the route was made and sections were despatched to certain areas along the way. Each section had to post signs and control its area. Lts. Embury and Anderson were each detailed to control half the route. Lt. Embury took off for the Calais end of the trail. Company HQ moved all night and pulled into a field near Montreuil-Sur-Mer in the morning of the 5th. That night the move was resumed, and a weird move it was. Greg had to change the allotted route due to enemy small-arms fire and MacDonnell got lost and pegged the wrong route. A complete snafu, but the Division arrived at the place it started out to move to, so no heads fell. It had been a particularly dark night and the heavy rain added to the confusion.

Greg went on a recce in this area and was the first Allied soldier into a fair-sized French village. He drove his jeep over an improvised bridge built by the Maquis underground movement. He was welcomed by the mayor and presented with a bouquet of flowers by a little French girl. Maquis-held Jerries were handed over to him for transfer to the P.O.W. cage. It was a fair do.

L/Cpl. Lasalle quit his job as out-rider for Gen. Foulkes. Foulkes and his party were cut off in Ostend by enemy small-arms fire. They came out in armoured cars, but as the cars were full, the aide-de-camp ordered Lasalle to ride beside the armoured cars — on the safe side. Lasalle objected on the grounds that his life was very sweet and he could think of no reason why he should present himself as a target for Jerry at an aide-de-camp's whims.

The next few days were spent chasing up and down the coast from Ostend to near Calais. Dunkerque was given a wide berth. The mayor of a small village near Dunkerque was sent out by the Jerries to negotiate for the evacuation of the civilians. Gen. Foulkes smelled a trap so ordered the

mayor to be detained at 2 Company HQ. An artist from the Royal Navy visited 2 Company and made a sketch of the P.O.W. cage with a very famous old chateau in the background. When Company Quartermaster Sgt. Ferguson (Fergie) attempted to move his lorry into the inner keep of the castle it broke through the planking over the moat and dropped onto the stringers underneath. It took a lot of figuring on Fergie's part and a lot of sweat on Cully and Harding and Syd Bullock's part to get out of that one.

The men detailed to control Ostend were very popular, possibly due to their proximity to the Trocadero Cafe. The Trocadero was operated by Jack, a Cockney, and his pretty Belgian wife, Yvette. Nice people. Friendly people. It was in this area that L/Cpl. Mummery moved a brigade through an enemy shelled area by timing the enemy fire. He steadfastly refused to be relieved.

On September 13, 1944, the section controlling traffic for 4CIB (criminal investigations) moved from Bruges to a little village just outside Dunkerque. Their officer commanding phoned 2 Company in the evening and ordered a certain German major to be sent to his caravan. Jake Henley had taken a confession from the major, admitting the killing of French civilians. Andy did the escorting. The German did not attempt to escape, worse luck.

Toward Antwerp

On Friday September 15, 1944, plans were made for a move to the Antwerp area. Again the Company was dispersed along the entire route with sections responsible for definite areas. 4 Brigade moved over the route on September 16th. On the 17th, Escott broke his ankle on the route at Esquedracques. His loss was keenly felt as he was a very capable and popular NCO.

During the move to Antwerp, airborne troops were dropped at Arnhem but at least one glider got off its course and landed near a 2 Company pointsman who was on a point near Ghent. The paratroopers piled out bristling with arms and ammunition and dug themselves into an impregnable, defensive position. The pointsman remonstrated with them — but they had their orders and being certain that they had landed on their target, they proceeded about their business in a soldierly-like manner. After a couple of hours in the slit trenches watching 2 Division vehicles rolling towards Antwerp they decided that possibly

the pointsman's story had some merit. They called it a day and proceeded to Ghent to celebrate their hollow victory.

The 20th of September found 2 Division moved into the Antwerp area with Andy and two sections patrolling the city. Harry Pelz was promoted to Sgt. and Fife to Cpl.

The Antwerp battle was a queer one.¹⁶ It was definitely a weird experience. A lot of fighting took place around the eastern and northern suburbs and yet life in the city was very gay. Troops rode trams from their front line positions into the city where they drank and danced with pretty Belgian girls, and when the party was over they hopped on the trams and rode out to the battle zones again. What a life! Andy and his men were very busy. Unfortunately, five armed holdups were carried out in the city, but 2 Company investigators cleared them all up satisfactorily. Greg arrested three "gunmen" from the Canadian Armored Regiment single-handedly.

September 23rd saw 2 Company HQ moving to Schilde, just east of

Antwerp. Greg went out to Brigade HQ in the northeast corner of Antwerp on the 2nd of October. He had a couple of men with him to put on a canal bridge for the purpose of controlling line-crossing refugees from enemy-held Marxem. Brigade HQ directed him to a certain canal bridge. On the way there Greg proceeded through a railway tunnel, but as his jeep nosed out on the other side it was greeted by a hail of enemy small-arms fire that ricocheted around in the subway. Just then the Brigade troops opened fire behind him, and his blood ran cold as he suddenly realized that he was trapped in no man's land. The cross-fire rattled through the tunnel while Greg and one motorcyclist hugged a cement wall at the side of the subway and prayed for deliverance.

The firing stopped and Greg and his man left the scene hurriedly. The other motorcycle had missed the turning into the subway and continued on until turned back by enemy fire. He too miraculously escaped. Information in regard to forward areas was nearly always inaccurate and many of the men had similar hair-raising experiences.

The weather at this time was turning cold and wet and pointsmen had to battle the elements whilst outwitting the enemy. R.S.M. Oakes regularly visited lonely pointsmen in the dead of night with a gallon of rum in his jeep.

On October 4th the enemy were forced out of Marxem and there was a surge of traffic flowing northwards out of Antwerp. Andy and his men were rushed out of Antwerp to cope with the situation. The demand was so great for bridge-controlling duty at this time that everyone in the Company was pressed into duty and there was no relief for any of them.

On October 10, the A.P.M. presented Cpl. Barton with the Military Medal which he had won at the beach-head. The whole Company swelled with pride. Mabee's M.M. came through too but he was no longer with the Company.

During the next few days the Company HQ moved from Schilde to Capellan. Mysterious explosions occurred in Antwerp. On the 14th a V-2 rocket fell on the 2 Canadian



No. 2 Provost, Falaise, 1944.

Mobile Laundry & Bath and wiped it out. On the 15th another one fell in the area. On the 16th a V-2 fell very close to Company HQ and shattered all the windows in the area. The military transport inspector (M.T.I.) inspected the Company transport and blasted everyone on maintenance. Gee! Transport was in bad shape, but the Company had come a long way and had used the vehicles a lot. The boys were always busy on operations and hardly had time to sleep, let alone do vehicle maintenance. However, a blitz on transport maintenance was carried out. Greg and two sections moved forward to carry out traffic control in the Ossendrecht area.

On October 17th Greg returned to Company HQ to carry out transport maintenance and Andy went forward to direct the movement control of the advance up the east side of the Scheldt.

On October 18, Company HQ moved to Borendrecht. The men were well acquainted in Antwerp and were visiting the city surreptitiously in the evenings. So Greg carried out a head-check from 2030 to 2100 hrs. and found 15 men A.W.O.L. (absent without leave). Eight of them were charged, the remainder giving plausible stories in regard to their whereabouts. It was the custom for men, due to the cold weather, to sleep in billets with friendly civilians. On October 20th Pte. Groves was docked 7 days pay for smoking whilst driving. Silly fellow — he drove right into Company HQ with a cigarette in his mouth!

October 24, 1944, saw the field general court martial of two members of No. 2 Company. Andy was prosecuting officer and presented his case in a very efficient manner as a result of which each was sentenced to five years imprisonment. They had not been with 2 Company very long and when stationed in Antwerp the temptations to make a little on the side were almost overwhelming — at least for them. They had entered a cafe with a White Brigade volunteer in the evening and warned the proprietor and his wife to fix their blackout. At approximately 2300 hrs. they returned to the same cafe with the same White Brigade volunteer and found it open in spite of the 2100 hr. closing regulation. They immediately ordered all soldiers and civilians out of the cafe. Then they ordered the proprietor and his wife to give them 5000 francs or they would have the cafe license cancelled. They also searched the living quarters and found a few tins of Allied rations and immediately threatened the proprietor

with imprisonment if he did not pay up at once. The proprietor produced and gave them 1000 francs and convinced them that that was all the cash that he had on hand. They took the money and left. Bright and early the next morning the proprietor and his wife were in Andy's office with their complaint and unhesitatingly identified the culprits. The whole Company was first shocked, and later ashamed, to find that two of their members had stooped to racketeering.

