

Files of The Office of The Force Commander

5/10/1960 - 29/1/1962

1/2

SC/SEC 1-340 - Copies of MP Reports re. Vehicle Accidents, Theft, Assaults

PLEASE RETAIN
ORIGINAL ORDER

Clear pp

UNARCHIVES

SERIES S-800

BOX 6

FILE 4

ACC. DAG 13/16/50.2.1

The undersigned, TAHAR CHEDLY, hereby makes the following statement:

We were returning from the Tunisian Embassy to Camp Martini. I was sitting on the front seat next to the driver, and I noticed that he was doing about 60 km/h. All I know is that we came to a certain roundabout and that the driver lost control of the vehicle. I have no recollection of what happened after that because I lost consciousness.

Leopoldville, 29 January 1962

(Witness) Sgt. LAMBERT

(signed) TAHAR

Leopoldville, 22 January 1962

To : Chief of Staff ONUC

From : Major HASSINE REMIZA, Commander, 14th Tunisian Battalion

Subject: Accident Report.

I have the honour to inform you of the following:

At about 2300 hours on 20 January 1962, the Peugeot 403 No. 301 placed at my disposal by the ONUC Transport Unit and driven by a Congolese by the name of PLOCE was returning from the Tunisian Embassy to Camp Martini along the Boulevard Prince Baudoin.

When the car reached the roundabout at the intersection of Avenue de la Victoire and Boulevard Prince Baudoin, the driver, dazzled by the lights of another vehicle coming in the opposite direction, made a wrong move causing the car to crash into the roundabout.

PERSONAL INJURIES: Sgt. Mohamed El Hedi, ID No. 22, facial injuries.
Sgt. Tahar, ID No. 19, received a blow in the left side.
Sgt. Turki, ID No. 21, minor facial injuries.

MATERIAL DAMAGE: Left-hand front part of the chassis dented; front part of engine damaged; steering out of true.

It should be reported that the Congolese driver fled immediately after the accident without bothering about the injured persons in the car.

(Signature)

I was driving ONUC vehicle No. 4011 on the Avenue Bongolo, headed for Limété. There were two cars in front of me. On the avenue, about 500 metres before the Av. Prince Baudouin, the car just ahead of me suddenly moved over to the left side of the roadway, without signalling with its turn indicator. I therefore got the impression that the driver wanted to overtake the car in front of him and I, too, moved over to the left in order to follow him. However, after driving side by side with the other car over a distance of approx. 15 to 20 metres, the driver suddenly put out his left-hand directional indicator and immediately made a left turn. I applied the brakes but, since the road was very slippery, this only caused the car to start skidding. An attempt at making a left turn also proved futile, probably because the wheels were locked. As a result, my right-hand front mudguard hit the left-hand rear part of the other car, and both vehicles received minor dents.

(signed) Sgt. Niels Hjørne
Danish Medical Team

At about 1135 hours on 13 February 1962, I parked my car to the left of the Royal. When I left the building, at 1205 hours, I found the car parked about 80 metres away, with its rear smashed in. I was not present when the accident happened, but a member of the Nigerian Police witnessed it.

(signed) (illegible)

CONGO

CLINIQUE REINE ELISABETH

Medical Service

Subject: Medical Certificate

I, Dr. PRIVITERA of the W.H.O., Leopoldville, certify that I have examined Mr. Michel KUKABU and that I have found him to be suffering from fusion of the sacrum to the fifth lumbar vertebra.

X-ray examination showed no traumatic osseous lesion.

Leopoldville, 13 February 1962

Dr. PRIVITERA

I was driving along Boulevard Albert at a speed of about 40 km per hour, behind a bus. Near the intersection of Boulevard Albert and the Avenue Des Huilleries, a grey Volkswagen overtook me. After the Volkswagen had passed me I also began to overtake the bus. As I was overtaking, a car that I did not recognise made a 'U' turn in front of the Volkswagen. The Volkswagen applied its brakes and I had to apply my brakes also, at the same time my car skidded and struck the bus. After I had stopped, another car behind me tried to pass me on the left-hand side and smashed in the left gear mudguard. Neither the Volkswagen nor the other car that struck my rear mudguard stopped. I reported the matter to the Military Police and the local Police.

1826

SEC / 146

Name : KITAMBALA - ALEXIS
Rank : CIVIL
Unit : AIR CONGO
Nationality: CONGOLESE

Time: 1310
Date: 9 Feb. 1962
Place: HANGAR-AIR CONGO
Taken: SGT. NIELSEN

After having filled up the fuel tender with aviation oil I coupled it to a fork-lift truck, and mounted the latter to drive the tender on to the runway. After I had travelled about 5 metres at a low speed I heard some shouts. I immediately stopped and I saw a man lying behind the front right wheel of the truck and half beneath the vehicle. My vision was obstructed by the pallet guide of the fork-lift truck when I was driving it.

see 3813
REPUBLIC OF THE CONGO
CITY OF LEOPOLDVILLE
TERRITORIAL POLICE
DIVISION 1

SEC/145
Leopoldville, 2 February 1962
N° 126/18/Central.-

The Chief Commissioner of Territorial Police
Leopoldville

Dear Sir,

I have the honour to inform you of the following facts. On 2 February 1962 there was a road check extending over almost the whole of Leopoldville. As I am a member of the 1st Division Complice our duty was to check the commune of Leopoldville, which is our zone. At about 0800h. I was on Boulevard Albert-ler with my constables and one of the latter brought me a gentleman who was guilty of an infringement of order 62/12 of the 17/1/1957 article 76-1 of the "Code de la Route" (Highway code).

Before I could question the gentleman concerned he began to shout like a man who had lost his reason. As this gentleman spoke in a confused manner, I gave him politely to understand that there was no reason to get angry or nervous since the police was carrying out its duty, as required by the authorities. But, instead of becoming calm, he became still more angry saying that here in the Congo the police did nothing, that it was incapable of finding car thieves and stolen objects in Leopoldville but that its only speciality was to ferret out minor motoring offences and to impose large fines and write long official reports.

He said that one day his car had been stolen and that it was he who went and found it 350 kilometres from Leopoldville. He shouted so loudly that I finally lost patience, seeing the large number of curious bystanders who had gathered to listen to us; finally I also became angry. Meanwhile I had got his card, that is to say his ONUC I.D. card which he himself had given to the constable who had reported the infringement. He then demanded in a loud voice that I should return the card to him, to which I replied that as soon as he stopped barking as he was doing I would hand him back his card. But instead of stopping he continued, saying that he was very late for his office, that the police was annoying him on a stupid pretext. I pointed out to him to what he was exposing himself with all these words but he replied that he did not care and that a complaint against me would be filed

2.

for insulting behaviour because I had told him that as soon as he stopped barking I would return his card to him.

Some Congolese incensed at the words of this gentleman, wanted to cause trouble but thanks to our intervention nothing happened. On examining the card in question I saw that the gentleman was called NICOLAS DIACAKIS No 340 ONUC and that he was driving a car not belonging to the United Nations but to a civilian who he claimed was his friend. Considering the circumstances and the scandal that this man caused I kept his card, saying that I would not give it up until I was in the presence of the United Nations Security for an interview. When the United Nations Security officers finally arrived I informed them that Mr. NICOLAS DIACAKIS, United Nations employee, had publicly insulted the Congolese police in the exercise of their duty, calling them sluggards, petty snoopers after minute infractions, saying that it had nothing else to do than collect money, and uttering other serious insults against the police. I told them that I would go to my chief and that a judicial enquiry would be open in regard to Mr. X. On the other hand, Security informed me that their chief would also do his best to see that very severe punishment was meted out to Mr. X.

The above is true to the best of my knowledge and belief.

MAGBETHA JEAN-J
S/Commissaire de Police

Dirigeant du Commissariat central

cc. The Chief Burgomaster
LEOPOLDVILLE-EAST

The Provincial Inspector of Territorial Police
LEOPOLDVILLE-EAST

ONUC Security, Leopoldville.

At about 1535 hours on 24 Jan 1962, I was driving ONUC car No. 698. I was driving on the right-hand side of the road, and there was a truck ahead of me, on the extreme right. I signalled to indicate that I was going to turn and then moved over to the left side to make a turn to the left. Without any warning whatsoever the truck moved across the road, and a collision was inevitable. At the time of the accident I was travelling at about 40 km/h. The Congolese police came and wrote a report.

Leopoldville, 24 Jan 1962

(signed) Pte NILS ANDERSSON
Swedish Battalion

3484

SCC/143

"LA PAIX"

90-92, BOULEVARD EMILE JACOMAIN,
BRUSSELS

Name, Christian name, and occupation of the policy holder ..Société.....
....Congolaise.BUNGE...SURL.....

Address: av. Joséphine Charlotte, B.P. 620 Léopoldville. Tel.No. 8126-812

Place of the accident: Limete, at the junction of the route de Limete
and the avenue Ermens

Date: 29/1/62 Time: 12 h 30

How did the accident happen? I was driving along the route de Limete towards the Place Commerciale, Limete. When I reached avenue Ermens, a UN jeep coming from N'Djili, had crossed the road to turn in towards avenue Ermens, and a UN lorry, Registration No. 8344, was waiting in the middle of the road to do the same. Just when I came up to him I saw that he had already started; I accelerated quickly but I could quite avoid the collision.

Who was responsible and why? The other party, as vehicles on the route de Limete have right of way.

Sketch

Your car make: VOLKSWAGEN type saloon

Year of construction: 1961 Power: 7 HP

No. of engine: 5835336

Registration No.: F 4538

Have you a trailer: No

Do you operate transport for third parties: No

Christian name of the driver: STEVENS Séraphin age: 42

a/o Soc. Cong. BUNGE B.P. 620 Léo. Tel.No.: 8126 or 8927

driver (paid - personal use - friend): Company service

owner of a self-propelled vehicle: Yes

what company? LA PAIX

DAMAGE SUFFERED BY THE POLICY HOLDER

Brief description : left-hand rear wing damaged

Is your vehicle roadworthy? Yes

Driving Licence No: 13590

Issued at: Leopoldville on 12.11.61

ONUC 'I' CARD NO: 1.910
NAME : GANON ANDRE
UNIT: TPT SECTION ONUC
NATIONALITY: CONGOLESE

TIME: 1200 hrs.
DATE: 1 Feb. 62
PLACE: LEO
TAKEN BY: Lep1. SEWARD.

At 10 o'clock on 1 February 1962, I was driving along Rue Emile Banning towards the Royal. In front of me there was a car which signalled that it was going to turn to the right. At the same time as it signalled this, it turned towards the left. Thinking that the driver had actuated the wrong signal, I tried to pass him on the right but at that moment he suddenly turned to the right. I applied my brakes but I could not avoid the car.

NAME : KABEMBA Joseph
RANK : Director of Foreign Trade
UNIT : Central Government
NATIONALITY: Congolese

TIME : 13:30
DATE : 5 February 1962
PLACE : Junction of Marie
José and Valcke
TAKEN BY: Sgt. BOEL

I was coming from the office (in the Building Administratif) along the avenue Marie José.

As I was passing the road junction Avenue Marie José and Avenue Valcke, I was struck by an ONUC Willys jeep driven by a Congolese driver who came from the left and did not respect my right of way.

After having struck my vehicle the chauffeur in question took flight and I followed him and succeeded in stopping him by blocking the road. The police, summoned by a passer-by (Joseph), were able to ascertain this.

Considering that I have no other means of transport to my office to carry out my various duties, I hereby serve notice on the responsible UN employee to have repairs to my car carried out within 24 hours from now. Once this time-limit has expired, I shall myself have the necessary repairs made and submit the invoice for payment to the UN official responsible for transport. The UN police, who made a report on the present case, were informed of the above.

3484

SEC/142

On 5 Feb 1962, at about 8 a.m. I was transporting staff members of the Société SIDERUR-CONGO as I do every morning and evening.

At about 8 o'clock I entered the Avenue Bongolo. In front of me there was a passenger car and behind me an ONUC bus. As I was going to turn into the Avenue Josephine-Charlotte (?) I actuated my left-hand turn indicator and started turning. At that moment the ONUC bus hit the rear of my car on the left-hand side.

Leopoldville, 5 Feb 1962
(signed) FINGA MARTIN

On 12 January 1962, I was passenger on board the ONUC/Unesco van after the intervention of Mr. Terenzio, Chief of the Unesco Mission at Leopoldville, with the Transport Service, to go from the centre of the town to the Ministry of National Education, in company with the Unesco staff members attached to this ministry. The van was travelling along the boulevard Albert towards the ministry and when he was opposite the golf course, Mr. SEILER who was driving himself because the chauffeur was absent, tried to overtake an ONUC lorry. When the van had already commenced this manoeuvre the lorry suddenly swerved to the left to overtake another car.

