

ing 1st Provost Co.) which were ordered to France on June 11, 1940, to take the pressure off the Allied Forces in the Dunkirk salient.

Respectfully,
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R/1283 "L" Division R.C.M. Police

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Dear Editor,

The letters in the Winter 1983 issue of *the Quarterly* with reference to Cpl. W. H. "Bill" Warner's Kings Police Medal were of interest I am sure to all the ex-members of No. 1 Provost Company (RCMP).

I would like to clear up a slight misunderstanding with regard to the position of the Company at the time of the evacuation of the British army at Dunkirk. More than 42 years have passed since then and I do not remember the exact dates, but at about the time of the evacuation, the latter part of May 1940, our Company was in Dover waiting to cross the Channel. We were aboard a small boat, our motorcycles tied to the railings, and maps of Calais where we were to land were issued. At this time to the best of my knowledge, Dunkirk had been reached by the British and the evacuation started.

The G.O.C. 1st Canadian Division, Major-General "Andy" McNaughton, went across in a British warship to size up the situation, and as I remember he took eight of our Company with him as bodyguards. I believe L/Cpls. Gauthier, Dagg and Mudge were among this detail. As a result of this reconnaissance the plan was abandoned and we returned inland.

In the middle of June, about 2 weeks after the evacuation referred to, the 1st Brigade of the 1st Division was sent to Brest in France. Our entire Company landed with this Brigade with the exception of a few men who were on

leave at the time. It was indeed a very hurried operation. We sailed from Plymouth on a small French passenger boat, the *Ville d'Algers*. This boat I believe was commandeered by the Royal Navy.

We sailed at night, landed in Brest in the morning, and marched through the town to a staging camp on the heights above. We stayed there until the afternoon when we were suddenly marched back to the harbour. Rumour had it that the French had capitulated. The rumour proved to be true. We boarded the freighter that had brought our transport over and lay in the harbour all night, then left early the next morning. We sailed, unescorted as far as I know, and landed in Plymouth late in the afternoon. The head of this Brigade had reached about 200 miles into France but was turned around in time to make its escape back to Brest and then home.

Yours sincerely,
G. A. Cutting
ex-Reg. No. 10980

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Dear Editor,

Our Winter 1983 *Quarterly* continues the discussion of brave Cpl. Warner's service. I note that you are guided, or misguided, by a policy restriction that the hallmarks of a member's service (i.e., awards or medals) are to be only rarely mentioned. I do not envy you the task of having to make the discriminating decision of who or what is mentionable.

In my opinion, awards, medals, decorations, commendations, rank, etc., are truly a member's record of service. They serve not only to express a deserved "Thank you" for a job exceptionally well-done, but they are also an incentive for others to aim at such an exemplary accomplishment. They are also an announcement by which the public can judge and appreciate our