October 24, 1944. The weather was getting very bad and the days were getting shorter. It was imperative that the Scheldt estuary be cleared quickly so that Allied ships could enter and be unloaded at the huge docks in Antwerp. Everyone was imbued with the urgency of the operation and carried on magnificently in spite of the Jerries stubborn resistance and the bitter weather. The P.O.W. cage was sited too far forward actually, but Cpl. Nault could not find suitable accommodation anywhere else. His P.O.W. cage staff actually captured and imprisoned a Jerry night patrol! Andy and his men were very busy with traffic control arrangements for an infantry and armor attack on the isthmus leading to South Beveland. However it was an ill-fated plan, for at dawn, after working all night under shell and mortar fire they found all vehicles stuck in the mud at the side of the dykes. The attack had to be postponed and the plan changed due to the impossible road conditions in that area.

1. Born on February 20, 1913, at Grand Forks, B.C., Edward H. Stevenson was the son of former NWMP Constable H.J. Stevenson. The younger Stevenson was brought up in Vancouver where he left school early and tried his hand at several trades including carpentry and plumbing. He also got a taste of military life through part-time service in the militia. On June 5, 1934, he joined the Mounted Police and served four years before being discharged on June 6, 1938. Thereafter he worked as a carpenter and served for a time as a Canadian Pacific Railway policeman. At the outbreak of war Stevenson re-engaged in the RCMP, September 14, 1939, and joined No. 1 Provost Company on its formation.

Stevenson achieved rapid success in the Provost Corps and was commissioned as lieutenant in June 1941. He was second in command at No. 1 Company, and after promotion to captain, he commanded No. 2 Company when he was chosen to lead the Provost component on the Dieppe raid. Captain Stevenson held staff positions at the division and corps level in the Canadian Army. He served as assistant provost marshal with the Fourth Armoured Division in France, Belgium and Holland, holding the rank of major. He returned to Canada on leave in December 1944 and was then assigned command and staff posts in this country until he obtained his discharge from the Army on February 8, 1946. For his service Major Stevenson was made a Member of the Order of the British Empire (M.B.E.).

Back in the RCMP after the war, Cst. Stevenson was attached to "F" Division, and achieved rapid advancement. On February 15, 1949, he was commissioned as a sub-inspector in



Blenheim Barracks, Aldershot, England, December 1939. (L-R) Vessey, Hull, "Blackie" Piaige, "Red" Stevenson.

"A" Division and made inspector on March 1, 1951. He was transferred to Fairmont Barracks in Vancouver as training officer in 1951 and from 1954 to 1957 he was liaison officer in Washington. He then served as C.I.B. officer in Newfoundland and in 1959 was sent to Depot Division as adjutant. The following year he was promoted superintendent and sent to National Defence College in Kingston. After successfully completing this course he was appointed senior training officer at Headquarters. He was promoted to chief superintendent on July 1, 1966. Appointment to be director of Organization and Personnel came on August 1, 1967, followed by promotion to assistant commissioner on August 23, 1961. He retired to pension on September 14, 1970.

There is something of a tradition of RCMP service in the Stevenson family. E.H. Stevenson's father, Hammond Johnston, served as a constable in the Force for several periods of interrupted service from 1900 to 1952. The assistant commissioner's son Bryan Edward joined the Force in 1957 and presently serves as a staff sergeant in "L" Division.

2. Peter Seddon Oliver joined the RCMP in June 1935 at the age of 22 years. Oliver came from Quebec City and his father George S., had served in the Force from 1882 to 1893 and had attained the rank of staff sergeant.

Cst. Oliver's recruit training was divided between "N" Division Rockcliffe, and "D" Division, Headquarters in Winnipeg. He remained in "D" Division serving in various detachments until 1939 when he applied and was accepted for No. 1 Provost Company. Oliver became a physical training instructor for the company and so impressed his superiors that in 1941 he was sent to an officers' training unit and in due course was commissioned lieutenant. The young officer then was assigned to No. 2 Provost Company. He was serving as second in command to Capt. Stevenson when the Provost party was sent to Dieppe. Immediately after the action he was listed as missing, believed killed, and his death was confirmed by the German government through the International Red Cross sometime later.

3. John E.B. Hallett also came to the Provost Corps from the RCMP in the initial enlistment. Born on January 29, 1912, in England, Hallett emigrated to Canada with his family at age 12, settling in Prince Edward Island. He studied at agricultural college but had not settled on a career before joining the RCMP on October 28, 1933. Constable Hallett was stationed in succession at several different detachments in Alberta before joining the Provosts in 1939. No doubt putting his militia experience to good use, Hallett was commissioned lieutenant in 1940 and promoted to captain and O.C. of Second Company in 1941. By 1944 he

had risen to major and was assistant provost marshal of Second Canadian Division. That year, however, he retired from army service on medical grounds because of a chronic back condition. He returned only briefly to the RCMP and took his discharge time expired on October 27, 1945. Subsequently he did investigative work with other federal agencies and a municipal police force.

4. On August 19, 1942, 5000 Canadian troops staged a raid on the French port of Dieppe and their ranks were decimated by the German garrison. Only 2200 Canadians returned to England: of the rest 900 were dead and 1900 were prisoners of war. Of the original total, 1000 were wounded. However, some lessons were learned which assisted the planning for D-Day.
5. German authorities captured Allied instructions given to the Dieppe raiders, to tie the hands of any German prisoners captured during the raid. This, on top of a report of this practice in an earlier raid, moved the Germans to reprisal, and the Dieppe prisoners were tied up and later handcuffed for some months. This engendered much bitterness among the Allied troops, particularly the Canadians.

6. Superintendent H. Christopher Forbes is the author of this memoir in which he refers to himself in the third person.

Like several others who served in the Provosts in wartime, Supt. Forbes had a full and distinguished career in the police and military. Born on November 19, 1909, at Lacombe, Alberta, Forbes joined the RCMP on November 16, 1932. Because of the expansion of provincial contract policing that year, the Force took on more recruits than Depot could handle and Cst. Forbes trained at Fairmont barracks in Vancouver and he saw his first service in "E" Division. In March 1935, Forbes returned to Alberta where he served on several detachments before the war. In 1939 Cst. Forbes received a Commissioner's Commendation for his arrest of three thieves in a hostile environment.

(The wartime career of Chris Forbes is as outlined in the preface and amplified in the next.)

Upon his return to the Force, Forbes rapidly advanced through the non-commissioned ranks while in charge of High Rigger detachment, Alberta. In July 1947 Sergeant Forbes was invested as a Member of the Order of the British Empire (M.B.E.) for his war services, and in 1948 he was commissioned a sub-inspector. Thereafter he held a number of commands: officer commanding subdivision at Yorkton, Sask.; Fredericton, N.B.; London, Ontario; Swift Current, Sask.; and Edmonton, Alberta. Forbes was promoted to inspector and superintendent, and for almost three years was officer commanding Depot Division. On June 12, 1968, Supt. Forbes retired and is presently living in Kelowna, B.C.

7. Born on September 16, 1908, at Charleton, Ontario, John Blair Harris grew up in that province until 1925 when his family moved to Saskatchewan. There, after finishing school, he helped his father on the farm at Goodwater until he engaged in the Force on November 18, 1931. After training Constable Harris was transferred to eastern Ontario where he served at several detachments until 1937 when he was placed in charge of the detachment at St. Regis, P.Q. Also in 1937 Cst. Harris travelled to Great Britain as part of the 35-man RCMP contingent sent to the Coronation of King George VI.

