

## Introduction

This document was prepared in 2024 in response to a request received from Mr. Boucher Florian, President of the Veterans Association of the town of Samer (Pas-de-Calais). To commemorate the 80th anniversary of the liberation of Samer, his association was organizing a ceremony and an exhibition. For this exhibition, he was searching for documents, stories, anecdotes, photos, and other information about the valiant and brave soldiers who participated in the fighting around Samer. So far, he had identified the 7th Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) as the first unit that entered Samer on September 4, 1944, thus permitting its liberation.

As well, he had identified Major Bowen as the officer who commanded "A" squadron, which led the advance into the town. A summary description of Major Bowen's life is provided in the appendix.

## Origins of the unit

Prior to the Second World War, the 17<sup>th</sup> Duke of York's Royal Canadian Hussars was one of two cavalry regiments based in the Montreal Area. Cavalry units have existed in the Montreal area since independent troops were formed to help defend against the American invaders in the War of 1812. Over time, these troops were consolidated into regiments based in Montreal. In the years just before the Second World War, the 17<sup>th</sup> Duke of York's Royal Canadian Hussars was equipped with horses and stationed at its armoury at 4185 Cote-des-Neiges Road, Montreal. At the outset of the Second World War in 1939, the regiment disposed of its horses and was mobilized for active service starting with local protective duties. In 1940, it was converted to a motorcycle regiment in a first step to mechanization.



Overview of the role of the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) in the liberation of Samer, France on 4 September 1944, and profiles of the members of the unit that lost their lives in the process from the point of view of the Regiment

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After the war, in 1958, the unit was amalgamated with the 6<sup>th</sup> Duke of Connaught's Royal Canadian Hussars to form the Royal Canadian Hussars (Montreal).

### **Deployment to England**

In 1941, the active service unit was redesignated to become the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) and was sent to Camp Debert, Nova Scotia to train as the divisional reconnaissance regiment for the 3<sup>rd</sup> Canadian Infantry Division. On the 23 August 1941, it embarked for Southern England to help defend against an anticipated German invasion. While it was there, it continued to train for war, with ever-increasing emphasis on offensive operations.



In 1944, the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) was staffed with approximately 42 officers and 778 other ranks, for a total of 820 all ranks. They were divided into three fighting squadrons, 'A', 'B', and 'C', and a headquarters squadron. Each of the fighting squadrons had three scout troops and an assault troop. Each scout troop included a headquarters, a reconnaissance section with two light scout cars and two armoured cars, and two carrier sections, each with three Universal carriers. Behind the front lines, the 1<sup>st</sup> Canadian Armoured Corps reinforcement unit gathered and trained reinforcements from all over Canada and assigned them to frontline units based on their greatest needs.

### **Deployment to France**

On D-Day, the regiment provided 65 all ranks to work in contact detachments and beach traffic control teams to help improve communications and control during the landing and subsequent move inland. The rest of the regiment was deployed progressively into France over a six-week period after D-Day, as the Allied bridgehead expanded. The first sub-unit to land in France was 'B' Squadron, which arrived on 11 June. It was joined by the 62nd Light Aid Detachment (a vehicle and weapon repair team) on 16 June, by 'A' Squadron on 25 June, and by 'C' Squadron, Headquarters Squadron and Regimental Headquarters on 15 July. During the period between its arrival in France

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and the 22 August 1944, the regiment helped defend and expand the beachhead, capture Caen, breakthrough of the German defense line along the Verrières Ridge, and corner the German forces in the Battle of the Falaise Gap.



### **Pursuit to the Channel Ports**

After the Battle of the Falaise Gap, the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) was tasked with pursuing the withdrawing Germans in a north-easterly direction. It was to advance in front of the 3rd Canadian Infantry Division, overcoming smaller concentrations of enemy, reporting and picketing enemy strong points for subsequent capture by the infantry, seizing river crossings where possible, and, finally, cutting off the enemy's escape route from the Channel ports.