Since the manoeuvre of the van was too far advanced there was a collision and the van was thrown on to the dividing strip in the middle of the boulevard Albert when Mr. SEILER was able to stop, but could not avoid a pedestrian, who was knocked down and slightly injured. Immediately a note was taken of the name and number of the ONUC lorry (sic) as well as the name of the pedestrian who was knocked over; the latter is an employee of the Ministry of National Education, Technical Education Department, Mr. Michel KUKABU. The accident was witnessed by the Rev. Father GOOSSENS B.P. 3258 or c/o B.E.C. Leo/Kalina who was following the van in his car.

That is how the accident happened.

Mrs. LEFEBVRE-DE MOL
Technician with the Ministry of National
Education & Fine Arts of the Central
Government. General Services Dept.
LEOPOLDVILLE/KALINA.

ACCOUNT OF THE ACCIDENT

Date and place of the accident: 12 January 1962 at about 730
on the Boulevard Albert opposite the Residence Albert.

Account of the accident:

On the pavement, where nobody would ever have expected such an accident, I was suddenly struck violently from the rear and fell on my back. Very much shaken up and stunned, I did not understand what happened to me. I was lifted up by Mr. Boniface MAKEKITA who was accompanying me and supported by Mme. LEFEVRE to the van which took me to the office. When I arrived there and regained consciousness I began to feel pain in my back particularly in the region of the pelvis and the right shoulder-blade. Then my buttocks became swollen. This cost me four days in bed.

Dr. PRIVITERA of the Clinic Reine Elisabeth, who was consulted on the day of the accident, sent me to the X-Ray department for an examination of the pelvis and vertebral column.

After examining three X-Ray photographs the doctor discovered no lesion and issued a certificate. Since the accident I have had difficulty in walking and it takes me some time to adjust myself to a comfortable position when I lie down.

I have not been able to find the medicaments prescribed by the doctor in the local pharmacies. As my pain has not stopped, I have had treatment at the dispensary, where I was given friction therapy, infra-red ray treatment and pills.

I request that a serious examination be made as my pain persists, especially when I walk.

At about 740 on 12 January 1962 I was driving along Boulevard Albert in Leopoldville, behind a (one word illegible) van preceded by a UN lorry the van attempted to overtake the lorry and was already abreast of the latter when the lorry swung out to the left and collided with the van which was knocked on to the dividing strip on the middle of the road. A Congolese passenger in the van was thrown out of the car.

True to the best of my knowledge and belief.

(signed)

3456

SCC/ ~~48~~
138

ONUC SWISS MEDICAL UNIT
KINTAMBO HOSPITAL
LEOPOLDVILLE

Leopoldville, 29 January 1962.

Officer Commanding
Military Police
ONUC
Leopoldville

Subject: Damage to left-hand rear mudguard of VA ONUC 790

The VA ONUC 790 was damaged between 1430 and 1500 hours on 29 January 1962 when it was parked outside the customs office, Av. Crespel, Gare Maritime, Leopoldville. The driver of the car, Dr. Lasserre, Chief of the Swiss Medical Unit, who was at the counter of the customs office at the time, noticed the damage when he was about to get into the car again. In spite of immediate enquiries made on the spot, he did not succeed in obtaining any information whatsoever concerning the author of the damage. It was no doubt caused by the bad manoeuvring of another car.

Déclaration du soldat chauffeur BASHIR AHMED, matricule 6854030.

Je suis le chauffeur affecté à la conduite de la Jeep Willys CJ-6 ONUC N° 2994. Le 13 novembre 1961, vers 8h30 du matin, mon chef le sergent MOHAMMAD ASHRAF, sous-officier au Service des véhicules motorisés, m'a désigné pour conduire le sergent MOHAMMAD ASGHAR KHAN et le soldat employé aux écritures HUKAM DAD à Limete, au Dépôt auxiliaire des véhicules, dépendance du Dépôt central de matériel de l'ONU. Alors que j'arrivais au croisement de l'avenue Joséphine-Charlotte et du boulevard Albert, une voiture civile est soudainement apparue sur la gauche et a tenté de franchir le carrefour. Comme cette voiture venait d'une voie secondaire, le chauffeur devait, selon les prescriptions du Code de la route, marquer un temps d'arrêt en arrivant au croisement afin de s'assurer qu'aucun véhicule n'arrivait sur la voie principale; mais il ne l'a pas fait et c'est pourquoi son véhicule est venu heurter la partie centrale gauche de ma jeep, causant de légers dégâts à la carrosserie et au marchepied situé de ce côté. Le passager le plus haut en grade, le sergent MOHAMMAD ASGHAR KHAN, a immédiatement téléphoné à mon unité pour signaler la collision. Des agents de la Police militaire du QG de l'ONU qui passaient par là se sont arrêtés et ont commencé à enquêter sur l'accident. Un agent de la Police congolaise qui se trouvait aussi sur les lieux a signalé la collision au poste de police; un policier est arrivé et a procédé au constat conjointement avec la Police militaire. Entretemps, notre capitaine adjudant major SHARIF GHAFUR et le "Subedear" du Service des véhicules motorisés MOHAMMAD YUSUF KHAN étaient arrivés sur place et avaient pris les renseignements nécessaires concernant la voiture civile qui se trouvait encore là. La fiche de déclaration d'accident qui est annexée au formulaire de l'ONU pour les rapports sur les accidents de la circulation a été remplie par notre officier du Service des véhicules motorisés et remise au chauffeur de la voiture civile impliquée dans l'accident. J'ai ensuite rejoint mon unité.

Déclaration du soldat chauffeur BASHIR AHMED, matricule 6854030.

Je suis le chauffeur affecté à la conduite de la Jeep Willys CJ-6 ONUC N° 2994. Le 13 novembre 1961, vers 8h30 du matin, mon chef le sergent MOHAMMAD ASHRAF, sous-officier au Service des véhicules motorisés, m'a désigné pour conduire le sergent MOHAMMAD ASGHAR KHAN et le soldat employé aux écritures HUKAM DAD à Limete, au Dépôt auxiliaire des véhicules, dépendance du Dépôt central de matériel de l'ONU. Alors que j'arrivais au croisement de l'avenue Joséphine-Charlotte et du boulevard Albert, une voiture civile est soudainement apparue sur la gauche et a tenté de franchir le carrefour. Comme cette voiture venait d'une voie secondaire, le chauffeur devait, selon les prescriptions du Code de la route, marquer un temps d'arrêt en arrivant au croisement afin de s'assurer qu'aucun véhicule n'arrivait sur la voie principale; mais il ne l'a pas fait et c'est pourquoi son véhicule est venu heurter la partie centrale gauche de ma jeep, causant de légers dégâts à la carrosserie et au marchepied situé de ce côté. Le passager le plus haut en grade, le sergent MOHAMMAD ASGHAR KHAN, a immédiatement téléphoné à mon unité pour signaler la collision. Des agents de la Police militaire du QG de l'ONU qui passaient par là se sont arrêtés et ont commencé à enquêter sur l'accident. Un agent de la Police congolaise qui se trouvait aussi sur les lieux a signalé la collision au poste de police; un policier est arrivé et a procédé au constat conjointement avec la Police militaire. Entretemps, notre capitaine adjudant major SHARIF GHAFUR et le "Subedear" du Service des véhicules motorisés MOHAMMAD YUSUF KHAN étaient arrivés sur place et avaient pris les renseignements nécessaires concernant la voiture civile qui se trouvait encore là. La fiche de déclaration d'accident qui est annexée au formulaire de l'ONU pour les rapports sur les accidents de la circulation a été remplie par notre officier du Service des véhicules motorisés et remise au chauffeur de la voiture civile impliquée dans l'accident. J'ai ensuite rejoint mon unité.

Déclaration du soldat chauffeur BASHIR AHMED, matricule 6854030.

Je suis le chauffeur affecté à la conduite de la Jeep Willys CJ-6 ONUC N° 2994. Le 13 novembre 1961, vers 8h30 du matin, mon chef le sergent MOHAMMAD ASHRAF, sous-officier au Service des véhicules motorisés, m'a désigné pour conduire le sergent MOHAMMAD ASGHAR KHAN et le soldat employé aux écritures HUKAM DAD à Limete, au Dépôt auxiliaire des véhicules, dépendance du Dépôt central de matériel de l'ONUC. Alors que j'arrivais au croisement de l'avenue Joséphine-Charlotte et du boulevard Albert, une voiture civile est soudainement apparue sur la gauche et a tenté de franchir le carrefour. Comme cette voiture venait d'une voie secondaire, le chauffeur devait, selon les prescriptions du Code de la route, marquer un temps d'arrêt en arrivant au croisement afin de s'assurer qu'aucun véhicule n'arrivait sur la voie principale; mais il ne l'a pas fait et c'est pourquoi son véhicule est venu heurter la partie centrale gauche de ma jeep, causant de légers dégâts à la carrosserie et au marchepied situé de ce côté. Le passager le plus haut en grade, le sergent MOHAMMAD ASGHAR KHAN, a immédiatement téléphoné à mon unité pour signaler la collision. Des agents de la Police militaire du QG de l'ONUC qui passaient par là se sont arrêtés et ont commencé à enquêter sur l'accident. Un agent de la Police congolaise qui se trouvait aussi sur les lieux a signalé la collision au poste de police; un policier est arrivé et a procédé au constat conjointement avec la Police militaire. Entretemps, notre capitaine adjudant major SHARIF GHAFUR et le "Subedear" du Service des véhicules motorisés MOHAMMAD YUSUF KHAN étaient arrivés sur place et avaient pris les renseignements nécessaires concernant la voiture civile qui se trouvait encore là. La fiche de déclaration d'accident qui est annexée au formulaire de l'ONUC pour les rapports sur les accidents de la circulation a été remplie par notre officier du Service des véhicules motorisés et remise au chauffeur de la voiture civile impliquée dans l'accident. J'ai ensuite rejoint mon unité.

At about 1930 hours on 29 Jan 1962, I went down to the ivory market to see what they had to offer. At that moment I was accosted by a Congolese who asked me, in French, to exchange dollars. It was only later on that I realized this, because I do not know French. While I was trying to understand, the Congolese called me aside near the Omega watch-shop, where he showed me some Congolese francs. At this point five or six policemen arrived and took me to the B.C.L. Police Station, on the Avenue de la Victoire, where I was searched and locked in a cell. I asked for the UN Police and my commanding officer to be notified. Later, they took me to my quarters, where I found Capt. Gamba and Capt. Pentericci. In the presence of these officers the Police Commissioner took 30 dollars away from me, which I did not receive back. Together with Capt. Gamba I returned to the Police Station to make a statement, after which I was released. Immediately after my release the UN Police and Capt. Pentericci arrived. In the police car I saw the person who had asked me to exchange dollars, which leads me to believe that he might be a police spy since he was chatting in a friendly manner with the policemen.

(signed) M/Sgt Vittorio MUSSO

At about 1930 hours on 29 Jan 1962, I went to M/Sgt Vittorio Musso's quarters, from where I was taken to the Commissaire of the B.C.L. Police Station on the Avenue de la Victoire. In my presence the Commissaire took 30 dollars away from the above-mentioned M/Sergeant.

(signed) Capt. PENTERICCI

The above statement is confirmed by the undersigned.

(signed) Capt. Vittorio GAMEA

I had parked my car, VW plate No. G.8544, on the Avenue Tombeur, opposite the store "Da Costa". An ONUC lorry, No. 8386 collided with my car and damaged its bonnet.

This lorry was trying to park on the left (the wrong side of the road). Despite the warnings of passers-by who foresaw the collision, the chauffeur did not stop. I was told of this by the cashier at "Da Costa's", as I was at the cash desk at the moment. I immediately went to the scene of the accident and, accompanied by the driver of the lorry, went to the DIFCO garage to obtain an estimate for repairs. The amount of this estimate is 650 Frs.

3715

JCC/136

I, Charles Sacre, declare that the ONUC Opel 203
cut across my path when I had the right of way.

(signed)

residence: Hotel Astrid

I was driving at 40 km. an hour.

— 3715

Sec/134

I, Pierre DeRoy, declare that I saw the accident.
The Studebaker was coming from the avenue des Aviateurs and
the Opel Record did not give it right of way. I assume the
speed of the Studebaker at 40 km. per hour.

(signed)

At about 0930 hours on 21 January 1962, I was asleep in room No. 408 when I was awakened by a loud crash and by pieces of plaster pouring down on me. I jumped out of bed and saw the front part of a FARGO (jeep truck) standing in my room. I saw the driver get out, and he seemed to be all right. I cannot explain how it all happened since I only woke up when the crash came. No harm was done to me or to my equipment.

Leopoldville, 21 Jan 1962
(signed) M/Sgt H. Hansen
Camp N'Galiema

Jeep No. 2438 lost on the night of 22 January 1962.