When war broke out Cst. Harris volunteered for service in No. 1 Provost Company. Harris did very well in the military, rising through the ranks to a commission on November 15, 1941. He served as instructor in the Provost Corps training Depot, and then commanded No. 4 Provost Company. Following this he again won promotion and filled staff posts at Canadian Army Headquarters and Second Canadian Corps. On April 12, 1944, Major Harris became assistant provost marshal of Second Division and remained there through the campaign until January 1945. Shortly thereafter he returned home to Canada on rotational leave and did not return to Europe before the war's end. His military record included a mention in despatches.

J.B. Harris returned to the Force in June 1945 and won rapid promotion being commissioned sub-inspector on March 22, 1946, and promoted inspector on June 1, 1948. He served at Ottawa, North Battleford, Winnipeg and Aklavik until 1950. On November 13, 1950, he took command of the Nelson, B.C. Sub-Division at the time of the Sons of Freedom Doukhobor troubles. Subsequently he commanded subdivisions at Calgary and Kamloops and was promoted superintendent, October 2, 1957. Supt. Harris retired to pension on February 28, 1965.

8. Nickname for a V-1, rocket-propelled, flying bomb.
9. Landing craft designated Landing Ship, Tank (LST).
10. Norman Cooper joined the RCMP on November 7, 1933. Born in England in 1908 Cooper emigrated to Canada at age 20 and joined the Windsor City Police, after being here one year. He served four years six months with that force before joining the RCMP. After training at Regina, he served at "F" Division detachments, Calder and Regina Town Station. At the latter place he was commended for his plain-clothes and undercover investigations. In August 1938 Cst. Cooper was transferred to "H" Division where he performed detective duty at Halifax. He volunteered for service in the Provost Corps at the outbreak of war and quickly established a reputation for

outstanding ability. Promotion and increased responsibilities quickly followed. He was commissioned lieutenant in 1941 and he rose to the rank of lieutenant-colonel by the end of the war. He served in a variety of administrative and command posts including service in the field. For his contribution he was made an Officer of the Order of the British Empire, an Officer of the Order of Orange Nassau (Dutch decoration) and was mentioned in despatches.

Cst. Coopler returned briefly to the Force after the war but purchased his discharge in 1946 to try other ventures. Then in 1955, while occupying the post of governor of the provincial gaol at Parry Sound, Ontario, he applied and was accepted to re-join the RCMP. He served in Toronto first as an investigator, then was posted to Headquarters and was promoted corporal in 1958. He was, however, plagued with health problems and he was invalided to pension in 1964. Norman Cooper died on January 5, 1967.

11. DUKW was a 2½ ton amphibious truck.
12. 2nd Canadian Corps crossed the Orme River at Caen capturing German positions opposite in an operation which took place July 18-21. The fighting was very fierce and casualties were high on both sides. Second Division alone suffered 1149 casualties including 254 dead.

13. The Sherbrooke Fusiliers no doubt had priority because they were then engaged in a major attack on German positions by Canadian Corps. On July 25, 1944, the Canadians suffered about 1500 casualties including 450 dead. Next to Dieppe, this was the most costly day for Canada in the entire war.
14. On July 25th, the American armies to the west broke through German defences in a critical success which would bring victory in Normandy. The breakthrough was made possible by the holding attacks staged at Caen by Canadian and British troops which tied down a powerful enemy force.
15. Canadian troops were racing forward to Falaise to try to meet other Allied forces and surround the German army in Normandy. A loose encirclement was achieved from which many German soldiers escaped. However, their units were smashed, their equipment abandoned, destroyed or captured, and tens of thousands were killed, wounded or made prisoner. Since D-Day the Germans had suffered about 460,000 casualties vs. 206,000 for the Allies.
16. British troops had a tenuous hold on the city of Antwerp. This port had an enormous capacity to handle shipping and its operation was vital to the resupply of Allied armies. Unfortunately, it lay inland on the Scheldt River and

before it could be used by Allied vessels parts of the city and much adjacent ground held by German troops had to be cleared. Thus from mid-September to November 10th, the Canadian army fought through the West Scheldt South Beveland Peninsula to Walcheren and forced the German surrender. The battle was fought under what Field Marshal Montgomery termed "the most appalling conditions of ground." Much of the land was reclaimed from the sea by dykes which the Germans used to their great advantage to flood the land and to conceal themselves. When 2nd Division was withdrawn from the battle on November 3rd, it had 3,650 casualties in just over a month.

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Minimizing the Effects of Stress

by Michael Babin, RCMP Gazette

Identifying the Stressors Unique to Policing

In many occupations, the question of whether or not stress is an important issue is either debated or ignored. In law enforcement, however, the importance of stress, or rather of its *reduction*, is almost universally accepted. The topic of stress and its negative effects on police personnel has been analyzed "to death" in the law enforcement literature over the past few years and is available to even the most casually interested reader. This coverage is much needed in many ways, for police officers tend to be stoical and, unfortunately, are often reluctant to recognize or discuss their personal and occupational problems until it's too late. As a social subgroup, police officers are much in need of admitting to themselves and each other that they have occupational stress factors unique to their profession. In effect, the present emphasis on the subject of stress gives those

affected "permission" to admit that such problems exist and can be dealt with.

So, briefly, what is stress? It can be defined as any event in which environmental demands, internal demands or a combination of both, tax or exceed the adaptive resources of an individual (Monahan & Farmer, 1980). The severity and duration of any adverse reaction to such demands can take many physical and emotional forms but their intensity varies with the affected individual's ability to cope. Conditioning, heredity, previous exposure to the same stressors, personal and group traditions and education are major modifiers of any stressful event (Selye, 1980). Occupational stress for the police, then, can be defined as stress arising from the interaction of the individual officer with his or her environment, i.e., criminals, victims, the judicial system, society at large, his or her own peers and police management.

But, what are the stressors unique to policing? The answer, without touching on any of those factors common to all bureaucratic, hierarchical organizations (wage disparity, labor-management strike, meaningless paperwork, etc.) can be found in the following:

The Unpredictability and Danger

Policing can involve days of routine boredom with nothing to remind you that your profession is dangerous. Paperwork and the "social work" that makes up the bulk of policing can lower your alertness and promote complacency. This complacency can be fatal if the routine becomes suddenly, unexpectedly, explosive. Unfortunately, some officers compensate for this inherent unpredictability by being constantly alert and suspicious of even the most routine situations and innocuous contacts with civilians.

While such alertness may be essential when working high-risk areas,

it can be emotionally and physically destructive, as this almost paranoid alertness does not permit the off-duty relaxation so necessary for emotional health, continued objectivity and the ability to enjoy friends, family and ordinary life. You can't be tense all the time and not have your mind/body begin to break down from the cumulative effects of staying constantly ready for a "fight or flight", as the syndrome has sometimes been called.

Other professions are dangerous, fire-fighters and construction workers, among others, are faced with the daily possibility that they may be injured or killed while on the job. But, for police, the fact that they may be attacked or killed by someone they just gave a traffic citation to, is emotionally more threatening than knowing that they might get killed by fire or a fall from a scaffold. The introduction of the human element to the risk of injury while on-the-job means that *any* routine situation or innocent-seeming encounter can become a life-and-death situation.

The Pressure to Always Be "Right"

In countless situations, police officers are faced with the sudden *immediate* need to make a decision that may save their own life, that of an innocent citizen or take the life of a criminal. Police "discretion" is really another way of saying "damned if you do, damned if you don't". The emotional shock that is generated by realizing how close an officer can come to shooting the wrong man is only part of the realization that he or she must be constantly ready to make such vital, instantaneous, decisions often based on little more than experience and instinct.

Post-Shooting Trauma

Shooting incidents involving severe injury or death can develop fatally high levels of stress in an officer (i.e., police suicide). Depending on the reaction of the media and police management, the officer may feel abandoned not only by the public and the media but the department as well. Unless an officer is firmly convinced that no option but deadly force existed, he or she may feel incompetent and guilt-ridden. Similarly, if the officer survives a shoot-out, but his or her partner doesn't, then the officer may assume needless guilt for that death. If these feelings aren't dealt with, the survivor is left like an emotional time-bomb waiting to go off.