In its vehicles, the regiment advanced quickly over a wide front far ahead of the infantry. It pushed hard on the heels of the enemy which was in a full disorganized retreat. The unit was able to move quickly, cross the Seine River on 30 August 1944, and reach the Somme River by 2 September. At the Somme River, its advanced was blocked for two days until Polish engineers could build a bridge.

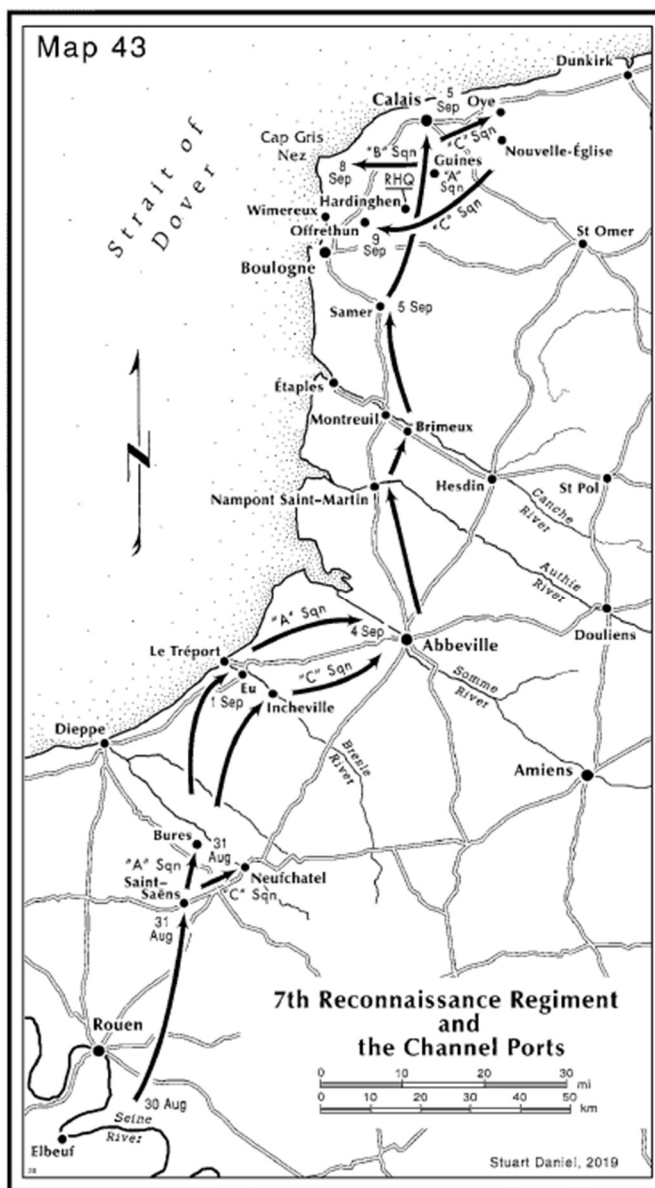
### **The advance of the Reconnaissance Squadrons to Samer**

At first light on 4 September, A Squadron led the regiment across the newly-constructed bridge over the Somme River near Abbeville. The Regiment then spread out over a wide front and moved north, with B Squadron on the left flank, C Squadron on the right flank, and A Squadron in the centre. Rapid progress was made to Nampont Saint-Martin, where the main bridge over the Authie River was blown. However, another crossing was quickly located during a short-range reconnaissance.

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The rapidity with which the unit found an alternate route was attributed to the wide front that it covered as it advanced.



A Squadron was on the heels of the enemy by the time it reached Montreuil, and the Germans had just enough time to blow the bridge over the Canche River. Soon after, an alternate crossing was found near Brimeux, 6 kilometers to the east. There were no roads leading to that bridge as it had not been used for many years. This explained why it had not been destroyed by German forces. The armoured cars were quick to take advantage of this new crossing. C Squadron crossed in less than 30 minutes, and the other two Squadrons followed in turn. Total crossing time for all three Squadrons was less than two hours, despite their broad spread along the front and the disused nature of the bridge. After crossing, each squadron returned to its respective position along the front and advanced to face its own challenges. On the right, C Squadron found a fleeing German

convoy and destroyed 12 vehicles, resulting in the capture of supplies and prisoners. As soon as possible, C Squadron pushed forward again and was soon just south of Calais and almost directly east of Boulogne.