I was in town and was going to drive home. I began talking to a Congolese to whom I gave the keys for the jeep, telling him to drive to the Royal. However, he drove out of town, and I was unable to recognize the place where the incident happened. As soon as the jeep started I jumped off, and a Congolese took me home to the Lesse Building after I had talked to the Congolese police. The reason why I allowed the first Congolese to drive the jeep was that he told me he belonged to Headquarters TPT.

Leopoldville, 23 Jan 1962

(signed) Capt. Thorleif Jorgensen
EME Hq.

The original Norwegian is incoherent. *adec.*

At about 1205 I was driving towards the town on avenue Prince Boudoin and was just approaching Pont Cebu. There was an Opel in front of me which I had been following for 5 km. The driver of the Opel braked suddenly when he saw the traffic lights and I collided with him. We both braked and the Congolese police came to make the enquiry. We all went to the Police station and the Congolese police told us to come back at 1500 hours to find out who was in the wrong.

Testing Jeep No. 2294 and driving at a speed of 40 km an hour I reached the cross-roads of Avenue du Syndicat and Avenue General Olsen and was going to take the road to the left. Suddenly I saw appearing at my left a lorry travelling at high speed. As the latter had the right of way I was going to let him pass and braked, but, my shoes being oily, my foot slipped from the brake pedal and the vehicle continued straight on into the Avenue General Olsen.

(signed) MASSAMBA LEON

I was riding my bicycle on the Avenue de l'Industrie, on the right-hand side, when a truck came moving up on a street which intersects that avenue. I stopped to give right of way to this truck and another coming behind it. After these two trucks had passed I was going to continue and started pedalling. At the very same spot I was hit by a UN truck which started crossing the Avenue de l'Industrie. It struck my front wheel and when I tried to dismount I fell on the avenue, suffering a fracture of the thigh-bone and a contusion of the right arm.

That was how the accident happened.

(signed) MUKAKANU PABIEN

P.S. The patient's verbal account in Lingala as translated into French by a male nurse.

A truck carrying registration plate NO. C4562
crashed into us on the Boulevard Leopold III, at 2015 hours.
We were in front of it when it hit us and the Commissaire
in charge of Precinct II made a report on the accident at
the Limété Police Station.

(signed) MUSUALU Jacques
Police Camp, Lapengula

Leopoldville, 12 January 1962

To : M. Terenzio, Chief "UNESCO" Mission
From : A. Seiler
Subject: Report on Van Accident.

Today, January 12 1962, as the driver did not arrive in time, I drove the van to work myself. I went to town to fetch Miss Massart and Mrs. Lefevre. Coming back on Boulevard Albert I wanted to pass an ONU C truck, but when I had begun the manoeuvre the driver swung out to the left to pass a car in front of him. Thus the van was thrown on to the grass strip in the middle of Boulevard Albert where I was able to brake but a Congolese who was there was knocked over and slightly injured. The right-hand side of the van was damaged, the ONUC truck NO. 8329 was driven by 226 S/SUI Adnan Bin Ibrahim, Dep. Malayan Special Force.

The injured person: KUKABU, Michel, employed by the Ministry of Education, Technical Educational Service Dept.

Witnesses: Mrs. Lefevre in the van, who is employed by the Central Ministry of National Education Dept. 2.

Rev. Father Goossens, B.B. 3258, Leo, BEC, Tel.5457/.He was following the van in his car.

Time of Accident: 7.40 hrs.

At about 0300 hours on 21/12/61 I was driving with Mr Horst Oldenburg from my flat, Blvd Albert 124, towards his flat at the Residence Petit Pont. About 500 metres before we reached the Royal I overtook a car turning into the road from the right. As the road surface was wet with rain my car got into a slight skid, the left-hand front wheel touched the kerbstone, and the tyre burst. The car swerved off to the left on to the dividing strip where it turned over on to its left-hand side. In my opinion the driver of the other car was in no way to blame.

After the accident I summoned help and we managed to right the car and drive it to the Security Office where I reported the accident.

My passenger received a slight cut above his eye and his spectacles were shattered. I myself was unhurt.

(Sgd) Hans Möhs

8631

SLC / 125

Leopoldville 10/11/61.

O.N.U.C.
LEOPOLDVILLE.

Dear Sirs,

In accordance with your request, we have the honour to quote prices for extending and repairing the tubular barriers of the "Royal" compound as follows:

Delivery and installation of 45 metres of new barriers.
Delivery and installation of cement blocks for above.
Dismantling of part of existing barrier.
Removing barbed wire, welding and straightening twisted sections, and replacing them at the new limit.
Removing and replacing existing cement blocks.
Replacing barbed wire, plus fitting a new horizontal line of barbed wire along the whole length of the barrier (between the ground and the 60 cm bar).

Painting of new sections and retouching of sections to be moved.

Barbed wire will be supplied by you.

Inclusive contractual price: 57.670 frs.

=====

Form of payment: 50 % with order, balance on completion.

Yours faithfully,

Leopoldville, 31/10/61

O.N.U.C.

LEOPOLDVILLE.

Dear Sirs,

In accordance with your request, we have the honour to quote prices for fitting barbed wire to the barriers of the 'Royal' compound.

Barbed wire will be supplied by you.

Contractual Price for the enclosure: 2.500 frs.

Form of payment: 50% with order, balance on completion.

Our prices are calculated on the basis of 50 congolese francs per US dollar.

Yours faithfully

(Sgd) A. DELAERE

Leopoldville, 31/10/61

O.N.U.C.
LEOPOLDVILLE.

Dear Sirs,

In accordance with your request we have the honour to quote a price for repairing a twisted section.

Contractual price for repair: 5.000 frs.

Form of payment: 50% with order, balance on completion.

Our prices are calculated on the basis of 50 congolese francs per US dollar.

Yours faithfully,

A. DELAERE

Leopoldville, 31/10/61.

O.N.U.C.

LEOPOLDVILLE.

Dear Sirs,

In accordance with your request we have the honour to quote a price for delivery and placing of a bascule-type barrier with counterweight.

Length 5 metres.

Executed in 2" diameter steel tube

The complete system will be set on a bronze axle and bush uprights will be in closed U section, anchored in cement.

A stiffening member will be provided above the tube.

One coat of anti-rust paint plus black and white paint

Counterweight in lead.

The Piece 15.000 frs.

Form of payment 50% with order, balance on completion. Our prices are calculated on the basis of 50 congolese francs per US dollar.

Yours faithfully,

At 4 o'clock this morning I was driving down the Avenue Kilosa towards the Sabena Guest House. As I was entering the Avenue General Olsen I lost control of my jeep in the curve. I swerved to the right to avoid crashing into a tree, but to no avail. After the accident I went to the military police, who made a report and took me home.

(signed) Bjarne Johansson
Swedish W/O

ACCIDENT OF 8/1/62

AVE OLSEN AND SYNDICATS

Name: BUMBA François, S.D. 171.726
Address: Avenue Dibaya No 44 DENDALE Commune
Chevrolet Lorry D5376

I was driving along the Avenue Olsen on my way from town to go to the Brewery at N'dolo. When I reached the cross-roads the driver of the ONUC jeep on the secondary road (Ave SYNDICAT) did not give me the right-of-way and collided with my vehicle.

(Sgd) B. François

Le 6 janvier 1962

Destinataire : M. J. NIAMONITIS,
Service des Bâtiments
QG de l'ONUC
Immeuble du Royal
Léopoldville

Origine : Chef du Service de sécurité

Objet : Vente d'un scooter "Lambretta"

1. Il est certifié par la présente que la vente du scooter marque Lambretta, N° de plaque FG - 746, N° du moteur 150 LI - 860759 a été opérée.
2. Ce scooter appartenait précédemment à M. Serge Barrau, agent de sécurité, employé au Service de sécurité, QG de l'ONUC à Léopoldville.
3. Selon les instructions du QG de l'ONUC, ce scooter a été mis en vente au plus offrant et vous en avez été déclaré propriétaire moyennant paiement ce jour de la somme de 20.500 FC, dont quittance.
4. Bien que pouvant nous porter garant du fait que le scooter appartenait à M. Barrau, nous n'avons aucun document d'enregistrement. Il vous appartient donc de faire auprès des autorités locales les démarches nécessaires à l'immatriculation.


6 January 1962

To: Customs Officials
Brazzaville

From: Chief Security Officer

Subject: Permission to carry hunting rifle.

1. This is to certify that Mr. J. Nielsen Radio Technician of ONUC HQ Leopoldville received official permission from his government in Denmark to bring a hunting rifle (with telescopic sight) No.248389 from his home country to the Congo.
2. He properly registered this rifle in accordance with regulations at the HQ ONUC Security Section 17 May 1961.
3. He later took the rifle to Brazzaville for sporting purposes where he obtained a licence to keep the weapon and a hunting licence.
4. When he brings the rifle back to Leopoldville it will again be turned over to ONUC HQ Security Section. Following this he will eventually take the rifle back to Denmark.
5. Mr. Nielsen has the documents mentioned above on his person to support these statements.



G.R. Tomalin
Chief Security Officer

3563

SEC/119

16.CC

8687

31.10.61

AIR CONGO BUILDING

WICKI Joseph
Administrative officer
Swiss Medical Unit

Swiss

I had stopped in front of the Air Congo building when a car which, according to the driver, was from the British Embassy, ran into my car. At the clash my vehicle, ONUC 777, had its left-hand rear mudguard and rear axle damaged. When I returned after having telephoned to the Security Office the driver of the car which had caused the damage had left. The number of the car was F3440 CD

(signed) J. WICKI

3563

SEC/119

1600 HRS

31. 10. 1961

AIR CONGO BLDG

Swiss police

2903

ARNOLD Martin

Physician

~~Swiss Medical Team~~

Swiss

On 31 Oct 1961 I was riding in the ONUC car
No 777 of Mr. J. Wicki, of the Swiss Medical Team.
We stopped for a moment in front of the Air Congo building.
All of a sudden our car was hit in the rear by a car from
the British Embassy. The driver told us his name and
excused himself. I then went to the hairdresser.

21.11.61

(signed) Dr. M. Arnold

I wish to point out that I heard the driver say he was
from the British Embassy

21.11.61

(signed) M. Arnold

To: Mr. Caballero-Marsal, Chief of Personnel
From: Marcel Legere, Security Officer
Subject: Protest Report

26 December, 1961.

I have the honor to bring to your attention the following facts:

In the evening of 25 December 1961 an incident took place in Leopoldville, on the Boulevard Albert 1er around 10 PM in the restaurant "Regina" between an off duty Security officer and the Congolese city police.

The main feature of this incident was the fact that the Security, assigned to the investigation services, whose name is Soucy, Roger, appeared to present a complaint and proceeded to bring a serious and false accusation against my person by entering into the record that: this incident took place between the local police and myself. This was done without there having been any investigation whatsoever. On the other hand, my protest report is but the drop that overfills the cup, because I find myself obliged for security reasons, as well as honesty and because I deplore the fact that an ONUC uniform be either jeered at or placed in a bad light, to advise you, in addition, that the above-mentioned Soucy has made for himself numerous and serious enemies both among the white and black civilian population as well as among the employees of ONUC, and has done this by his lack of diplomatic tact, his flagrant injustice, his lack of ability (by unanimous opinion) and his dishonest acts. To cite a simple example: the last one dating from the beginning of December, Mr. Soucy is said to have threatened to dancing girls with his revolver in the evening in the bar "La Ferruche Bleue" because they refused to follow him into his apartment. I am in a position to furnish irrefutable proof of this accusation.

In the hopes that all steps shall be taken to end this state of affairs, and that reparations shall be made to clear my reputation, please accept...etc

CC. Mrs Osborne, Chief of Personnel
M. Tomalin, Chief Security Officer
M. Millares, Chief of Transport

PRO JUSTITIA

Before us BOALE Justin, Commissaire de Police at Leopoldville where resides and being in our office appeared :

GOYOMO Francisque, better identified in our office PV No. 724 dated 17/12/1961 who gave the following answers during the last interrogation :

- Q. What did you take in the house with Monsieur François ?
- A. We first had some coffee that the Nigerian who was ironing some clothes brought him, and as I thought that there was not enough sugar, I did not have the coffee and Monsieur François offered me Heineken to drink, after drinking the beer, we made love one time only.
- Q. Have you had similar sexual relations with Monsieur François previously ?
- A. No
- Q. Did you go one day for a drive in a car with Monsieur François ?
- A. No, except one day when he invited Ameda's husband to go to Binza to a celebration and Ameda with her husband invited us to accompany them, but since my husband was drunk that day, I went with Monsieur and Mme. Ameda as well as Monsieur François who took us in his car and brought us back home in the evening.
- Q. How was Monsieur François dressed when he came out to talk to your husband ?
- A. He had on ~~his~~ white shorts and a white short-sleeve shirt.
- Q. Was your husband under the influence of liquor ?
- A. No
- Q. Have you anything else to say ?
- A. Nothing to add.

Having read, agrees and signs with us.

Dont Acte.-

I swear that this statement is true.