Dysfunctional Reaction to Injury

In cases of on-the-job accident, a physical injury can lead to psychological problems. The officer is in physical pain and doesn't know how to cope with it. He or she is disabled and can no longer assume his or her regular duties. If, as frequently happens, police management believes the officer to be faking the extent of the injuries, the level of stress may become intolerable.

Conversely, time off at full pay and stress disability have been promoted, by some, as "easy" street. This myth makes it difficult for officers in such a situation to adjust and face their guilt over "not making it" as police officers. Leaving the job becomes even more disabling if the officer does not want idleness. There is no worse punishment for a police officer than to be forced to take a desk job or to retire when he or she doesn't wish to.

Media Hostility

It is, perhaps, unfair to journalists to tar them all with the same brush as many are scrupulously fair in their dealings with police. But, enough aren't so that it may, at times, seem that every newspaper and magazine is out to crucify the law enforcement community. All too often, the media attitude towards the police seems hostile and exploitative. Photos and stories of police violence or corruption make headlines day after day while reports of officers rescuing accident victims or going out of their way to help citizens or being murdered while performing their duties get buried on the back page underneath the deodorant ads. Unfortunately, the negative aspects of the media attitude can, in turn, help poison the attitudes of the public towards the police.

Public Hostility/Indifference/Ambivalence

The problem, these days, is that the public no longer looks upon the police officer as *their* police officer but as *the* police officer. The average citizen doesn't know you and you don't know him or her. You aren't known to the merchants except when they have a complaint or when you drop by with the latest crime prevention pamphlet. The neighborhood kids think of you as a badge and gun, to be avoided when possible and ignored when not. Before long, you begin to ask yourself, "When I need help who do I count on? If a police back-up can't make it in time, who else will help me?" That sense of loneliness, of being isolated between the public

you're supposed to protect and the criminal element you have to protect them from, is demoralizing.

It is more than a little ironic that public indifference to, or disregard of, some laws (speeding, drug use, parking infractions) commonly results in anger being directed at the officer obliged to enforce them. As a symbol of the law, the police officer is expected by the public to be there when needed but not when a member of that same public is breaking or bending the law. Above all, an officer is often made to feel that he or she must live up to the community standards despite whatever hostility, ignorance or indifference he or she may be subjected to. For some officers, the only way out that they can see is to associate only with other police officers and their families. This self-imposed social isolation only increases the "them against us" attitude of many law enforcement personnel.

Emotionally Draining Aspects of Duty

It is quite common for an officer to feel that he or she is protecting their families from life's ugly realities by not letting them know about the stressful or unpleasant aspects of their work. But, the officer may also be subconsciously protecting him or herself psychologically by not doing so. If he or she doesn't talk about it, the individual doesn't have to relieve the stress and, by repressing the experience, can temporarily ignore its cumulative, damaging effects. Unfortunately, if the officer can't or won't talk about negative experiences and feelings with his/her peers, there's no place left to vent the anger and frustration generated at work. It is then carried home and the spouse and family, not to mention the officer, suffer in the form of domestic tension or conflict.

Another area where the effects of such stress are evident, is alcohol abuse. Policing is still a male-dominated, "macho" profession and drinking is informally expected of officers as a means of relaxing and of coping with tension. In one study (Van Raalte, 1979), sixty-seven percent of the police officers in the sample under study reported drinking while on duty. Another study (Hurrell & Kroes, 1975) found that officers had serious alcohol abuse problems. Police officers are reluctant to make their drinking practices known for fear of demotion or of being fired. Police management, in turn, is often reluctant to acknowledge to the public that they have such problems within their ranks and are not

eager to highlight the problem or take strong action with long-term alcoholics.

Negative Effects on Family Life

Research has shown that law enforcement is one of the country's most stressful occupations in terms of its overall impact on an officer's personal relationships (Kirkham, 1976) and there is evidence that police marriages fail at almost double the national rate (Prendergast, 1983).

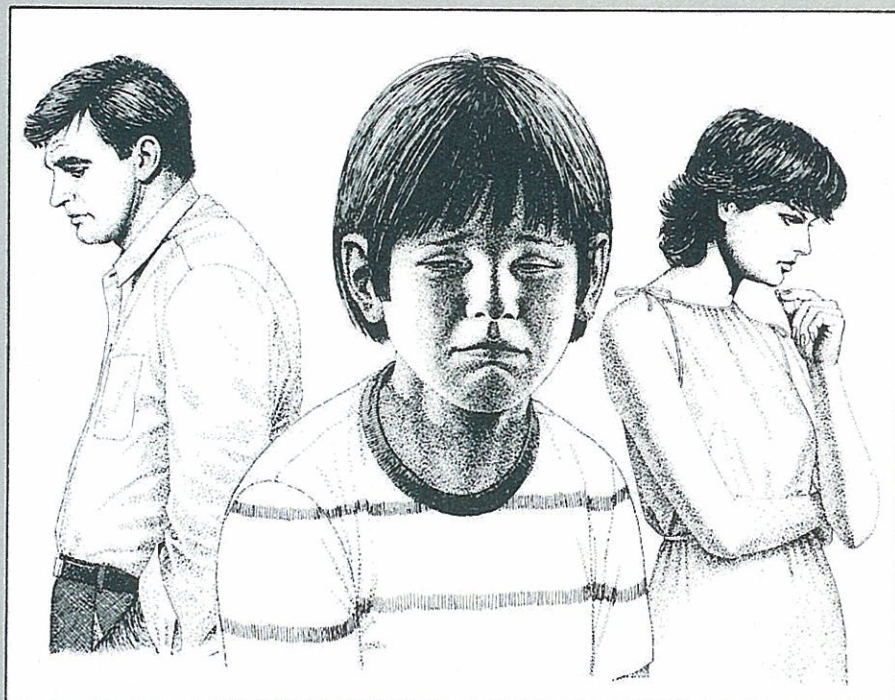
At a party, someone will say, "Now that Ralph is a cop we'll have to be careful around him if we don't want to get arrested." Such statements are made only partly in jest. Before long, the wife of an officer feels she must defend her husband's occupation to her friends; his teenage daughter fears bringing boys home because she's ashamed of what her father does and his son's friends dare the boy to skip school saying he won't because his father's a cop.

The job soon takes its toll on a policeman's wife. Shift work keeps them from being together as much as they should be and when they are together it gets harder and harder to find anything in common unless they're dealing with their kids. The wife is often left to raise the family more or less on her own and she, naturally, may grow to resent it. Many wives find it stressful to always wonder if the next phone call they get at home while their husband is on duty will be the one that tells them he's been injured or slain. In one study of 100 police wives (Rafky, 1974), one fifth to one quarter of the wives questioned were dissatisfied with their husband's career in general and stated that aspects of the husband's work led to frequent family arguments.

Police Cynicism

One author, in describing the nature of policing, suggested that police spend much of their careers in bored inactivity and are called into action only to deal with the "mad, the bad and the sad". It's not surprising that many officers become cynical of society in general when they are constantly interacting with the worst and/or most disadvantaged elements of society.

Some practices and characteristics of the criminal justice system are particularly stressful to police (Phelps, 1975), such as the problems in scheduling court appearances and duty requirements; the experience of being cross-examined in court; the frequently



lengthy delay before cases go to court; the duration of many trials; the feeling that many criminals are treated with amazing leniency and the frustration of seeing those guilty of terrible crimes getting free on legal technicalities or as a result of plea bargaining.

Being a Police Woman

In one study (Wexler & Logan, 1983), 23 of the 25 policewomen interviewed reported stressors related to being a woman in a traditionally male profession. The officers reported that their male co-workers had specific negative attitudes towards them; made comments about the women's sexual orientation; refused to talk openly to them; and made blatant anti-woman comments. Additionally, many women officers have difficulty in establishing and maintaining relationships outside of work as many men find it difficult to forget or accept that their girlfriend/spouse is a police officer.

The hostility and/or contempt of some members of the public as well as being assigned to duties seen as less than real policing (parking violations, acting as a matron for female prisoners, office duties) are additional burdens for women officers.