B Squadron initially fell behind as it moved back to the left flank but encountered almost no opposition and quickly recovered the lost ground.

Just before A Squadron arrived at Samer, the troop leader of 3 Troop, Lt. A.E. Doig and his troop caught up to a large German convoy. He had come up to the crest of a hill overlooking the town, and there, about 100 yards ahead in the valley, was the entire convoy pulling slowly away from him, on the road into town. Using all the weapons he could, including the Self-Propelled guns of the attached Anti-tank troop, the troop cut the convoy to ribbons. Then, paying no heed to the burning mess on the road, the troop moved past them, into the middle of town. The rest of the squadron, commanded by Maj. Bowen, close on his heels, came full tilt into the town spraying the buildings with Besa and 37 mm fire to cover the arrival of the self-propelled guns who quickly demolished the buildings from which fire was coming and put out of action the two anti-tank weapons.

Thanks to Major Bowen's quick appreciation and bold action, the Squadron handled the situation with relative ease, concentrating its firepower and damaging, destroying and disbursing German personnel and equipment, thus clearing up in a few minutes what might have taken a day or two. Rather than calling for reinforcements and slowing the advance of the whole Division, the Squadron operated outside of a standard reconnaissance model and handled the situation without the aid of the infantry, allowing the advance to continue unimpeded. Major Bowen was able to quickly rally his troops and direct their actions, ensuring efficient responses.

Although the members of the regiment had powerful weapons, they were relatively few in numbers and they were spread out over a wide front, which made it difficult to handle complex tactical situations. Consequently, in this phase of the war, they had no choice but to follow the following directive given to them by their commanding officer, Lieutenant-Colonel Lewis: "Hit the enemy first and hit him with everything you've got; one gets less casualties by inflicting casualties".

Throughout the advance, A Squadron was always able to keep the main road open despite stiff resistance, thus greatly accelerating the rate of advance of the division.

On this single day alone, the Squadrons advanced approximately 150 kilometres. When the armoured cars harboured in the evening, some had less than a gallon of fuel remaining.



Lieutenant Allan Edward Doig is seen on the right in front of his map board, with his driver, Trooper Robert Henry Munkittrick, on the left. Doig was the troop leader of 3rd Troop, A Squadron, of the 7th Canadian Reconnaissance Regiment. Many members of the Doig family from Lachute, Quebec, enlisted in the unit. Once on the continent, Lieutenant Allan Doig led his troop in several important engagements; for example, it was claimed that his Humber reconnaissance car was the first Canadian vehicle to enter Caen. However, given the clean faces and uniforms, the photo above was likely taken in England, perhaps during Exercise Spartan, which was a large inter-service tactical exercise held in 1943.

### **Human conditions during the advance**

As they advanced during this push through France, the soldiers of the unit experienced extreme stress and fatigue. They started their advance early each morning and generally continued until sundown. At night they had to perform maintenance and cleaning of their vehicles and weapons, as well as resupply and guard duties before getting some sleep. Food was eaten on the move, or just after a town had been liberated, if at all. Throughout the day the crew members had to be constantly alert to detect the presence of the enemy and ambushes. This was not easy as they tried to advance quickly.

A positive point was the reaction of the local citizens who would celebrate the liberation of their respective towns very enthusiastically, welcoming the soldiers and offering food and refreshments. However, the troops could only spend a few minutes with them before moving on to again to face

the enemy on the other side of town. The soldiers also faced other challenges such as arranging the timely evacuation of casualties, the recovery of broken-down vehicles, and the handling of large numbers of prisoners.