(OVER)

(Marginal notes)

Subject : Information. Hearing of adultery

Accused : F.A. Fajuyi No. 49054 (Nigerian)

Under : Art. 1 Decree of 25 June 1948

On complaint of : Subsequent to our PV No. 724 dated 17/12/1961

OPJ : Boale Justin

After drinking the beer, we made
love one time only.

PRO JUSTITIA

Before us BOALE Justin Commissaire de Police at Leopoldville where
resides and being in our office appeared:

GOYOMO Francisque, better identified in our office PV No. 724
dated 17/12/1961, who gave the following answers during the last interrogation:

Q. What did you take in the house with Monsieur Francois?

A. We first had some coffee that the Nigerian who was ironing some clothes
brought him, and as I thought that there was not enough sugar, I did not
have the coffee and Monsieur Francois offered me Heineken to drink.

Q. Have you had similar relations with Monsieur Francois previously ?

A. No *sexual*

Q. Did you go one day for a drive in a car with Monsieur Francois ?

A. No, except one day when he invited Ameda's husband to go Binza to a
celebration and Ameda with her husband invited us to accompany them,
but since my husband was drunk that day, I went with Monsieur and Mme.
Ameda as well as Monsieur Francois who took us in his car and brought us
back home in the evening.

2 shorts
Q. How was Monsieur Francois dressed when he came out to talk to your husband ?

A. He had on white ~~pants~~ and a white short-sleeve shirt.

Q. Was your husband under the influence of liquor ?

A. No

Q. Have you anything else to say ?

A. Nothing to add.

Having read, agrees and signs with us.

Dont Acte.-

I swear that this statement is true.

(Marginal notes)

Subject: Information. Hearing of adultery

Accused: F.A. Fajuyi No. 49054 (Nigerian)

Under: Art. 1 Decree of 25 June 1948

On complaint of: Subsequent to our PV No. 724 dated 17/12/1961

OPJ: Boale Justin

3553

SEC 116

STATEMENT OF :

REG'D NO

TIME 11.15 hrs

ONUC 'I' CARD NO: 1637

DATE 14 DEC 61

NAME BLANKE WERNER

PLACE LEO

RANK

TAKEN BY Lcp I Seward

UNIT Financial

NATIONALITY German

STATEMENT BEGINS : At 8:15 the vehicle of the Allglass Congo
N° H 1885 stopped after passing another car.

I stopped behind it.

Suddenly it started up in reverse and pushed my car that was
at a standstill.

Damage : one front light displaced

The driver (white) of Allglass recognized that it was his
fault and gave the name of his insurance company "La Suisse".

8544

... took
... to keep clear of a car that was overta

SEC/115

Annex "A"

A-6-353

TIME : 0900 hrs

DATE : 16 Dec 61

ONUC 'I' CARD NO 51817

NAME GAMB N.V.

RANK CAPT

UNIT C119

NATIONALITY Italian

STATEMENT BEGINS : On 16 Dec. 1961, at 2100 hours, I was driving ONUC vehicle 580 down the boulevard Albert ler.

When I reached the avenue Charles I turned on my directional light and prepared to turn to the left.

The car was going extremely slowly, almost at a standstill.

Suddenly my car was hit in the rear left by car N° F5790 belonging to a Mr. Cassam.

Mr. Cassam explained that the collision took place because he was trying to keep clear of a car that was overtaking him on the right.

(signed) Capt. Vittorio Gamba

8543

Annex "B"

SEC 144

REGT'L NO : A/5022

TIME 21 h.

ONUC 'I' CARD NO

DATE 16.12.61

NAME F. KASSAM

PLACE : LEO

RANK MOV CONT OFF.

TAKEN BY Sgt Wind

NATIONALITY : Pakistan

STATEMENT BEGINS : I overtook a Volkswagen passenger car at a speed of 80 km/h and had another ONUC car ahead of me whose driver was going to turn to the right. We were driving from the Regina towards the Royal. The driver in front of me had turned on his directional indicator, but on my right there was another car so that it was impossible for me to get over on that side. I applied the brake and made a sharp turn to the right. That was how the accident happened.

(signed) F. Kassam

Movement Control Officer

8514

SEC/113

CONGO BELGE

18/12/1961

Subject :

INFORMATION

Flagrant adultery
between a Nigerian officer
and a Congolese woman
GOYOMO Francisque

Against :

1. F.A. FAJUYI N° 49054
U.N. Officer (Nigerian major)

2. GOYOMO Francisque
SDF

Residing at N° 34 rue Kato,
Maison O.C.A.

Accused of : Infraction of Art.1
of the Decree of 25 June 1948 L. II.

Complaint lodged by :

WYIOMBO Alfred
Occupation : Local Government official,
Commune of St. Jean
residing at N° 34 rue Kato, Maison O.C.A.

18/12/ 1961

We BOALÉ Justin, Police Commissaire General Duties at Leopoldville where we reside, being on duty at Pont Gabu, certify that we were advised by Police Commissaire LUFUNGULA Justin that adultery had been committed at 271 avenue Josephine Charlotte by a Congolese woman and an officer of the UN forces (Nigerian), F.A. FAJUWI, N° 49054, Major in the UN forces, of Nigerian nationality, residing at 271 avenue Josephine Charlotte, who makes the following statement :

Q. How did the adultery occur in your house ?

A. Yesterday evening I went with Mr. Alfred and his wife and two other persons to a place I did not know, to attend the funeral of one of their friends. After the ceremony I went home to go to bed.

Q. Did the woman come in the morning to you herself, or did you go to fetch her from her husband's house ?

A. No, in the evening before we parted, Alfred asked me for some whisky, and I told him that I had a little at home and that I would bring it to him next day. While I was asleep in the morning, I heard his wife knocking at the door, saying she had come for the whisky.

Q. What happened after that ?

A. As soon as she arrived, I asked her to sit down while she was waiting and sent a boy to bring her some coffee to drink. In the meantime, her husband arrived. I went out and met the husband, who asked me where the whisky was. I answered that I would bring it to his house myself. While

we were talking, the woman, who was sitting in the house, became frightened and escaped through the front window. Her husband, after bidding me goodbye and having reached avenue Josephine Charlotte, saw his wife and returned back to my house in order to smash the windows of the house and of the Volkswagen that was parked in front of my house, asserting that I had just had sexual relations with his wife.

Q. Have you anything else to tell me ?

A. No, other than to say that while he was smashing my house I ran to get help in the neighbourhood; just at that moment a Congolese Police Commissaire LUFUNGUUA arrived to separate us and take me away somewhere.

Q. Any other statements to add ?

A. Yes (sic)*

Having read the above statement, maintains its truth and signs it.

(signature illegible)

NOTE FROM THE JUDICIAL POLICE OFFICER : We advise the judge that Corporal DAS (Canadian) of the UN military police served as interpreter.

INTERROGATION OF THE WIFE

GYOMO Francisque, SD ? daughter of YANGU and SEBAYA (ev) , from Libenge, Sector of Bongo, Territory of Libenge, wife of WIYOMBO Alfred, no occupation, residing at Leopoldville, rue Kato N° 34, Maison O.C.A. (quartier Van Hamont) who makes the following statement :

Q. How did the adultery in which you have just been surprised take place?

A. I know nothing of this affair of adultery of which I am accused, but all that I admit is that I went to Mr. F.A. FAJUYI's house to collect the whisky that my husband had sent me for, so I do not know why he still asserts that he surprised us in adultery.

Q. About how long did you remain there ?

A. I spent about 30 minutes over there in FAJUYI's house.

Q. Who sent you to his house ?

A. My husband had told me yesterday : "If you feel strong one day you can go and ask at Francois' house for some whisky". That is why I took the opportunity of going there this morning to ask for some whisky.

Q. Why did you ~~go so far~~ take the liberty of going so far as to sit for such a long time in this officer's house when all you had to do was to get the whisky and go ?

A. This officer himself told me to sit down with him in his drawing room and so he offered me some cans of Heineken's and that is why I stayed so long in his house.

Q. Did you have sexual relations with this officer ?

A. No

Q. Did you hear your husband's voice outside when he came ?

A. No

Q. Did you get this whisky ?

A. No

Q. Have you anything else to say to us ?

A. Nothing to add.

After reading the above statement, maintains its truth and signs it.

(signed) GOYOMO

INTERROGATION OF THE HUSBAND

WYOMBO Alfred SD. 203.695, son of BENKONGA and of Lokange, from Bolenge, Sector of Inganda, Territory of Coquilhatville. Occupation : Local Government official, Commune of St. Jean, residing at Leopoldville, rue Kato No 34, Maison O.C.. (Quartier Van Hamont), makes the following statement :

Q. How did you surprise your wife with the officer of the UN Forces ?

A. I went to the house of Mr. François with the intention of fetching some whisky that had been promised the day before. When I arrived I asked for Mr. François but a Nigerian who was ironing some clothes told me that Mr. François ... but he did not know French and I asked their boy who knew English, and he replied that Mr. François was doing something with a woman (showing the shape of a hole with a piece of stick going into it) and we understood that he was having intercourse with a woman. I asked them where the woman came from. They answered that she came from opposite, then, since I suspected my wife, I decided to wait until the woman in question came out. After I had waited for two hours, Mr. François came out, wearing shorts and a singlet; he said "Good morning" to me and I immediately asked him where my wife Francisque was. He replied that Francisque was not there in his house. I insisted that my wife was there but he gave his word that my wife was not in his house. I asked him for some whisky and he replied that he would bring some to my house at noon. Still being certain that my wife was in the house, I went away to wait in ambush beneath the flowers to see what woman came out. That very moment I saw my wife come out and when she was going to run away I called her, caught hold of her, threw her on the ground, and struck her, then I went into the François's house to fight him, but he had run away; I decided to break the windows of his

house and of the Volkswagen. Then a Commissaire named LUFUNGULA arrived to take us to this office.

Q. Have you anything else to say to us ?

A. Nothing

After reading the above statement, maintains its truth and signs it.

(signature illegible)

Noted and placed on the record.

NOTE FROM THE JUDICIAL POLICE OFFICER

We bring it to the notice of the Police Judge that we have given the reports on this matter to the HQ of the Nigerian Police and to the United Nations. Moreover, the husband cause considerable damage to the house Joséphine Charlotte by breaking the panes of 11 windows and wire netting as well as causing damage, the extent of which we were unable to verify, to the Volkswagen taken charge of by the United Nations. We are transmitting this report to you as being within your competence.

Noted and placed on the record.

I swear that this is a true report.

Leopoldville, 12/12:61.

Gentlemen,

At the time I asked you for a pass for my family, I told you that I had two Mercedes cars in service.

You forgot to notify the guard office about No.F.5213 - the red Mercedes - and this leads to incidents with the guards who, despite the fact that a personal pass is shown, create difficulties in the case of the car.

I would be grateful to you, therefore, if you would add this number to the list posted in the guard house at the entrance.

Thanking you, etc....

(signed)

M. LINET
App. 77.

3503

SEC / III

While reversing in my car No. 202 ATB I must have struck another vehicle, ^{which} that was parked behind me, on the right-hand rear mudguard with my rear bumper. The accident happened on 6.12.61 at 1730 hours.

Near the bus-stop on the Avenue de la
Armée I was travelling at approximately 0 km/h and was going to
pass the Opel No. 857(P?) belonging to Mr. Marcel Aeryaerd.

I did so but when our cars were side by side I was hit by an
 1960 vehicle which tried to overtake me - making three cars
 side by side.

Witness: Sgt. W.L. Spradgen R. LINDI
c/o Woods
Phone 2178

(1104110)

01100

1000 7

Leopoldville, 9 December 1961

I, the undersigned Paul-Marie Felici, wish to report that a transparent plastic wallet has disappeared from my hand-bag. The wallet contained, amongst other things:

- My French passport, containing a G-4 visa valid for a period of 4 years. The passport was issued in April or May 1961 by the French Consulate in New York.
- My UN Laissez-passer, renewed in April or May 1961.
- My French identity card, renewed by the French Consulate in New York in April or May 1961.
- My vaccination certificate.
- My PX card.
- My ONUC identity card.
- CFA 51,000 (ten 5,000-franc notes and one 1,000-franc note).
- US\$13 (one ten-dollar note and three one-dollar notes).
- A wad of Congolese bank-notes totalling approximately 3,000 francs.
- A receipt for 250 CFA francs paid to Mr. Tatistcheff as a contribution for the New-Year's Party.