Having to Live a Role 24-Hours a Day

Police personnel working in remote or rural areas have their own unique stressors to consider in addition to those already mentioned: Being acutely aware of the absence of readily

available back-up in the event of an emergency; the lack of social anonymity in a small community; having to enforce laws among people with whom they must interact on a daily basis; tighter budgets and poorer working conditions; and the lack of promotional opportunities due to the small size of their force.

The Effects of Stress

Some people, a fortunate few, are able to thrive on being in a constant state of physiological readiness; the vast majority of us are not. Many individuals *seem* to thrive on stress and compulsive work habits — the, so-called, type "A" individual.

Type "A" behaviour has been called the "hurry sickness" and has been identified as playing a significant role in coronary heart disease. In essence, Type "A" involves not one but rather a set of related behaviours that exist in the same individual on a constant basis, particularly when triggered by an actual or perceived challenge in their immediate environment. Conversely, the reverse or absence of such behaviour has been labelled as Type "B" behaviour (Friedman & Rosenman, 1974; Price, 1980). These mellower individuals may seem to get less work done but their healthier attitudes allow them to work more efficiently without destroying themselves physically and mentally by over-reacting to the stressors in their environment.

The initial problem in attempting to modify Type "A" attitudes and behaviour stems from the fact that it may be difficult to hold the affected person's attention long enough to create an awareness of their problems and effect change. Since Type "A" behaviour is approved of by society and work organizations (i.e., the Protestant Work Ethic, which defines status with God and the community as being a factor of taking "pleasure" only in work and material success), it can be difficult to make the affected individual want to change. Type "A" people also find that high levels of work and activity are *apparently* effective means of reducing or ignoring stress and personal tension. In addition, elevated norepinephrine levels (a chemical producing a natural "high" in the body under certain conditions) produced by the Type "A" 's body tend to generate feelings of abundant energy. Finally, they seem to favour repression and denial as subconscious means of avoiding having to consider the harmful implications of their behaviour (Burke & Weir, 1979).

What are the physical manifestations of not coping with stress over a long period of time? Commonly: frequent headaches; excessive sweating (as the body, literally, tries to "cool down"); chronic fatigue; facial flushing; asthma attacks; high blood pressure or fast pulse; cardiac problems; skin rashes or disease; stomach problems such as indigestion or ulcers; chronic low-level back problems; diabetes; and, arthritic-like pain in the limbs and joints.

Excessive stress may also contribute to or cause the following psychological disorders: Mild or severe depression; prolonged aggressive behaviour; overdependence on alcohol or drugs; neuroses such as panic attacks, phobias (sudden illogical fears), hypochondria; memory black-outs; obsessive behaviour. Severe maladaptation to depression which has been caused by stress can lead to schizophrenia whose symptoms can include illogical thoughts, deterioration of personality, hearing voices and delusions of persecution. (The old saying that "even paranoids have enemies" has real meaning for those in the police profession. It takes maturity and effective stress-coping mechanisms to avoid becoming paranoid when constantly having to be watchful for the possibility of violence or assault.)

The Warning Signs of Not Coping With Stress

The following may be symptoms of a developing problem with stress:

Excessive weight for age and height; compulsive eating when not hungry; high blood pressure; lack of appetite for any length of time; constipation; frequent heartburn; insomnia; constant fatigue; headaches, especially those that start on weekends when you would assume that you were at your most relaxed; frequent muscle spasms and tremors; sexual problems; excessive nervous energy that keeps you constantly on the go; shortness of breath; inexplicable attacks of nausea; tightness in the chest and/or shortness of breath.

The mental and emotional warning signs to watch for if they are constantly present are: out-of-character personality changes such as non-punctuality, untidiness, obsessions, driving recklessly, etc.; a reversal of personality from good nature to aggressiveness or from being extroverted to being introverted; a constant feeling that something bad will happen (and not just that your mother-in law will suddenly decide to spend the summer with you!); irritability with friends and co-workers; excessive fatigue and boredom with those things you used to find interesting; overanxiety about money; morbid preoccupation with death or disease; dread of weekends or holidays; a feeling that you can't talk to anyone about your problems; an inability to concentrate on one thing at a time or to finish a project before you start another; constant mental preoccupation or daydreaming; and, loss of interest in your family and friends.

Procedures for monitoring stress include frequent and regular physical check-ups to detect physiological changes related to stress, such as rising blood pressure and stomach problems. Similarly, in recognition of the potential mental health problems police officers face, many departments have hired full or part-time mental health workers who are available to any officer who seeks help. Unfortunately, this assumes that officers who need help *know* they do and that they're willing to ask for it.

As one research team (Maslach & Jackson, 1982) has noted, there is a tendency for people in human services occupations to blame themselves for any job-related failures they experience. In their efforts to maintain their professional demeanor, law enforcement officers tend to put on a facade that says, "I'm doing fine!". Unfortunately, if everyone puts on that kind of "face", it intensifies the secret conviction held by each sufferer that they are the only one not coping with their problems and concerns.

It's beyond the scope of this paper to go into the many means by which police management can reduce the harmful effects of stress on personnel. Police literature is full of such articles which are worth studying for those in a position to initiate policy change. My present concern is what the officer in the street can do for him or herself. And, that's where meaningful effort must come from — from each affected individual.

How to Start a Personal "War" On Stress

1) Set your own limits in a realistic manner within the boundaries required for your work. You know your own capabilities and must learn that you cannot control everything — so don't try! Prioritize your tasks and concentrate on the most important.

2) Force yourself to take time away from work. Don't make it the most important thing in your life. "Unplug" when you're off duty and don't do it by habitually spending your time in a bar with other off-duty police officers. Drinking is fine only as long as you don't *have* to do it! Similarly, if you spend all your free time grumbling with other cops about how tough your lives as police officers are, you'll only convince each other that the situation is hopeless. In other words, avoid "choir practice" or keep it to a minimum (Wambaugh, 1975). Try and associate with people from outside policing to some extent as they will help you to remember that society isn't exclusively composed of deviants and armed scum. Having fun (you remember what fun is, don't you?) is *essential* to good mental health.

3) Find at least one physical activity that you like and work at it (but not compulsively, see how easy it is to slip back into type "A" behaviour). Exercise helps to reduce the harmful effects of stress and raises your resistance to emotional and physical fatigue. One study (Pollock & Gettman, 1976) evaluated coronary risk factors and physical fitness levels in 213 Texas officers between the ages of 21 and 52. The results were compared to standards recommended by the American Heart Association and revealed that younger officers tended to be of average risk for coronary disease while middle-aged officers were at higher risk than the average population. Being "fit" will reduce the chances that you're cut down in your prime by a heart attack or stroke. And, you'll feel better in general!

4) PERHAPS THE MOST IMPORTANT STRESS PREVENTION SKILL YOU CAN DEVELOP IS TO LEARN

HOW TO COMMUNICATE. Talking about your frustrations and venting your feelings honestly is essential to your emotional well-being. One of the best ways that this can be done is through peer counselling, a form of informal counselling in which selected police personnel are trained in the skills of crisis intervention and communication. Working one-on-one or in small groups with officers and, at times, with your spouse and family, such peer counsellors are able to bring their police experience and common background to bear on the problems to be faced. A number of North American police departments have such programs in place. The Los Angeles Police Department was the first in the United States to develop and implement such an integrated and fully department-supported peer counselling program. Since the program began in August of 1981, some two hundred police volunteers have taken the three-day training program. In one typical month, some 281 hours of such counselling takes place, the areas of concern being, in order of frequency reported, career/work problems, relationship breakdowns, discipline related, alcohol or drug abuse, death and illness as well as financial difficulties.

In Canada, the Ontario Provincial Police, among other forces, makes use of trained peer counsellors, in their case, to help officers overcome the stress generated by being involved in the use of deadly force.

Similarly, group discussions in which officers and their spouses express their feelings toward policing can be a constructive outlet both for sharing frustrations and as a communication enhancer for the two. Wives and girlfriends develop an increased sense of involvement in their partner's career and a greater understanding and acceptance of the demands, dangers and responsibilities of policing. If spouses no longer consider the department an alien or enemy, they may begin to develop more supportive attitudes towards their mate.