Here is an amusing example of how fatigue finally caught up with the troops in B Squadron. On 4 September, at 2130 hours as it was getting dark, B Squadron (on the left flank) had to suspend its advance towards Boulogne due to the extreme fatigue of the troops and logistical concerns. The squadron had advanced over 150 kilometers since early morning and there was something less than one gallon of gas in each vehicle. Upon recognition of its situation, the squadron was ordered to pull into two orchards, one on each side of the road and get some sleep. A few guards were posted, while the troops guided their carriers and armoured cars under the nearest trees. Exhausted, the crews literally fell out of the vehicles and slept where they landed. Food or blankets were not even considered. In its rapid advance, the squadron had bypassed one or more groups of Germans. That night, one of those groups tried to withdraw, moving up the road between the two apple orchards from the rear of the squadron's position. As the German convoy approached, the squadron's guards tried in vain to awaken the troops. The troops slept like the dead and simply would not be awakened. Finally, after much effort, one managed to get a spurt of life out of one of the troop leaders. Upon learning of the squadron's plight, his only remark, before he fell off asleep again, was "Tell them to come back again in the morning". A second troop leader was also half-awakened, and he told the guard to keep quiet and let them go through, because if the men were awakened, they would have made a lot of noise and be attacked in the dark by the Germans. The none-too-quiet Germans passed, unknowingly through a group of men who were simply too tired to do anything about them. Few members of the Squadron knew about the incident until morning.

### **The advance of the logistical echelons through Samer**

Every night, the regimental 'A' Echelon, comprised of a convoy of large cargo and fuel trucks, supplied each of the squadrons with ammunition, fuel, food and other items. Commanded by Lieutenant John Thom, it followed the squadrons but stayed several kilometers back from the front.

By 0900 hours on 4 September, this group reached Montreuil, where the enemy had blown all the bridges. It moved over to the left flank behind B Squadron on a road running parallel to the sea. Shortly after, the Germans turned their large siege guns inland to bombard the town of Etaples, so the echelon group quickly pulled back a couple of kilometers. It was then ordered to follow Regimental Headquarters, but to stay off the main road. Consequently, it moved cross-county, until it came to the Canche River. While moving up, it came across one of the mortar troops, under Sgt. Cliff Scott, busy digging graves for some of their lads, who had been killed when a round from a German 88 anti-tank gun hit a tree under which they were sheltering.

On reaching the Canche river, the officer in charge of the echelon was told that the new hastily-constructed bridge over which the infantry and the regimental headquarters was crossing could not carry the echelon's heavy cargo vehicles. So, it would have to either wait until a more robust baily-bridge was built or find another crossing. The officers scouted upriver and found the stone bridge used by the squadrons to cross. This put the echelon on the extreme right flank of the Division, so it moved north bearing to the left at every opportunity. About 1800 hours, a despatch rider from

regimental headquarters found them and directly them back to the main Montreuil-Samer road saying that the forward elements needed fuel and ammunition.

At about 2100 hours, it started to get dark and rain. By this time, the main axis was crowded with vehicles from the infantry units. Despite this, the A echelon moved forward almost to Samer. By the time it arrived, it was 0100 hours the next morning and raining hard. Two hours later, an officer from C Squadron arrived, also looking for Regimental Headquarters. He had passed through Samer and said it was sleeping peacefully.

The officer in charge of the Echelon sent three vehicles through Samer to look for the headquarters. From the town square in the centre of Samer, four roads lead off in different directions. All four roads were tried one after the other, for 16 or so kilometers without success. On arrival back at the point where the Echelon was parked in a field, they ran into the Regimental Intelligence Officer, who promised to lead them through Samer to the headquarters.

All was quiet at regimental headquarters when the first echelon vehicles pulled into a field just off the road. On the way in, one slipped into a ditch and got stuck. On going back to help it, the officer-in-charge discovered that approximately two-thirds of the vehicles were missing. Returning to Samer, he found one of the trucks, broken down in the middle of the town, and many civilians in the streets in their pyjamas, celebrating their liberation by sharing cognac with the soldiers. The driver informed the officer that his and the other vehicles had been left behind when the crews had fallen asleep during a halt. Eventually, someone had woken and realized that the lead vehicles had moved on, so, the remainder, led by SQMS Marrier, decided to try and find the route on their own. The officer-in-charge then took off after them, and about seven kilometers up the road, found them halted with a string of civilians blocking the road hollering "Mines".