It was under the following circumstances that I noticed my wallet had disappeared:

At about 1220 hours I had finished typing some stencils. I got up from my chair and went to the office where Mr. Burnier was working on the same document. The office where Mr. Burnier works is situated opposite my own office, in the left wing of the villa, the two wings being separated by a patio. The front door of the villa is open during working hours. To the left of the entrance there is a table where the Congolese messenger normally sits. When I crossed the entrance hall of the villa to see Mr. Burnier I did not notice whether or not the messenger was at his post. I did not spend five minutes in Mr. Burnier's office. Returning to my own office (I had left my door open) I noticed, from the threshold of Mr. Burnier's office, that my hand-bag was lying on the floor, next to the chair in front of my desk. I immediately picked up my bag and checked its contents. My plastic wallet was gone. I immediately started searching the drawers of my desk as well as those of the typing table near the window. After having searched in vain I went to the office of my chief, Mr. Kaufmann, to tell him what had happened. He told me to go and notify the Security Office at once, which I did. The following circumstances cause me to believe that it was between 1100 and 1220 hours that my wallet

disappeared:

At about 1115 hours, Mr. Kaufmann came to ask me for an aspirin. While looking for one in my hand-bag I told him that I had just poured out a glass of water myself to take an aspirin. I emptied my hand-bag on the typing table in an effort to find the tin of aspirins. At that moment my wallet, the largest object in my bag, was still there.

That Saturday morning, 9 December, there was a heavy pressure of work at the office and I left my desk very seldom and then only for a few minutes:

At about 1050 hours I went to the kitchen, where I rinsed a glass and filled it with water in order to take an aspirin (3 or 4 minutes' absence).

At about 1130 hours I went to Miss Bazinet's office to get some information, which took me two minutes at the most.

At about 1210 hours I went to Mr. Burnier's office to fetch a sheet of paper so that I could finish my last stencil; this took me less than two minutes. At this moment I noticed, in the patio, a Congolese painter who, carrying a painting in his hand, came walking in a nonchalant manner towards the front-door of the villa.

Since my mind was busily occupied the whole morning with the urgent work I had to get done, I am unable to state with certainty whether the Congolese messenger was at his desk during my comings and goings. However, I am under the impression that he was absent most of the time.

I had an accident with UN No. 2781. I was in front so I actuated my turn indicator. The man driving behind me did not notice this and ran into me. So he fell on the head and was taken to the Congolese hospital on the Avenue de l'Hôpital (?) at about 1640 hours.

3477

SEC/107

1120

0900

5 DEC 61

HANDBOOK

1120 0 III

MAJOR

Lt. Andersen

SWEDISH FIGHTER, JED 20

Swedish

I was on my way to the Airport, with Col. Lampell as a passenger, sitting on my right. I was driving at a speed of approx. 80 km/h. up to a few hundred metres before the place where the accident happened. I overtook a lorry and slowed down to about 40-70 km/h. A bus was parked at the roadside, and I sounded the horn several times. Just as I reached the bus, a man jumped quickly on to the roadway in front of it. I swerved to the left but could not avoid hitting the man.

Evidently, the man was dead. Together with two Ethiopians, Col. Lampell took him to the hospital. The Colonel said he was also going to contact the police.

(signed) H. HANDBOOK

Seen and signed:

(Illegible)

(Congolese Police Superintendent)

9 475

SEC/106

STATEMENT OF :
NAME : DIWANTESA P.
RANK : MR
UNIT : KIVULU, SONGOLOLO, MATADI
NATIONALITY : CONGOLESE

TIME : 17.10
DATE : 1 DEC 61
PLACE: 12th Street, Limete
TAKEN BY : Sgt. S.E. SØRENSEN

At about 1350 hours I was driving along Boulevard Leopold III.
When I reached 12ème Rue, I was knocked over by a UN lorry, N° 8393,
coming from Leo, that suddenly made to change direction without
taking the necessary precautions. The front of my scooter was
badly damaged and I received injuries to my cheeks and left leg.

The vehicle TPM G.C. driven by Salasani - was proceeding along Bd. Albert ler towards the town, while the UN jeep driven by J.G.P. White that was coming out of the Royal along a secondary road failed to give priority to the car travelling on the main road which he was about to enter. The latter was unable to avoid the accident and struck it on the left-hand side.

3446
LEOPOLDVILLE PROVINCE
LEOPOLDVILLE DISTRICT
N'DJILI Police Station

SEC/106
To the Public Prosecutor

Leopoldville, 12/11/61

Police Commissaire
Criminal Police Officer

KANKU Jean-Pierre

With reference to our
Report no....
attached hereto.

PRO JUSTITIA

The undersigned, J.P. Kanku, Police Commissaire Criminal Police Officer, has the honour to report to the Public Prosecutor that at about 1530 hours on 12 Nov 1961, Mr. V. KIKOMBA, further described in the following, appeared before me of his own accord. He answered my questions as follows:

Q.- How did the accident happen?

A.- I was coming from Sabena on my way to Leo. When I had almost reached the crossroads Boul. Leopold III/Route de N'Djili I saw the bus turning into the main road without stopping to let me pass. I wanted to brake, but it was already too late: the bus had, at great speed, entered the other main road on which I was driving. Shortly afterwards the bus stopped and, since I was moving at great speed, there was nothing else to do. As a result I hit a UN car which was travelling in the opposite direction. Because of the speed at which I was going I tried to brake, but, on the other hand, the UN driver, who was also moving at considerable speed, was not quite over on the right-hand side.

Q.- At what speed were you driving?

A.- I was driving at 80 km/h.

Q.- What observations did you make?

A.- I noticed that Lance-Corporal 2nd class J. Kahungu and one by the name of Bumba were taken to the hospital following the accident.

Q.- Have you any further statement to make?

A.- I feel pain in the ribs and should like to be taken to the hospital. I have nothing to add.

Q.- Have you a witness?

A.- I believe that the witness, who was taken to the Congolese Hospital, is called P. Bumba.

I have read this statement, which I confirm and sign.

I solemnly declare the above to be a true and correct statement.

Translator's note: Several passages in the French original are incoherent.

At 9 o'clock on Sunday morning as I was reversing from the route de l'Otraco (beside the former Palace Hotel) towards the Avenue Mauser, I collided with ONUC VOLKSWAGEN 672, which was driving on the right-hand side of the road. As I was going slowly and the Volkswagen was not driving fast either, the collision was not violent. The bumper of my car struck the mud-guard and right-hand door of the other vehicle. My car, a Ford Anglia, G.2280, sustained no damage. I reported the accident to my insurance company "La Paix" represented by the N.A.H.V. (The Netherlands Company) on 13.11.61.

(Signed) B. Sekiraky

A road check was made at the main road junctions in the city of Leopoldville between 1700 and 2330 hours on 24 November with the collaboration and authorisation of the local police, the Nigerian Police, the Military Police, and Security.

The purpose was to check all ONUC vehicles and to find stolen ONUC cars.

We can draw the following conclusions from the check:

1. Drivers, particularly local drivers, display great negligence concerning driving licences, insurance papers etc. These documents are often in the tool box, instead of in their proper place. Many of these documents are illegible and unusable, being soiled and covered with oil-stains.

2. Many ONUC vehicles, particularly military vehicles, drive at night with defective lamps. Many, moreover, have no number plate. It would moreover be a good thing to point out to drivers that it is forbidden to drive such vehicles with several people in the cab.

3. Several ONUC officials have no driving licence on them.

4. We also ascertained that many vehicles were overloaded and provided inadequate safety.

Examples: Doors not closing properly, defective windscreen-wipers and horns.

Cases of speeding were observed.

3437

SEC 101

I the undersigned Noel Cocriamont, Technical Adviser in the General Management of Otraco, Leo, was going in the office delivery van from the Otraco building to the Guest House on the Avenue Joubert.

On the Boulevard Albert opposite the Golf Club, we were overtaken by the ONUC lorry No. 8403, which did not swing out sufficiently, so that its platform grazed the left-hand side and the left-hand front mudguard of our vehicle.

Continuing, without worrying about the accident, the ONUC vehicle went to the ONUC hospital where we got up with it. The driver of the ONUC vehicle and its Pakistani occupants did not intend to make a report for fear of complications.

Certified true to the best of my knowledge
and belief

23/11/61

(Signed)

- A2 -

REPUBLIC OF THE CONGO
STATE OF LEOPOLDVILLE
OFFICE OF ECONOMIC AFFAIRS

DECREE N° 441/032/61 dated 10 AUGUST 1961
ESTABLISHING TAXICAB RATES WITHIN THE
CITY OF LEOPOLDVILLE AND WITHIN CERTAIN
PORTIONS SUBURBAN AREAS

In view of the Loi Fondamentale of 19 March 1960, relative to the administrative divisions of the Congo;

In view of the décret-loi of 20 March 1961 relative to prices;

In view of Ministerial Decree AE/02 of 13 April 1961, relative to the fixing, by delegated authority, of maximum prices;

In revision of Decree N° 41/589 of 15 November 1955 establishing taxicab rates in Leopoldville;

In view of the urgency of the matter, and

ON BEHALF OF THE MINISTER OF ECONOMIC AFFAIRS AND THE MIDDLE CLASSES
THE PRINCIPAL PRIVATE SECRETARY

DECREES :

ARTICLE 1 : The following maximum rates are established for taxicab trips within the city of Leopoldville and in suburban areas (Parc Hembise, Binza, Rhodeby, N'Djili) :

- a) first quarter-hour 55,- Fr
- b) Each additional quarter-hour or fraction thereof 25,- Fr

The trip is understood to last from the moment the passenger enters the cab until such time as he thanks the driver. The passenger has the right to choose the route to be taken during the trip. He may stop and have the taxicab wait at his pleasure.

For all trips starting from the centre of town towards Leopoldville/West beyond the bridge over the Basoko river, or in the reverse direction, a minimum rate of one half-hour shall apply.

ARTICLE 2 : A fixed rate is established for the following direct trips:

A. FARE TAKEN IN FRONT OF MEMBING, REGINA, RUBBENS HOTELS :

(CENTRE OF TOWN)	SINGLE TRIP - RETURN TRIP	empty
Pont Gabu-Petit Pont - N'Dolo	(6km x 2=)	80,- Fr
Nouvelle-Cité Camp-Kekolo - Foncobel	(8km x 2=)	90,- Fr
Yolo-Sud - Léon - Kingabwa - Makala, Bandalungwa	(10km x 2=)	100,- Fr
Monument Stanley - Ma Campagne	(12km x 2)	120,- Fr
Devinère-Limete (centre) Parc Hembise - Cent Maisons	(15km x 2)	140,- Fr
Binza - Djelo-Binza - La Borne	(18km x 2)	180,- Fr
Matete - Lemba	(20km x 2)	200,- Fr
N'Djili Village	(25km x 2)	300,- Fr
N'Djili Aéroport - Lovanium	(30km x 2)	350,- Fr
Ma Vallée Kinkole	(40km x 2)	500,- Fr

B. FARE TAKEN AT THE TRANCHEE CABU :

Centre - Ville - Bandalungwa Camp Kokolo		
Makala - N'Dolo	(6 km x 2)	80,- Fr
Ma Campagne - Léo II	(10 km x 2)	100,- Fr
Kingabwa - Monument Stanley - Limete	(12 km x 2)	120,- Fr
Devinière - Parc Hembise Cent Maisons	(15 km x 2)	140,- Fr
Binza - Djelo-Binza - La Borne	(17 km x 2)	150,- Fr
Matete - Lemba	(18 km x 2)	180,- Fr
N'Djili - Village	(20 km x 2)	200,- Fr
N'Djili Aerodrome - Lovanium	(25 km x 2)	250,- Fr
Ma Vallée Kinkole	(34 km x 2)	400,- Fr

ARTICLE 3 : The maximum rates established by this decree do not apply if the vehicle is hired by the day, nor do they apply in the case of special agreements entered into for excursions, marriages, etc.

ARTICLE 4 : When payment for the trip is made, the driver shall surrender one or more tickets giving the name of the owner of the vehicle, its number in the Commercial Register, its registration number and the date and price of the trip.

The tickets shall be serially numbered. They shall be detached from the stub in the presence of the passenger.

ARTICLE 5 : Violations of the provisions of this decree shall be verified by officials of the office of Economic Affairs, the territorial office and the police.

ARTICLE 6 : Decree N° 41/589 of 25 November 1955 is abrogated.

ARTICLE 7 : This decree shall take effect upon publication.

CERTIFIED TRUE COPY

Leopoldville, 10 August 1961

PROVINCIAL DIRECTOR OF
ECONOMIC AFFAIRS

- E. IKOKO -

Leopoldville, 10 August 1961

The Principal Private Secretary

(signed) C. MAKWIM

3426

SEC 199

STATEMENT OF :

TIME : 1630 Hrs

DATE : 20 Nov. 1961

PLACE : Royal

TAKEN BY :

OSUC 'I' CARD NO : 1301

NAME : TABELLINI

RANK : P/4

Social Affairs

NATIONALITY : Italian

STATEMENT BEGINS :

As I was going to park my car I noticed another car behind me which, coming in the opposite direction to the ^rstream of traffic, had been stopped by the soldier at the entrance and had to move back. While watching this, which interfered with normal driving, I made too sharp a turning and touched the car next to me which was slightly over the line. I did not notice immediately that I had scratched the car.