5) Consider taking biofeedback training as a means of learning physically to relax. This procedure allows you to tune into your bodily functions and eventually control them. Such training can teach a person to control blood pressure, migraine, heart-rate, tension and headache, general and specific muscle tension. The instruments used to electronically monitor body functions are meant to be "discarded" once the physical skills have been learned. The biofeedback machine can be likened to the training wheels on a bicycle; once

you know how to ride a bike, you remove the training wheels.

6) With a little effort, you can learn to relax without the use of machines; the following technique is just one of many available from instructors, or through books and cassettes.

Instructions for Deep Relaxation

Lying on your back, make yourself comfortable on the floor and settle your body so that it feels limp. Begin by breathing out slowly and deeply. As you inhale, don't try to force air in. Let your body breathe in naturally.

Wait for a moment, then breathe out *slowly* again. Pause, then do it again and, as you breathe slowly out, feel the tension draining slowly away. Now return to ordinary, relatively shallow breathing. Keep it calm, easy and forget about it.

Think about your left foot. Breathe in slowly and as you do so press against the floor with your heel. As you start to breathe out slowly relax the downward pressure in time with your exhalation. Afterwards let your foot go limp and roll to the side.

Repeat this pattern of slow inhalation/pressing downwards against the floor; slow exhalation/slow relaxation of the downward pressure in the following sequence: right foot; left knee; right knee; both hips simultaneously; small of the back; left hand; right hand; left elbow; right elbow; both shoulders simultaneously; back of the head.

Now, instead of thinking of yourself as segments, be aware of the whole body relaxing quite heavily on the floor. Let all the tension drain out (imagine tension to be a blue liquid seeping out of all parts of your body. Let it drain away from you).

Stay quiet and, if after a few minutes, you find that your mind is busy, repeat the tension/relaxation sequence for all parts of your body and let it relax. When images drift into your mind, just acknowledge them and let them drift away. Your awareness is only that of a bystander, interested, but not involved.

Once you are really relaxed, your breathing becomes very gentle and shallow because the body has less need of oxygen. There is a feeling of well-being and your arms and legs may almost feel as if they did not belong to you and there may be a sensation of floating. This may be disturbing at first but it is quite common.

At the end of the session, when you are feeling peaceful and relaxed, say to yourself: "I am calm, I am relaxed."

You are not deceiving yourself, you are

just registering the fact that you are relaxed.

When you have finished relaxing, don't get up suddenly or you may feel giddy. Move one fist, tighten it and let the tension go. Do the same with the other one. Then open your eyes and lie still and become aware of your surroundings. Sit up slowly, have a stretch and a yawn and take a deeper breath, then stand up. You will feel alert and refreshed. If possible, practice this state of relaxation every day, or at least three times a week the benefits do carry over into your everyday activities.

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Canadian Intelligence and Security Association (CISA)

Academic Award Program

The CISA, a member association of the Conference of Defence Associations (CDA), has the object of furthering the interests and promoting the efficiency of Intelligence and Security in the Canadian Armed Forces. In relation to that object, the CISA endeavours to promote higher academic achievement by providing an Academic Award Program (AAP) for dependents of its members or dependents of serving members of the Regular or Reserve Forces of the Intelligence or Security Branches. The award will normally be a suitable certificate of achievement and a \$600.00 cash grant. The award may be made to an individual once only.

Candidates must have successfully completed one year of full-time studies at a recognized university and have successfully re-enrolled for a further year of full-time studies.

(NOTE: For the purpose of the AAP "dependent child" shall be defined to mean a child born within or outside marriage, and includes an adopted child and a child conceived before and born alive after the death of a parent, for whom the parent is providing basic support or is under legal obligation to provide support).

To compete for the award, a candidate must complete an application

form obtainable from a CISA Regional Representative. The completed form must subsequently be forwarded to the Regional Representative prior to 25 August of the academic year in which the award is presented (i.e. 25 August 1986 for the 1985/86 academic year). The Board of Directors of the Association may decide to divide the award between two candidates in any given year. The merit of respective candidates for the award will be based upon an assessment of the marks attained and the Board's decision will be final.

The current names and addresses of Regional Representatives are:

Atlantic (Regular Force) — Captain C.R. Delaney, Atlantic Detachment SIU, CFB Halifax, Halifax, N.S., B3K 2X0

Atlantic (Militia and Retired) — Major S.R. Veinotte, PO Box 116, Porters Lake, Halifax County, N.S., B0J 2S0

Quebec — Major D. Pelletier, B Secur O, CFB Montreal, St. Hubert, Que., J3Y 5T5

Ontario (less National Capital Region) — Major F.E. Jones, 745 Greenbrier Dr., Oshawa, Ont., L1G 7J5

National Capital Region (Regular Force) — Major H.J. Andrew, 655 Walkley Rd., Unit 58, Ottawa, Ont., K1V 9P1

National Capital Region (Militia and Retired) — Lieutenant Colonel J.S. Dunn, 2281 Crane St., Ottawa, Ont., K1G 3C6

Prairie — Major D. Watts, 74 Kay Cres., Winnipeg, Man., R2Y 1L2

Pacific — Captain R.H. Yeomans, 8628 Tulsey Cres., East, Surrey, B.C., V3W 7A4

Europe — Captain W.L. Dixon, S03 (Int), HQ I CAG, CFPO 5000, Belleville, Ont., K0K 3R0

The successful candidate will be notified through the appropriate Regional Representative in the Fall of the academic year following the Association's annual general meeting.

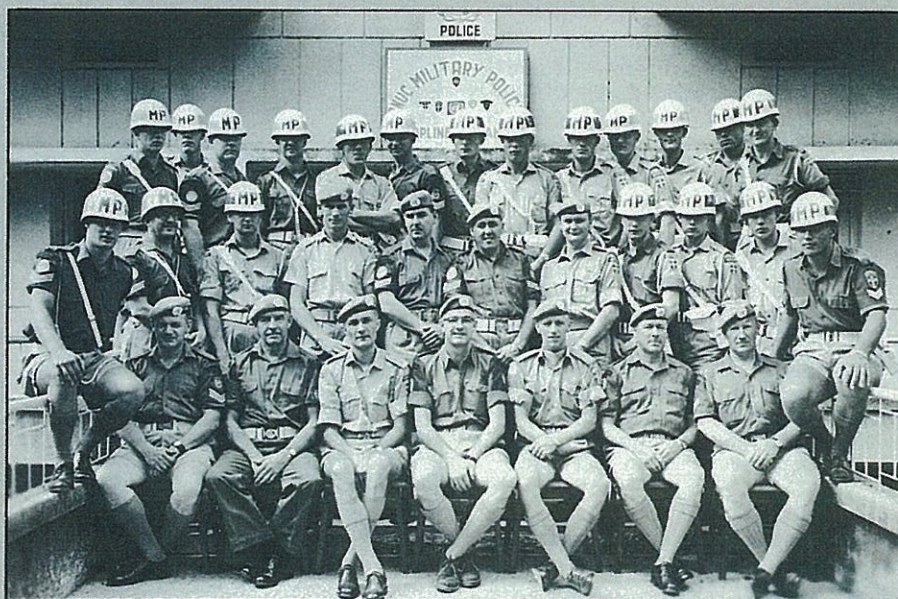
All dependents whose academic achievements would make them eligible to compete in the AAP are encouraged to participate.



Up the Down Route

Wait for it! Today's column is about footsteps. I sat musing over my notes for some considerable time, and "footsteps" kept running through my mind. Some of the steps are real, some imagined and some are from the recent past.

First though, let me recall one set of footsteps from the fairly recent past; a past when 4 BDE was still in the Soest, Werl and Hemer area of Germany. A German KRIPO report had landed on then Major Grogan's desk one morning, alleging that one or more unidentified Canadians had demolished a Gasthof in the early hours of a Sunday morning. The damage was not inconsiderable.



Once translated, the report indicated that the pub has been well and truly trashed, but there were neither arrests made, nor suspects identified. Indeed there were no witnesses present. The Canadian connection had been made by one good burger living nearby who was awakened by the noise of demolition in the night, followed (in the words of the report) "by the sounds of Canadian feet running away"!