Meanwhile, back at Regimental Headquarters, the two men in the ditched truck were taken prisoner by two German soldiers who had snuck up on them. As the prisoners were being escorted down the road, they were met by the Squadron Quartermaster Sergeant who pulled his own pistol and called on them to halt. Luckily, the Germans surrendered quietly. When it was found that they could speak French, they were questioned by Trooper Crevier and admitted that there were about one hundred more on the other side of the stream. While this was going on, the remaining vehicles of the echelon pulled into harbour and, as soon as they were parked, the drivers fell asleep, having been driving for twenty-seven hours without food or rest. After some discussion, the two German soldiers agreed to ask their comrades to surrender. This decision was no doubt helped by the arrival of remainder of the echelon. One of them, with Trooper Crevier, moved off down the road towards a bridge, covered by the rest of the group. The drivers who were asleep, were very annoyed at being awakened, until they heard that they had a hundred Germans soldiers as next-door neighbours. They grabbed their weapons and swarmed into the hedges on the bank of the stream, covering the far bank and the bridge. Fortunately, the enemy decided not to fight, for after they had been disarmed, it was discovered that they had machine-guns and small cannon, far outweighing the fire-power of the echelon. All told, one officer and 96 men were taken prisoner in this incident.

### **Encirclement of Boulogne, Cap Gris Nez, and Calais**

The following morning, on 5 September 1944, all three squadrons resumed the advance north, having been resupplied during the early morning hours.

Originally, plans had called for the regiment to capture Boulogne, but a preliminary reconnaissance showed that resistance there was stronger than anticipated. As a result, the squadrons occupied themselves with capturing the roads around the area, leaving the task to the 9th Canadian Infantry Brigade. As they advanced, they experienced heavy artillery fire on the main roads.

By the end of the day, A Squadron had cut the main road from Calais at Guines, B Squadron held the high ground outside Marquise which cut the Calais-Boulogne road, and C Squadron completed the encirclement by cutting the road from Calais to Dunkirk and establishing a link to A Squadron. The regiment had contained Calais with a ridiculously small force and three days after were still containing it. This was a tremendous success, firmly positioning the 3rd Canadian Infantry Division to take Calais and Boulogne. On one final high note, the regiment captured an 800-bed German hospital that was fully staffed and operational before day's end on September 5th.

### **Casualties in the area near Samer**

During this phase of the advance, the following soldiers were reported as being casualties:

Killed in action on 4 September

- CLEARY, ELDRIC, (D077859), Trooper
- KEDDY VERNON T., (F079091), Trooper

Wounded on 4 September

- BREEN, THOMAS, (D109828), Lance-Corporal
- FECTEAU. ROGER E., (D123017), Trooper
- LAWRENCE CHARLES A, (D003070), Sergeant
- OLEARY BERNARD J., (D077600), Trooper
- THIBERT ROLAND A., (M044882), Lance-Corporal
- THOMSON VICTOR, (D076900), Sergeant

Wounded on 5 and 6 September

- BREEN THOMAS, (D109828), Lance-Corporal
- MILLER ALDEN B, (H102819), Trooper

### **Profiles of the fallen comrades**

The two soldiers reported as killed-in-action on 4 September are almost certainly members of Sgt. Cliff Scott's mortar troop who had been killed when a round from a German 88 anti-tank gun hit a tree under which they were sheltering. As mentioned earlier in this text, the troop was observed digging temporary graves just south of Montreuil. Here are some notes outlining their profiles, based on information found on their military service files which are available online at Library and Archives Canada.