(signed) Maria Tabellini

Social affairs

Comité International de la Croix-Rouge
DELEGATION AU CONGO

Leopoldville, 20 November 1961

Ref: Léo 1/2/1
dP/jc

At about 1100 pm on 18 November 1961, when I was going for a stroll in the Rue Costermans, parallel to the Boulevard Albert, that is to say in the centre of the city, along a road that is unfortunately badly lit, I was accosted by two Congolese who blocked the pavement.

I then tried to escape to the Boulevard Albert where I had come from, but three Congolese behind me surrounded me, threw me down to the ground and, as I struggled, stole my wallet. One held my neck and the other two my legs; I suppose that the other two rifled my pockets.

I called for help three times when I was on the ground but unfortunately in vain.

As a result I have a few ecchymoses and scratches on my neck. I shouted out at them when they were running away and they threw a stone at me in reply.

In the wallet there were:

- about 8.000 Congolese francs - 340 dollars - a Swiss driving licence - my ONUC ID card No. 1588 - my PX ration card - and personal effects, in particular photos and a wedding ring.

The wallet is of black leather and bears my initials.

(signed)
J. de Preux
Delegate

I was on my way back from Moanda to Boma and Matadi, with my vehicle heavily loaded. Suddenly, after passing a hill-ridge, I found myself on a very slippery road. I was travelling at about 25 km/h. I skidded twice on the wet clay. It had been raining since the morning, and I was unable to control the vehicle, which went off the road to the right. The front of the car got into the shallow drainage ditch; the car ran into a rock and stopped. The centre of the bumper was dented; the radiator was pushed in and further damaged by the fan.

Déclaration manuscrite

Annexe "A" à la pièce
A-6-325 Congo en date du
15 novembre 61.

DECLARATION DE:

NOM: G.M. Piadasa

HEURE: 15 h.50

GRADE: Sergent

DATE: 15 nov. 61

UNITE: Service de Renseignements

LIEU: Léopoldville

MATRICULE: S/87036

DECLARATION RECUE PAR:

CARTE D'IDENTITE DE L'ONUC: N° 42373

Sergent F. Jensen

NATIONALITE: Ceylanaise

Je suis venu le 15 novembre 1961 à Léopoldville pour me rendre à l'Ambassade britannique. J'ai demandé à la Banque B.B.A. où se trouvait cette Ambassade. A ma sortie de la Banque, roulant à une vitesse de 5 km à l'heure, j'essayais de découvrir une enseigne marquée "ELITE", près de laquelle se trouve, m'a-t-on dit, l'ambassade lorsque, à un croisement, ma voiture a soudain heurté la voiture immatriculée F-34741 en stationnement sur le bord du trottoir, et a endommagé légèrement son garde-boue droit.

Témoin: K. Falk Jensen

Signé: G.M. PIYADASA

At 4:30 today, 9 November 1961, I was driving home along the avenue Valcke to the 'Royal' Building; when I was in sight of the building I put out my trafficator to indicate to the car behind me that I intended to drive into the building.

I braked to stop my car to show the guard the pass authorizing me to enter the garage set aside for civilians.

At that moment there was a violent shock and I realized that I had been run into by the car behind me. I then stepped out of the car, and the driver of the ONU Volkswagen apologised; I saw that the rear panel protecting the engine had been stove in.

I then went to Security so that the police could make a report.

On Sunday, 12 November 1961, between approx. 1600 and 1715 hours, I was standing on the N'Djili road, about 5 km from the airport, watching the traffic moving past the spot where, a short time before, a traffic accident had occurred and where ONUC vehicle No. 118 was blocking part of the roadway leading towards the airport.

At about 1620 hours an ONUC jeep truck came from the airport towards Leopoldville, moving at great speed, in my estimation about 90-100 km/h.

When he reached the spot where the accident had occurred, the driver of the jeep truck apparently became curious and tried to stop his vehicle, but owing to the great speed he only succeeded in stopping it some 500-600 metres further on. From that point the driver now started moving backwards, on the wrong side of the road, towards the spot where ONUC vehicle No. 118 was standing. This manoeuvre looked very dangerous and certainly exposed the other road-users to considerable risk. The jeep truck zigzagged from one side of the road to the other and was twice on the point of causing a traffic accident.

"Stop, stop, or you'll get yourself run over", I shouted twice to the driver of the jeep truck. Apparently he did not understand me, for he did not react to my warning at all but just continued the mad race. Suddenly a large Congolese passenger car appeared, travelling at high speed towards Leopoldville and heading straight for the jeep truck, which was still backing. I immediately realised that a traffic accident was now inevitable. "Stop that blasted truck", I cried, in Danish ("Stop den forbandede vogn"). Apparently the driver understood this right away, for he stopped immediately. By swerving into the grassy strip in the middle of the road, the driver of the Congolese car miraculously succeeded in avoiding the jeep truck. I am positively sure that, had the jeep truck not stopped at once, it would have collided with the Congolese car. I now signalled to the driver of the jeep truck to move over to the right-hand side, off the roadway.

Evidently, the driver of the jeep truck did not realize that his life had been in the utmost danger, for no sooner had he parked his vehicle than he came dashing over to me and demanded if I had used a certain four-letter word in speaking to him. I tried to explain that I had shouted in Danish: "Stop den forbandede vogn", and that he must have misunderstood the meaning of the words, but he flatly rejected this explanation. The driver now explained that he was a lieutenant in the Ethiopian army and pointed out that one could not speak to an officer in that manner. From a long tirade in which he chose to include several uncomplimentary expressions about me, I caught the following words, "Next time I meet you and your wife, I will kill you and I will f... your wife." In order to make sure that I had understood him correctly, I asked him to repeat the sentence, and he obliged.

I now called the driver's attention to the fact that it

was impossible for me to identify him as a lieutenant since he was in civilian clothes and therefore might be just anybody as far as I was concerned. He asked for my number and name, which I gave him.

Now an Ethiopian captain appeared.

I asked the driver of the jeep truck to let me see his ID card, but he refused. I repeated my request and pointed out that I was from the ONUC Military Police. He answered, "Yes, I can see that" and finally said that he was going to show me his ID card. However, he did not actually hand me the card so that I might establish his identity. He showed me the card at a distance of 20-30 cm, and it was only with the greatest difficulty that I was able to decipher the following:

ID CARD NO. 38894, LT. GETACHEW MERSHA, ETHIOPIA.

Lt. Getachew Mersha now asked to see my ID card, saying: "Show me your ID card so that I can be sure you are not lying to me". At my request he repeated this in the following terms: "Let me have your ID card, otherwise I have no proof that you are not a liar". I then handed Lt. Getachew Mersha my ID card for inspection, and, after having copied what he wanted, the lieutenant returned the card to me. I now informed Lt. Getachew Mersha that a report would be filed, to which the lieutenant replied that he, too, was going to make a report.

According to Sgt. J. Johansson, of the ONUC Military Police Company, the above-mentioned lieutenant called at the station at about 1730 hours and said, in the presence of Sgt. Frank Sorensen and Sgt. J. Johansson: "If I had had my pistol with me, I would have shot him".

Both when talking to me and during his visit to the MP station, the lieutenant seemed highly agitated and reeked of liquor.

Leopoldville, 13 November 1961
455696 SGT. E.V. PEDERSEN

Written by Lcpl LAMBERT JM

Annex "C" to
A-5-80 Congo
Dated 19 OCT 61

STATEMENT OF:

NAME: ONIA Gaston
UNIT: PRIMUS Factory
NATIONALITY: Congolese

TIME: 0900
DATE: 28 OCT 61
PLACE: Primus Factory
TAKEN BY: Lcpl LAMBERT

STATEMENT BEGINS: I Gaston ONIA state as follows: I was following this civilian vehicle in my own car and I saw a United Nations vehicle on the main road coming from the left. I then stopped. The vehicle in front of me did not wish to stop and thus caused the accident.

JM LAMBERT

Gaston ONIA

Written in own handwriting

Annex "A" to
A-5-80 Congo
Dated 19 OCT 61

STATEMENT OF:

NAME: IOLEKA Joseph
ADDRESS: ODAR Augustin (Palais de la Nation
NATIONALITY: CONGOLESE

TIME: 2030 hrs
DATE: 14 OCT
PLACE: LEO
TAKEN BY:
Sgt F JENSEN

STATEMENT BEGINS: I had this accident at 0115 hours as I was coming from a road where I had not the right of way. I then suddenly saw a United Nations jeep (Pakistani) coming along at full speed. It was then impossible to avoid the accident and I resigned myself to the inevitable. There were four of us in the car.

Augustin Adar
IOLEKA J
and the two sons of Minister C BENYER
I should like history to be the judge

WITNESS: Sgt K Falk JENSEN

Joseph IOLEKA

8388

20/10

I was on my way from Limete to the airport; before I reached the (one word illegible) of N'Djili another car was coming towards me in the other lane. I was keeping to the right and was driving at a moderate speed, namely 60 km per hour, when the car ^{coming} in the other direction skidded, crossed the verge and came towards me, seeing which I put my car into low gear, but without effect.

Je venais de Limete, me rendant à l'aéroport. Avant d'arriver au (un mot illisible) de N'Djili, une voiture arriva de l'autre côté, c'est-à-dire en sens inverse. Je tenais ma droite et roulais à vitesse modérée, c'est-à-dire 60 km/h. A un certain moment la voiture qui venait en sens inverse traversa la ligne médiane de la route et vint à ma rencontre. Voyant cette voiture qui venait me heurter j'ai rétrogradé les vitesses, mais en vain.

BONGESE, Victor

at Leopoldville, residing there, and being in our office at avenue des Huileries No. 7,

the ... (undersigned?), MONETTE Omer Roger, Major, United Nations H.Q., Identification No. 132.05, who states in French:

"I am the driver of the ONUC Volkswagen car No. 763. At about 2120 hours on Wednesday, 8 November 1961, I was driving along the Boulevard Albert towards the centre of town. At the crossroads of the Boulevard and the Avenue de la 8ième Armée, I saw a car coming at me from my left. It hit the front left-hand side of my car, continued on its way, and stopped in a lot on the right-hand side of the road relative to the direction in which I was going. As a result, the front of my car was knocked round, so that it pointed obliquely towards the right-hand side of the road. When the car stopped, I noticed that the driver of the other car seemed to be very much under the influence of liquor. I believe that, if this driver had stopped before crossing the Boulevard, he would have seen me and would have let me pass, as I had the right of way. I have nothing further to add."

Read, approved, and signed.

8332
20.00 HRS

850100
4 NOV. 61

av. Joséphine-Charlotte

K. LEHTANEN

Mr. R. BRANS

B.P. 341 - Bldg. Forescom, Léo.

On avenue Princesse Joséphine-Charlotte, opposite the Nigerian camp, a U.N. truck, N° 8387, stopped on the right-hand side of the road. Coming from Bandalungwa, I stopped 3 metres behind the truck, assuming that it was going to swing into the Nigerian camp on the left-hand side of the road. Instead of doing so, it started backing. Perhaps the driver was absent-minded - although I sounded my horn several times he apparently did not hear me and ran straight into my car, damaging my right-hand front mudguard and head-light with his left-hand direction indicator and the ^{bar} to which it is fastened (under the frame).

I certify that this is a true and correct statement.

4 Nov. 1961

(signed) R. BRANS

Forescom Building

Léo.

3319
SEF 88
Leopoldville, 3 November 1961

Standing Instructions No. 1

Lift Mechanics

1. Lifts must be checked to see that they are in proper working order at the beginning of work every day.
2. If a lift breaks down, immediate notification must be made to Mr. Alexandrou, or, in his absence, to Mr. Tambakeras, Mr. Vallad, or Mr. Reinle. Before beginning repair work, the notice "Ascenseur en révision" (Lift out of Order) should be attached to the lift doors on every floor.
3. If the work is going to be of considerable duration, the card should be placed at each landing of the lift under repair.
4. Lengthy repair or maintenance operations must be carried out in the morning before the offices open or at other times outside office hours.
5. When there is no work for duty mechanics to do, they must remain in the room behind Office G-5 so as to be available in the event of the break-down of a lift.
6. Under no circumstances may they absent themselves from the Royal building without previous authorization.

E. Alexandrou
Chief Bldg Manag. &
Inventory Control

C O B E G A

LEOPOLDVILLE, 27 October 1961.

Dear Sirs,

We occupy an industrial site on the "route des poids lourds" at Limete.

In the rear of this site there are 4 houses in which four of our officials and their families are accommodated.

We wish to inform you that members of the United Nations forces have several times entered our compound with intentions that are scarcely commendable.

This time we must ask you to make an enquiry, as two or three members of the United Nations forces in civilian clothes again entered our premises, prowled around the houses and ran away when they saw one of our officials in a Willys jeep No. ONUC 3067.