A recent visitor led me back to some other footsteps. SSgt Edgar Petrie and Jessie were Winter weekend guests chez moi, leading us to a lengthy leaf through the old photo album. I am normally inclined not to use portrait photos, but will make this exception. UN operations are not new, and certainly are not limited to Cyprus or the Middle East. This happy group of knee knockers is from the Congo, circa 1960.

A run through the Canadians reveals then Major Roy Parker, WO2 Rolie

Beaudet, SSgt Pitre and a number of real and acting senior NCO, including messers Cormier, Labelle, Albert, Jones and I think Ernie Martin. Some I cannot identify, but expect you old sweats can and will.

I had a drink with General Dextraze the other evening. He recalled this same particular group and told me he kissed one of them in response to a request from a wife left behind! It was done publicly as the General disembarked in Leopold-ville, so I guess its all right.

Another recent visitor was Retired Capt Rean Meyer and his wife Shirley. They make their home in the US South-West, and we see less of them than we would wish. Rean was a Guards retread who came to us on a whim. As editor of the *The Beaver* in the Sixties he used to haunt my office to see what "dirt" could be purloined off my desk when I went out to scare us up coffee. He didn't use real names as I recall, so no one got hurt. Rean

brought enthusiasm and a little class with him when he joined up late in his career.

Rean had a cousin who was killed in Italy on 12 March 1944. The Meyer family of Port Burwell, Ontario, had all along assumed that Lt John Temple Meyer died with the PBI. However, Rean's recent enquiries revealed that John Temple, age 23, died while a member of 5 Provost Company. He was mentioned in despatches, and rests with 1615 comrades in the Maro River Cemetery, Ortona. Thanks, Rean!

As I mentioned in an earlier column, my copy of *Silver Jubilee* is still missing in action, so I didn't audit Rean's findings with our own. I'll leave that for cannonsade.

HULLO ANY STATION, HOW ARE YOU HEARING ME? This is 28 ALPHA out to you.



Winning entry — CMPA essay writing contest

Traffic Accidents — A Scientific Approach (The Technical Traffic Accident Investigator)

By Sgt J.F. Mitchell CFSIS

One would expect that a Military Police sergeant with twenty years service and approximately 900 traffic accidents (Germany and Canada) under his belt would know a great deal about traffic accident investigation, right? Wrong!

In May of 1984, one rather naive sergeant instructor from CFSIS, motored off to attend a Technical Traffic Accident Investigators Course (TTAIC) at the Canadian Police College in Ottawa. It was here that he discovered just how much he didn't know!

From the onset of the course the TTAIC coordinator, RCM Police Sergeant Harold Bowes, made it quite clear to our still unsuspecting MP and his fellow civilian police classmates that they were there to work, and work they did. Nothing short of four hours of study every night and written-off weekends were the norm. This was certainly not new to our MP, but his civilian counterparts were finding overtime without pay hard to swallow.

Throughout the next three weeks the class found their mental capacities strained by a constant bombardment of trigonometry, physics, dynamics,



The author prepares to photograph a halogen lamp bulb submitted for examination.

kinematics, accident field sketching and scale drawing. Also on the menu were seat belt, tire and lamp examinations; coupled with vehicle damage charts and photography. Guest lecturers from Transport Canada saturated student minds with mechanical

engineering technology, vehicle design, road design, and the transportation of dangerous goods. Other guest specialists continued the onslaught, with lectures on expert testimony in court, accident injuries, alcohol and drug effects, and the tachograph (a

vehicle mounted speed monitoring device).

Well, they mastered it all. They got through, thanks to their trusty scientific calculators, zealous minds, and the classroom assistance provided by several specialist RCM Police instructors, most of whom were from "E" Division Traffic, British Columbia. They learned the numerous formulae that would enable them to determine speeds of vehicles from skid and yaw (slideslip) marks; and just how fast that vehicle was going when it flipped over, or drove off that cliff. Other formulae utilizing velocity, time, and distance helped explain vehicle closing speeds, acceleration rates and factors, and time to skid to stop. The list seemed to be never ending. How our sergeant wished that he hadn't slept through so many highschool math classes! In the end it still took the practical tests at the college and at the Vehicle Safety Section testing area, Canadian Forces Base Ottawa (N), to

convince the last non-believers that these scientific methods truly do work.

What does this all mean? It means that, with proper training, a patrolman/investigator can attend a traffic accident scene and using the formula $S = 254 d (f + e)$ determine the minimum speed of a motor vehicle from its skid marks. Did the driver stop for that sign, or does his speed, calculated from the skid marks, prove beyond a doubt that he first applied his brakes some twenty metres back from the sign? This is not magical. Proper measurements, proper finding of the grade of the highway, and the exact determination of the coefficient of friction of the tires on the road surface, must be made before the formula can be used. How many out there still believe that the marks, left by a skidding set of tires on asphalt, are the result of rubber being burnt off the tires? Would you be surprised to know that very little of these marks (on asphalt) are rubber smears. Most of the marks are caused by the friction generated heat of the sliding tires, drawing oils from the asphalt to the surface of the road. Did you know that the weight of a vehicle has little or nothing to do with how far it will slide? What about vehicles flying off cliffs? If one of these vehicles weighed 2000 kilograms and the other 5000 kilograms, which vehicles would land the furthest from the cliff edge (speed of both vehicles being equal)? You say the heaviest? Someone else says the lighter of the two. In actual fact, both will land at the same point. Did you know that the average speed of a vehicle in yaw can be determined by finding the radius of the yaw mark and applying a mathematical formula? Did you know that applying the yaw formula to a curve on a highway will give

you the speed at which a vehicle will start to spin out, on that curve? How many think that when a vehicle starts to skid on ice (not just braking but actually sliding) that the winter tire will stop the vehicle before the summer tire? Wrong again! Both will slide approximately the same distance. It can be said that, in this instance, a bald tire would probably produce the best braking result. Unbelievable, but true! What causes those dotted-like tire marks you see on highways? They are the result of lightly loaded vehicles braking sharply. The rear of the vehicle, being lighter, starts to bounce or skid (skip-skid). This is common with unloaded tractor-trailer units. Did you know that some tractor-trailer drivers only use the trailer unit brakes to stop their vehicle? They do this to save their privately owned tractor unit's brakes from wear. This dangerous practice only wears out the brakes on the shipping companies' trailer and often causes jack-knife situations. Do you know what computer brakes are? These are but a few questions and a few answers, asked and given, on the TTAIC.

Well, by now you should be able to perceive why our sergeant, who has since been joined at CFSIS by a second TTAIC graduate, has become such a fervent propagator of the "tech" way. Both of these NCOs can now be found just about anywhere, bending any willing ear on the merits and marvels of the technical approach to traffic accident investigations.

In the Spring of 1985, an introduction to this new methodology was given to a select group of prospective Military Policemen/Policewomen as a part of the Military Indoctrination Programme. Their enthusiastic response to TTAI techniques could have been foreseen. Even the most skeptical were convinced after verifying practical demonstrations. Warrant Officer Paul Dinsdale, our second TTAI, took to actual field investigations after graduating. His assistance to the CFB Borden Military Police, at several accident scenes, has been received most favourably. These MPs now stand convinced that this new resource offers them a great investigative advantage at accidents.

Opportunity is truly knocking at our door. Will we open the door to this new technology? Will we become a part of one of the most rapidly expanding police fields in Canada? If we do, we must act now. Far too soon, our future becomes our past.



Sgt J.F. Mitchell being presented a cheque for \$100.00 by LCpl A.R. Wells, Commandant CFSIS, on behalf of the CMPA for his winning entry in the CMPA essay writing contest.



WO Dinsdale offers technical assistance at an accident scene, CFB Borden.

Confirmed Scuttlebut

The Return of Constable Muldoon

A former member of the Directorate of Security was recently the subject of a Public Service Merit Award. Cited was Flight Lieutenant V.F. Mulroy (Retired) new residing in Herts, England. The award was for \$1000.00 before taxes. The tax man and the vagaries of foreign exchange reduced this still further, however it is to be assumed that there was enough realized to permit Vince to stand a round or two at his local. Left to right are LCol R.L. Burchinshaw (SSO Adm and Log CDLS London), BGen C.B. Snider (Commander CDLS London), Vince (alias Constable Muldoon) and LCol D.J. Beatty (CFILO London). The latter is a former Branch officer who has moved on to lesser things. Elizabeth and Vince were both entertained at lunch afterwards by the Commander and his staff.