#### ***Keddy, Vernon Theodore (F79091), Trooper***



- Vernon Keddy was born on 30 November 1918, in Kentville, Nova Scotia. He was 34 years old when he died on 1 September 1944.
- Before he volunteered for active service on 23 September 1941, he was single man who worked as a labourer, a painter and, for 4 years, as a pin setter at the Dartmouth Bowling Alley. He enrolled after the 7<sup>th</sup> Canadian Reconnaissance Regiment had been deployed to England, so he was trained in Camp Bordon, Ontario and was sent to England as an individual reinforcement. He arrived in England on 3 May 1942 and was posted to the 3rd Canadian Armoured Corps Reinforcement Unit. On 14 August 1942, he was transferred to the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars).
- He was the son of Mr. Charles William Keddy and Lahlia Keddy of Dartmouth Nova Scotia.
- According to his first military medical exam, he was 5' 1" and 125 lbs. He had blue eyes, red hair and a ruddy complexion. He liked to swim and fish and was the pitcher on a local softball team.
- He disembarked in France on 11 June 1944, which the date on which 'B' Squadron landed in Normandy.
- He had previous service as a reservist in the 2<sup>nd</sup> Battalion of the West Nova Scotia Regiment.
- Immediately after his death, his corpse was buried temporarily 20 yards from the road near a hedge in an apple orchard near Montreuil-sur-Mer, approximately 22 kilometres south of Samer. He was later moved to the Calais Canadian Military Cemetery in St-Inglevert, France – Grave 3, Row B, Plot 1.

**Cleary, Eldric (D077859), Trooper**



- Trooper Eldric Cleary was born on 13 August 1922 in Gaspé, Quebec. He was 22 when he was killed in action.
- He was the son of Mr. Albert Cleary and Mrs. Josephine Cleary, who lived on Saint-Urbain Street in Montreal.
- He enrolled on 4 Jan 1942 in the Royal Montreal Regiment and was sent to the Canadian Machine Gun Training Centre in Trois Rivieres, Quebec, before being sent to the United Kingdom on 11 June 1942, where he trained with the 32<sup>nd</sup> Canadian Reconnaissance Regiment until it was disbanded. He was transferred to the 7<sup>th</sup> Recce on 1 June 1944. He embarked for France on 11 June 1944, possibly with 'B' Squadron
- Before enrolling, he was single and a labourer for a contractor.
- According to his first military medical examination, he was 5' 8" and weighed 168 lbs. He had blue eyes and fair hair.
- He had 4 brothers: William (34), Ernest (33), John (31) and Russel (25)(the latter was overseas.) He had three sisters: Corine (29), Isabella (27), and Anita (19)
- He was buried temporarily 20 yards from the road near a hedge in an apple orchard near Montreuil-sur-Mer, approximately 22 kilometres south of Samer. He was later moved to the Calais Canadian Military Cemetery in St-Inglevert, France – Grave 2, Row B, Plot 1.

**Final word**

May these soldiers rest in peace. Their sacrifice has not been forgotten, especially not by the people from the towns of France that they were trying to liberate. We will remember them.

**Bibliography**


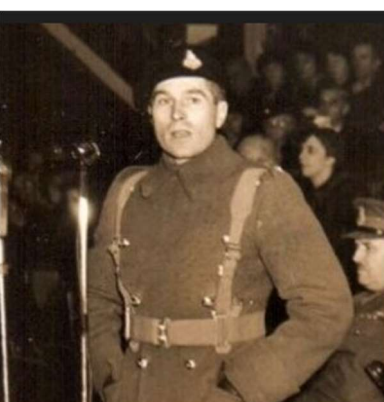
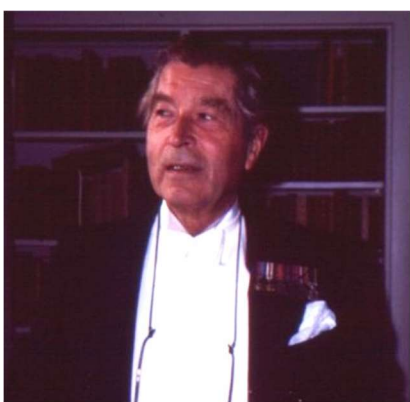
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Overview of the role of the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) in the liberation of Samer, France on 4 September 1944, and profiles of the members of the unit that lost their lives in the process from the point of view of the Regiment

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- An Historical Account of the 7th Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) in the World War (1939-1945), by Capt. Walter P. Pavey, 1947
- War Diaries of the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) for August and September 1944, on the Canadiana Heritage Website
- Remember, No News is Good News: A collection of letters written by a WW2 soldier to his family back home in Montreal during the period 1941 to 1945, by Alan Stanley Canavan, published by the Montreal Cavalry Institute in 2018.
- Service Files of the deceased, available online at Library and Archives Canada.