We should be grateful if you would kindly take action so that such incidents are not repeated and thank you in advance.

Yours etc....

COBEGA S.C.R.L.

(Signed)

J. BOUSSART
Director General

P.S. This incident took place at
23.20 hours on 26/10/1961.

3309

SEC/86

STATEMENT OF:

REG'T'L NO: _____

TIME: 1950 _____

ONUC 'I' CARD NO: _____

DATE: 30 October 1961 _____

NAME: Louis HERMANS _____

PLACE: _____

RANK: _____

TAKEN BY: (illegible) _____

UNIT: CEDEAC - BP1199 _____

NATIONALITY: Belgian _____

STATEMENT BEGINS: At about 1920 hours I was driving from the Post Office towards the Royal, at a speed of approximately 60 km/h. There were two cars about 50 metres ahead of me. The moment I reached the avenue Leo Huilleries, a Nigerian Police jeep crossed Boulevard Albert. I managed to pass between the rear of the Police jeep and the left-hand side of the road.

Witness:
signature illegible

Leopoldville, 30 October 1961

(signed) L. Hermans

CEDEAC, Boite Postale 1199

I am a professional chauffeur. I was taking my employer, Mr. Simois, home. Fifty metres from his house I actuated my right-hand direction indicator.

When I arrived at the house I was moving almost at walking pace because I was turning. Suddenly a Volkswagen, ONUC registration plate No. 766, driven by Mr. Fazuyi, ran full tilt into me from the right. I am at present unable to estimate the entire damage but, to begin with, (I can say that) my right-hand front door was smashed in.

Path of damaged car

1. Damaged car
2. ONUC vehicle

Leo, 29/10/61

(Signed) NSEKA Louis

4, Avenue de l'Ecole

STATEMENT OF:

REGT'L NO:

TIME: 8 h.

ONUC 'I' CARD NO:

DATE: 28/10/1961

NAME: NTERAO Simon

PLACE:

RANK:

TAKEN BY:

UNIT: c/o Tribunal de District Leo

NATIONALITY: Congolaise

STATEMENT BEGINS: I was coming from N'Djili. After actuating the left-hand turn indicator and sounding the horn, I overtook the T.C.L. bus and had almost passed the Bedford lorry, ONUC 8365. The Lorry struck the rear of my car. Damage: parking lights stove-in, boot stove in. I declare that the driver of the lorry, ONUC 8365, was entirely responsible for the accident. The car I was driving was the Taunus D2625.

Leopoldville, 28/10/61

(signed) NTERAO, Simon

3203

SEC/82

ONUC Bus No. 1 which left N'Djili at 1910 hrs local time, knocked down a man about 2 km. before reaching Limete police station.

The bus was being driven by the driver Ferdinand. The passengers were: 1) myself, 2) Mr. Kiala (meteorological official at the airport) 3) and Mr. Albert Majinov (meteorological official at the airport). The bus was driving at about 50 km. per hour.

The light was poor. On the right-hand side of the road there was a car that had broken down and several men were working to shove it along or lift it up. As the bus was overtaking, unexpectedly a man ran out from the front of the car and was knocked down by the bus. I heard a cry. The driver did not stop. He slowed down, then accelerated and drove to Limete police station.

Mr. Kiala who was seated in the front seat beside the driver may have had a better view of the accident.

Vouched for as true

FABIO DAYOGLIO

8/10/1961 - 21/15 LT

Leopoldville 24 October 61.

To : Capt. HOUKJAER, MOVEMENT CONTROL, N'DJILI.

From: Sgt. H.J. FRANK, DANISH MILITARY POLICE.

As previously arranged with Capt. HOUKJAER, Movement Control, N'Djili, I participated, as a guard, in the transport of PX supplies from Leopoldville to Elizabethville on 21 October 1961.

I reported to Movement Control at 2315 hours in order to make sure that the cargo to be put on board Flight 110 - INT - IOA was complete. The cargo was also checked by Sgt. Meyer from Movement Control.

I then went out to the plane; Here I myself received the goods and a large portion of the cartons were turned over so that I could assure myself that they had not been broken or damaged. Some 10 cartons had been slightly damaged but by pressing the tins against each other I was able to make sure that there was no shortage. I took a few samples from the contents of the damaged cartons and found nothing missing.

While the plane was being loaded a minor accident took place. A number of cartons containing Pepsi Cola fell to the ground, and 4 cartons were so badly damaged that Sgt. Meyer decided not to send them and changed the number on the convoy note correspondingly. After loading had been completed the plane was locked and I stayed on in the cargo compartment.

At 0130 hours on 22 October 1961, the flight mechanic came to secure the cargo. This was done by means of the straps and ropes already on board. While the cargo was being secured, a further number of cartons had their edges damaged. After securing the cargo, the mechanic left the plane.

At 0530 hours the crew arrived, and the Captain gave instructions to trim the plane by moving a bale of sandbags toward the rear of the cargo compartment of the plane. This was done by rolling the bale across the cartons, which suffered minor damage in the process.

The plane took off at 0610 hours and flew direct to Elizabethville where we arrived at 1150 local time. Here the Flight Capt. handed over the manifest and Sgt. Paato of Movement Control signed the receipt. Sgt. Paato checked the cargo and found it to be complete.

(Signed) H.J. Frank, Sgt.

Leopoldville 24 October 61.

To : Capt. HOUKJAER, MOVEMENT CONTROL, N'DJILI.

From: Sgt. H.J. FRANK, DANISH MILITARY POLICE.

As previously arranged with Capt. HOUKJAER, Movement Control, N'Djili, I participated, as a guard, in the transport of PX supplies from Leopoldville to Elizabethville on 21 October 1961.

I reported to Movement Control at 2315 hours in order to make sure that the cargo to be put on board Flight 110 - INT - IOA was complete. The cargo was also checked by Sgt. Meyer from Movement Control.

I then went out to the plane; Here I myself received the goods and a large portion of the cartons were turned over so that I could assure myself that they had not been broken or damaged. Some 10 cartons had been slightly damaged but by pressing the tins against each other I was able to make sure that there was no shortage. I took a few samples from the contents of the damaged cartons and found nothing missing.

While the plane was being loaded a minor accident took place. A number of cartons containing Pepsi Cola fell to the ground, and 4 cartons were so badly damaged that Sgt. Meyer decided not to send them and changed the number on the convoy note correspondingly. After loading had been completed the plane was locked and I stayed on in the cargo compartment.

At 0130 hours on 22 October 1961, the flight mechanic came to secure the cargo. This was done by means of the straps and ropes already on board. While the cargo was being secured, a further number of cartons had their edges damaged. After securing the cargo, the mechanic left the plane.

At 0530 hours the crew arrived, and the Captain gave instructions to trim the plane by moving a bale of sandbags toward the rear of the cargo compartment of the plane. This was done by rolling the bale across the cartons, which suffered minor damage in the process.

The plane took off at 0610 hours and flew direct to Elizabethville where we arrived at 1150 local time. Here the Flight Capt. handed over the manifest and Sgt. Paato of Movement Control signed the receipt. Sgt. Paato checked the cargo and found it to be complete.

(Signed) H.J. Frank, Sgt.

3277

Sec/80

STATEMENT OF:

REGT'L NO: 1174-12-53

TIME: 1350

ONUC 'I' CARD NO: 52368

DATE: 21-10-61

NAME: Rolf Bogle

RANK: 2/Lt.

UNIT: Swedish Technical Group

NATIONALITY: Swedish

STATEMENT BEGINS: Lt. Col. von Braun, the Swedish Liaison Officer in Leopoldville, sent me down to the PX to purchase 150 ballpoint pens for Kamina Base. He gave me 2,000 Frs. for this purpose. When I arrived at the PX I asked for the manager but was told that he was absent at the moment, and I decided to wait for his return. Meanwhile, I strolled about the shop and looked around. One of my shoe-laces got untied, and in order to re-tie it I put down what I was carrying in my hands, viz. a telegram from Kamina, a PX card, 2,000 Frs., and a wallet (the money was loose, two 1,000-franc notes). On resuming my stroll I picked up the things I had put down without paying much attention. After walking five or six steps I found that I had lost the PX card and started searching my pockets, assisted by Lt. Fagraus, a fellow officer, who found the card. While searching my pockets, I realized that the two 1,000-franc notes were gone and began looking for these as well, but I did not find them.

As soon as the PX Manager arrived, I reported my loss to him, and together with the PX personnel we began searching for the money, but in vain. The loss was then reported to the Security Office and to Lt. Col. von Braun.

Leopoldville, 21 October 1961

(signed) 2nd Lt. Rolf Bogle

Swedish Technical Group (Kamina)

P.S. I am staying temporarily at the Hotel Kwilu, Room 52.

The theft happened at 1600 hours on 20 October 1961.

I was driving along avenue Josephine-Charlotte towards Kalina. Arriving at the avenue General Sanford, a United Nations jeep was coming up behind me, and as I was at the cross-roads having signalled that I was going to turn left, and they were at the left rear by the jeep that was following me (sic), which veered to the left and then continued on its way to Kalina without stopping.

(signed) illegible

I was going to work towards Leo II and I was on Prince Baudouin and was going to pick up a friend at Bandalungua. Then I arrived at a point where I was going to turn. I activated my direction lights, I signaled "stop" towards the left. Then I waited for the car that was going towards Leo II, so that I could turn towards Bandalungua. Two minutes later I heard a shock behind me and I looked back and saw a United Nations jeep. I got out of the car and the people were there.

(signed) D. Joseph

Chef de la Prévôté militaire

N.T.D. Kanarakaratne, Conseil juridique

Accidents d'automobile mettant en cause des membres du personnel et des véhicules de l'ONUC - Procédure prescrite à la Police militaire.

Le Conseil juridique a eu connaissance de plusieurs cas récents dans lesquels l'assureur d'un tiers a refusé de se reconnaître responsable sur la seule base du procès-verbal dressé par la Police militaire de l'ONUC. Le cas le plus récent qui m'ait été soumis est celui d'un accident survenu le 14 juillet 1961 et mettant en cause la Jeep N° 58 de l'ONUC. Dans le cas particulier, le procès-verbal de la Police militaire de l'ONUC n'a pas été considéré comme constituant un témoignage suffisant aux fins de poursuites judiciaires, parce qu'aucun procès-verbal n'avait été dressé par la Police congolaise. Nous avons les plus grandes difficultés à convaincre les tribunaux locaux d'accepter le seul témoignage de la Police militaire de l'ONUC.

Le Comité de contrôle du matériel de l'ONUC a examiné, lors de ses dernières réunions, toute la question des difficultés que fait surgir le refus, par les tiers, d'accepter la responsabilité d'accidents survenus à des véhicules de l'ONUC, en dépit de preuves manifestes de négligence de leur part. On s'est aperçu que, dans tous les cas examinés, la Police militaire de l'ONUC avait été la seule à faire un constat. Dans plus d'un cas, le conducteur de l'autre véhicule avait donné un nom et une adresse qui se sont révélés faux. Il est résulté de ces difficultés que l'ONUC a subi des pertes financières qui devaient normalement être supportées par les tiers en cause.

On ne comprend pas bien pourquoi la Police militaire de l'ONUC n'a pas pris la précaution élémentaire de prévenir la Police congolaise pour qu'elle se rende sur les lieux de l'accident. Cela est normal lorsque les véhicules et le personnel mêlés à l'accident appartiennent tous à l'ONUC; en pareil cas, la Police congolaise n'a pas à intervenir. Mais lorsque des voitures et des personnes étrangères à l'ONUC sont en cause, il importe, pour des raisons pratiques aussi bien que psychologiques, que la Police militaire de l'ONUC agisse de concert avec la Police congolaise. J'ai peine à comprendre pourquoi cela n'a pas été fait tout au long de l'année écoulée. Si les Nations Unies maintiennent dans ce pays un personnel aussi nombreux, c'est

notamment en vue d'aider ses habitants à se familiariser avec tous les aspects que comporte l'édification d'une nation. Il en découle l'obligation pour nous de collaborer étroitement, autant que faire se peut, avec les fonctionnaires locaux et les autorités locales dans l'exercice de nos fonctions.

En raison de ce qui précède, je vous serais obligé de prendre immédiatement toutes dispositions pour communiquer à tous les services de la Police militaire de l'ONUC les instructions suivantes quant à la procédure à suivre d'office :

1. Accidents mettant en cause exclusivement des véhicules et du personnel de l'ONUC.

La Police militaire fera seule les constats et dressera seule les procès-verbaux à adresser, comme par le passé, aux autorités compétentes de l'ONUC. Il n'y a pas lieu, en pareil cas, de faire intervenir la Police congolaise.

2. Accidents d'automobile ne mettant en cause aucun véhicule et aucun fonctionnaire de l'ONUC.

En pareil cas, la Police militaire de l'ONUC n'est pas compétente et ne doit jamais intervenir à titre officiel.