From the left (facing): Mrs VF Mulroy, BGen CB Snider, COMD CDLS(L) Mr VF Mulroy, LCol DJ Beatty, CFILO

Retirement of Major Dave Blundell

In September 1985, the Military Police personnel of NDHQ/AU held a mess dinner to honour the retirement of their boss, Major Dave Blundell. Major Blundell was retiring after serving more than thirty years in the uniforms of various services. Major Blundell had served first as a Royal Marine, then as an NCO and a very fine Officer in the Pers AF Sec and Canadian Forces Security Branch.

In recent years Major Blundell had served with distinction in such postings as the BSecur O of CFB Comox, the Career Manager for MP OR's, DSecur Co-ord, and as the Senior Security Officer at NDHQ/AU immediately prior to his retirement.

Major Blundell's plans following retirement are to move back out west in a leisurely fashion, put down roots, and then to commence catching Pacific salmon. All members of the MP trade



and Security Branch who have had the pleasure to know Major Dave Blundell

and his good wife Anita wish them the very best of luck in the future.

It's our year!

in motion...in touch



C'est notre année!

en mouvement...au courant

Meritorious Service Cross Presentations

The Meritorious Service Cross (MSC) was introduced in June 1984 as an award that may be afforded to a member of the Canadian Forces in recognition of the performance of a military deed or military activity in an outstanding professional manner of such rare high standard that it brings considerable benefit to, or reflects great credit on, the Canadian Forces.

It is with great pride that our Branch learned that Lieutenant-Colonel

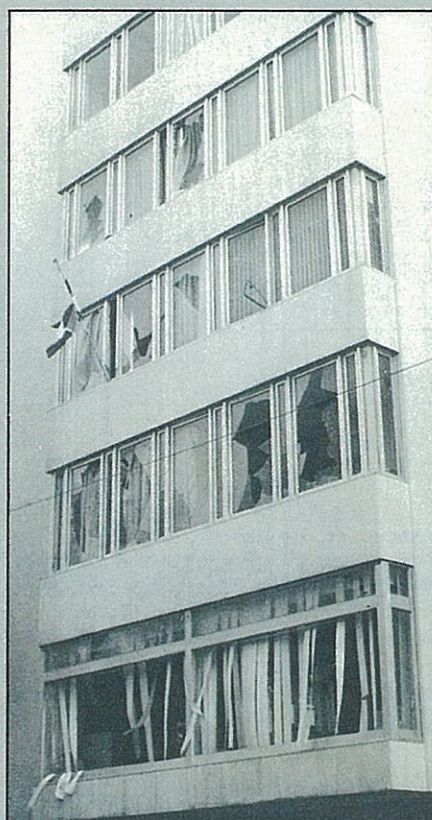
WJ McCullough, currently serving as DSecur 4 at NDHQ, and Sergeant LD Abbott, currently attending the Continuous French Language Course at ELFC Ottawa were to be the first recipients of the Meritorious Service Cross as a result of their highly professional efforts while serving in Beirut, Lebanon in 1982 to 1984. These two very proud representatives of our Branch received their medals from Her Excellency J Sauvé, the Governor General of Canada at a reception at

Government House, Ottawa, on 20 November 1985.

On behalf of all, serving and retired members of the Security Branch and the Military trade, our hearty and sincere congratulations to these two very deserving members! Well done to you both! Your noble efforts have reflected very proudly on the calibre of service you provide to your country and your Branch. SECURITAS!



During the period 7 November 1983 to 11 August 1984, Sergeant L.D. Abbott was the non-commissioned officer in charge of military police security guards at the Canadian Embassy in Beirut, Lebanon. The period was marked by the complete collapse of law and order, and assaults on diplomats and diplomatic premises. In the performance of protective and other duties, Sergeant Abbott frequently risked his life over an extended period to ensure the safety of both Canadian and locally employed staff members. When a drastic reduction in staff taxed resources to their fullest, he assumed the additional duties associated with two officer positions, performing them with a rare high standard of both flexibility and adaptability. His leadership, professional expertise, and qualities of character made a deep impression on all members of the Embassy staff. Sergeant Abbott's outstandingly professional performance of military duties, tailored to the priority needs of the Canadian Government in Lebanon and frequently beyond those normal for his rank, have brought great credit to both himself and the Canadian Forces.



During the period 4 July 1982 to 5 August 1984, Lieutenant-Colonel W.J. McCullough was the Canadian Forces Attaché at the Embassy in Beirut, Lebanon. The period was marked by the complete collapse of law and order, and assaults on diplomats and diplomatic premises. Throughout his tour Lieutenant-Colonel McCullough undertook a number of significant military and diplomatic tasks. Notwithstanding considerable personal risk, including frequent exposure to both small arms and artillery fire, he travelled extensively to maintain essential contacts with Lebanese agencies. During the times when the Chancery was under threat of fire, his exceptional professionalism and calm competence were a constant source of reassurance to all members of the Embassy staff. Throughout his tour, Lieutenant-Colonel McCullough performed both military and related duties in an outstandingly professional manner of such a rare high standard as to reflect great credit on himself and the Canadian Forces.

Military Police Fund for Blind Children

Blind Fund Activities CFB Valcartier

On 7 December 1985, members of 5 Military Police Platoon visited the St-Charles school in Charlesbourg, which specializes in the education of visually impaired children. The school principal, Mr. Guy Desbiens, took advantage of this opportunity to show us the operation of four Apple II computers adapted for the blind which he had just purchased with money received from the Military Police Fund for Blind Children (MPFBC). With these Crammer computers, the blind children attending this school will be able to take their place in the vanguard of the computer revolution. Capt Verret, the Commanding Officer of 5 Military Police Platoon, accompanied by MWO Vaillancourt and Sgt Lafrance, presented Mr. Desbiens with two cheques, one for \$7,200 to pay for computers, and the other for \$1,500 as a Christmas donation to the school's disabled children.

Our visit enabled us to realize the importance of our donations, which are put to the best possible use in promoting the welfare of the students. The Military Police Fund will continue to make social, as well as monetary, contributions to the school by organizing ski trips, camping expeditions, and other activities for visually impaired children. These contributions are



Capt Verret presents the two cheques to the principal of the St-Charles school, Mr. Guy Desbiens, in the presence of Mr. Lacasse, the vice-principal, MWO Vaillancourt and Sgt Lafrance.

intended to enable the school to acquire expensive specialized equipment, and to help these children achieve a measure of social integration into the seeing world.

We would like to point out that last February we gave the school \$1,766 for pool rental and \$1,500 for outdoor activities. The St-Charles school therefore received a total of \$11,966 in 1985. These donations came from the central fund for blind

children administered by NDHQ Ottawa.

5 Military Police Platoon raised its funds by holding a lottery for the blind children last November. The holder of the winning ticket in turn donated \$300 to Cpl Alain Roy of 5 Field Ambulance. The success of this lottery was made possible by the participation of the Military Police of 2 R22[°]R, 3 R22[°]R and 12 RBC.

In Memoriam

Sgt C.W. Conrad

It is with deep regret that we announce the death of retired Sgt Carroll William CONRAD at Bridgewater, NS, on 25 December 1985. Carroll was born on 1 Aug 44 at Bridgewater, NS. He enlisted in the Royal Canadian Provost Corp in 1964 and served with the Provost Corp and the Military Police until his release in 1979. Carroll was posted at CFB Borden, Gagetown, Longpoint, Borden, Greenwood, Halifax, SIU Section

Vancouver. He had short tours to Cyprus and CFS Bermuda. He is survived by his wife Agnes and children Bryon, Crystal and Cynthia. Funeral services were held on 28 Dec 85 at St Pauls Lutheran Church, Bridgewater, and interment was at the Pleasantville Cemetery, Pleasantville, NS.