**Appendix - Profile of Lieutenant-Colonel William Charles Bowen (1913-1998)**

 <p>LT.-COL. W. C. BOWEN</p>		
<p>Lieutenant-Colonel Bill Bowen, at right, addressing the regiment before dismissal at the armoury, 29 December 1945.</p>	<p>Lieutenant-Colonel William Bowen in his retirement years.</p>	

Major William Charles Bowen was the squadron commander of A Squadron when it liberated the town of Samer, France. His rapid appreciation and his direction to his troops to hit the enemy hard greatly accelerated the process.

He was one of the very few officers who served with the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) from the time it was deployed from Montreal in February 1941 until it returned in December 1945. In recognition of his achievements, he received the distinction referred to as "mentioned in dispatches."

William was born on 12 August 1913, in South Winnipeg Manitoba. His father was Henry Blane Bowen, who had emigrated to Manitoba in 1905 from Derbyshire, England, and, in 1909, married Margaret Eleanor Cross of Ottawa. Henry worked as a train engineer for the Canadian Pacific Railway.

In 1938, William married Dawn Elsie Ekers whom he may have met when he attended McGill University in Montreal. The couple had a child named Anthony. In 1941, William was deployed to England with the 7<sup>th</sup> Canadian Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars).

In early 1944, Bowen was assigned to command one of two small beach traffic control groups during the D-Day invasion on 6 June 1944. These groups were responsible for establishing routes off the beaches and directing the invading troops of the 3rd Canadian Infantry Division inland to their forming up points for the subsequent push towards Caen. Bowen led the four officers and one soldier who comprised No. 7 Beach Group, which was attached to the 8th (Liverpool Irish) Battalion, The King's Regiment. He landed in the second wave a few hundred yards west of Courseulles-sur-Mer.

On 21 June 1944, Major Bowen returned to the regiment in England and assumed command of A Squadron in time for its deployment to France on 25 June 1944. He continued to command the

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squadron throughout its time in France. On 20 August 1944, he was wounded, however, remained on duty despite his wound.

On 4 September, Major Bowen leading his squadron quickly drove into the town square of Samer engaging the enemy forces located there and within a few minutes he had control of the town square.

He played an important part in this encirclement of Calais, where his squadron pretended to be a larger formation notably by shooting at anything that moved. He issued an ultimatum to the German garrison commander that he had to "surrender or else." Bowen had little with which to enforce the "else," but his bravado sustained the fiction that the enemy garrison was encircled by a sizeable force. The garrison commander advised him to get out before he turned his heavy guns on Bowen's force. Bowen replied that he had been thrown out of better places. Eventually, as other channel ports were captured, more troops arrived, and, on 1 October 1944, the garrison eventually surrendered.

On the 4 October 1944, on the eve of the Battle of the Scheldt, Bowen was appointed as second-in-command of the regiment. He held this position until August 1945, when he was promoted to Lieutenant-Colonel and became the commanding officer of the regiment, which was reduced in size waiting its return to Canada, which eventually occurred in December 1945. Afterwards, he went on to serve as the first post-war commanding officer of the regiment after it reverted to its reserve status.

William had a reputation as being suave, sophisticated, dashing, and debonair. He played the part of a senior officer as if it was written for him.

In the 1960's, he entered a second marriage, this time with Una Prower, the daughter of Brigadier General John Mervyn Prower. Later he entered a third marriage, this time to Raymonde Chevalier, from Senneville, Quebec. She was a prominent peace activist, and the granddaughter of senator Louis-Joseph Forget a wealthy businessman who had owned a large estate in Senneville at the western tip of Montreal island. Together, William and Raymonde worked as realtors until their retirement. In 1982, they purchased and subsequently operated a hobby farm in Elgin Quebec (south of Montreal, near the U.S. border). William died on 23 December 1998 in his eighty-sixth year, from heart failure at the Barrie Memorial Hospital, Ormstown, Quebec.

May he rest in peace, he did his part.