3. Accidents d'automobile mettant en cause des véhicules ou des fonctionnaires de l'ONUC et des voitures ou des personnes étrangères à l'ONUC.

Aussitôt qu'un accident de ce genre lui est signalé, la Police militaire de l'ONUC doit téléphoner immédiatement au poste de police congolaise le plus proche pour informer la Police congolaise du lieu de l'accident et la prier de participer aux constats. La Police militaire de l'ONUC se rendra ensuite sans délai sur les lieux pour y entreprendre les constatations qui s'imposent. Elle ne devra sous aucun prétexte quitter les lieux de l'accident avant l'arrivée de la Police congolaise, sauf circonstances spéciales qui devront être mentionnées au procès-verbal de constat. Une fois la Police congolaise sur les lieux, l'enquête devra, autant que possible, être poursuivie en commun. Le procès-verbal dressé par la Police militaire de l'ONUC et les notes prises sur les lieux de l'accident devront être contre-signés par le plus haut gradé des policiers congolais ayant participé aux constatations.

En vue de faciliter l'application des instructions faisant l'objet du

paragraphe 3 ci-dessus, je suggère que vous preniez immédiatement rendez-vous avec le Chef de la Police de Léopoldville afin de vous mettre d'accord sans délai sur la collaboration dans les constats. Lorsque l'accord aura été conclu pour la ville de Léopoldville, il y aura lieu d'appliquer la même méthode dans les autres centres urbains où la Police militaire de l'ONUC intervient dans les cas de ce genre. Je vous serais très reconnaissant de me tenir au courant des mesures qui auront été prises en application des suggestions qui précèdent.

cc : Capit. Jamieson, Adjoint au Chef de la Prévôté militaire

Chef des services administratifs

Président du Comité de contrôle du matériel de l'ONUC

Secrétaire du Comité de contrôle du matériel de l'ONUC

Chef des services financiers

Chef du service de la vérification des comptes

Chef des services généraux.

At approximately 1145 hours

on 18.10.1961 we interrogated S.D. CANON,

Son of and of

Territory of

District of

Marital status

Occupation: URBAN POLICE

Rank: Sub-Commissioner of Police

Commissariat de la P.S.R.

D116

Commune of Limete

who replies as follows to our questions

Q. How did the accident happen?

A. A fatal accident had just occurred on the Boulevard Leopold III near the MECANICONGO premises and I had been instructed by my superior officer to go immediately and fetch the Chief Commissioner of Police. At his orders I had taken Jeep No. A77196 and was driving from the place of the accident towards the town with my siren operating. When I arrived at the road junction formed by the avenue de Yolo, Blvd. Leo II, Place Commerciale de Limete Hotel Continental, the driver of an ONUC van, who had disregarded the stop signal and the siren, struck my vehicle, and it was in this way that the accident happened.

Q. How many persons were in the vehicle?

A. I was alone on board the vehicle.

Q. Were you injured?

A. Yes, I received an injury to my lower jaw, and I also feel a pain in my loins.

Q. Have you anything else to add?

A. No, nothing.

After reading his testimony, the witness persists in the truth of his version and signs the statement

On 29 Aug 1961, at 1900 hours, car No. 319 was parked at villa 140, Avenue Engels. When the driver, Maj. Lennart Fredin, was going to back the car out through the narrow gate he scraped the left rear mudguard against one of the gate-posts. The accident is entirely attributable to the fact that the car had no backing-up light and it was very dark.

Dec, 11 Sep 1961

(Signed) Capt. Nils Annell
Swedish Battalion, M.P.

Witness:

Bertil Andersson
Swedish Battalion, M.P.

On 27/8 my car was parked in the parking space allotted to the members of the club. When we arrived, there were not many cars, but when the game was over the parking lot was full. When we noticed that the car had been damaged we tried to find out whether the damage had been caused by any of the other cars parked there because we had, in fact, found flakes of car paint on the bumper of our vehicle. We called some attendants from the club to find out whether they had noticed anything. However, the inquiry did not lead to any positive result.

Leo, 11 Sep 1961

(Signed) Col. Gösta O.V. Frykman
Swedish Battalion, M.P.

Hour: 19:30

Date: 11-10-61

The car ONUC 1206 was returning from the residence of Mr. Max Rigaud on Av. Cambier and proceeding eastwards along the Av. Van Gèle, with Mr. Dehoux and Mr. and Mrs. Doret as passengers, driven by Mr. Oscar Boigrie, and was preparing to enter the parking lot of the Credit Foncier Africain building, the residence of Mr. Doret. The car lights were on and the direction lights were blinking "left turn". Suddenly a shock was felt on the left-hand side of the front of the car. The right-hand front bumper of a lorry, licence 5479, coming up from the rear at high speed, had just hit the left-hand front part of the van ONUC 1206 tearing off the left-hand headlight and damaging the left-hand door as well as the left front part of the body. The accident took place at 1900 hours.

(signed)

I was driving along at 40 km/h and discovered I had passed the turning I was to take. I stopped the car and looked backwards in order to reverse. I reversed for a short distance and then stopped to let the others get out. Then I saw that a car had run into the back of mine.

346

SEC/72

The vehicle ONU 789 stopped at a corner on the Avenue du Palais Royal Administrative Building. As I was backing a gyrobus came up at high speed. I hit the UN car.

(Sketch)

Administrative Building

My car

UN vehicle

Palais de la Nation
Gyrobus

8212

SEC 71

STATEMENT OF:

REGT'L NO: _____

TIME: 10:50

ONUC 'I' CARD NO: _____

DATE: 6/10/61NAME: Franz PucherPLACE: LesseRANK: M/Sgt.TAKEN BY: S/O SoucyUNIT: Austrian Medical TeamNATIONALITY: Austria

BEGINS:

When I moved into my quarters at about 6 p.m. on 5/10/61, a Congolese I had never seen before was standing around in the room which was not locked; he then went away. When I was getting dressed in the morning, my colleague noticed that his trousers were not in the same position as he had left them over the chair on the previous evening; my trousers had also been disarranged. When I was washing, my colleague, S/Sgt. Hatzenbichler, told me that his money was missing. I noticed, on examination, that my purse, which I had kept in the pocket of my trousers, was missing with the contents, namely, US\$43.00 and 130 C.frs. I do not know who did this. I suspect the strange Congolese. I did not leave the room. The room allotted to us cannot be locked.

(signed)

M/Sgt. Franz Pucher

3200

SEC 1/2

I was given a lift on an ONUC vehicle towards Headquarters. After we had been driving behind a Shell tank lorry for some distance he actuated his left-hand turn indicator but did not turn. The driver of the ONUC vehicle in which I was a passenger prepared to overtake and at the same moment the tank lorry turned to the right. Then he turned to the left to cross the road and we collided.

I was driving the vehicle towards the Royal building. A Shell lorry was driving in front of me. I wanted to overtake it and sounded my horn. The Shell lorry, after swerving to the right, swerved back to the left and suddenly turned. I braked, but hit the rear of the truck on the left with my right front fender. The driver of the lorry said he had activated his direction lights.

(signed) Ch. Lefèvre

I was proceeding along the Blvd. Albert towards the Shell building. 20 metres before the fork, I activated my direction lights giving notice of my intention to turn left. I slowed down and, as I was turning, the Simca ONUC 809 hit my left rear bumper.

(signed) illegible

I was coming from N'Djili to get meat for the students in agricultural mechanization. I was proceeding along rue Leo III at about 20 km/hr. Arriving at the cross-roads of Leo III and (rue) Chambre de Commerce, the other car coming from the rue Chambre de Commerce, braked and skidded on the roadway and hit the rear door on the left side. I was proceeding along rue Leo III.

Witness

(signed) illegible

(signed) illegible

Proceeding at 40 km/hr. and having already entered the cross-roads, I suddenly saw an ONUC vehicle coming out of the road on my right at full speed. It was certainly going 60 km/hr. I put on the brakes, but due to the condition of the road - it was raining - my vehicle skidded and hit the ONUC car on its left side.

(signed) illegible

Witness

(signed) illegible

I was getting ready to drive away and began the manoeuvre by backing slowly, the bus passed me; before he signalled his manoeuvre I was out in the roadway and I was backing; not having time to get moving, I sounded my horn which did attract the attention of the chauffeur who, in backing, lightly touched the right rear wing of the car.

(signed) Bonalligüe

I, Domingo, was cycling along the Boulevard Leopold III and had the right of way (on my right). A United Nations vehicle was coming along the same avenue on his right. As I was cycling along straight ahead the (driver of the) lorry, who did not want to wait until I had passed, suddenly turned to drive in to a small street on my right. He struck me with my bicycle and I finally did not know where I was.

(signed) Domingo

I was coming from Matete on Avenue Kasai to go to the car park of the Hotel Stanby. When I arrived at Rue La Paula, the other car, on the left side did not have its parking lights on. I hit it. The driver was not there. There were some people there talking against the UN. Then I drove off and reported to the Commissaire on Rue Charles de Gaulle. Prior to this the other driver wanted to hold me back and also do me bodily harm and he tore my shirt.

(Signed)

I parked my car to await customers on the Route de Kasai near Luapula. The UN driver hit me and then drove away along the Av. Charles de Gaulle opposite Pepsi-Cola and Afro-Negro. This accident took place at 9:15 PM in the middle of the street

Sketch

3137

SEC. / 65

I was walking on Avenue Kabalo-Wangata at about 1530 hours. I saw a car marked V.W. No. 691 belonging to the UN driven by a Congolese driver at a very excessive speed. When he arrived opposite lot No. Kabalo-Wangata, he overturned a bicycle that was leaning against the fence. The rim of the front wheel brushed against the bicycle.

(Signed)

I went to lunch at noon. I had, therefore, stopped to pay (one word illegible) near the Kabalo, I hardly touched the bicycle.

(Signed)

3080

SEC/64

30 August 1961

At 1445 hours I left my house to go to Camp Chanic. All windows were closed and the doors were locked.

When I came back to my house at 1605 hours I found one window (with wire netting) open; on closer inspection it was found that the netting had been broken. When we arrived at the house, the front doors were still locked.

I started investigating immediately and found that my wardrobe was open and that a ^{man's} ~~CENTINA~~ wristlet watch had been stolen from it as well as two cartons of Pall Mall cigarettes (400).

In the window I had kept four yellow wooden souvenir canals, three of which had been stolen. One of them was found in a gravel walk outside the house.

(signed) W/O Bertil A. Ahlberg

3079

SEC/63

30 August 1961

At 1445 hours I left the house to go to Camp Chanic. All windows were closed and the doors were locked.

When I came back at 1615 hours, after being informed that somebody had broken into the house, I started investigating, and it turned out that there was an "Athos" clock missing from my night table, as well as 400 cigarettes which I had kept in a wardrobe.

(signed) Sgt Eric Laestadius
Swedish Battalion

3078

SEC/62

I was driving towards Kalina. When I reached the crossroads of the Boulevard Albert and Avenue du Port, I stopped because the Nigerian policeman regulating traffic from his raised platform had halted the traffic proceeding in my direction. I had almost come to a full stop, when a small lorry licensed ONUC 1102 struck the rear of my vehicle violently, throwing me forward more than 4 metres. I have nothing more to add.

(signed) J. de Dusschere
29/8/61

3006

SEC/61

Officer Commanding United Nations
Military Police, Leopoldville

Leopoldville, 24 August 1961.

Subject : Incident in one of our Leopoldville Stores.

Sir,

We find it our painful duty to transmit to you the report submitted by the manager of our store located at 3, avenue du port, Leopoldville.

Before proceeding further against the authors of this incident, we should be grateful if you would kindly take the necessary steps, for it is inadmissible for military personnel to indulge in acts of violence on peaceful merchants.

We do not doubt that it will be possible for you to locate the perpetrators of this scandalous act. Awaiting your reply, we are etc.

(signed) E. Chavtal
Manager and Director General

Officer Commanding United Nations
Military Police, Leopoldville.

Leopoldville, 24 August 1961

We beg to inform you of the following:

Between 11.40 and 11.50 hours on Wednesday 23 August 1961, a private soldier of the ONUC troops, wearing a badge that vaguely resembled the American flag and bore the letters PSL, (pencilled note in the margin HFF), entered the Bata store on the Avenue du Port to buy a pair of shoes.

He chose a Molière model pair, selling for 279 frs., red-brown in colour, grain uppers, leather sole and rubber heel. The salesman, Monsieur Ambenze, brought the pair of shoes to the cash-desk for payment.

The soldier then told us that he had placed the sum of 500 frs., in 100-franc notes, on a display case and since it had disappeared, he accused M. Ambenze of having stolen the money and demanded that he be searched. M. Ambenze was found to have only the sum of 120 frs. on his person.

The soldier then wanted to take the shoes by force. We told him that this pair would remain where it was on the cash-desk, and that we could not be responsible for moneys placed elsewhere than on the cash-desk. We said that he was perhaps acting in good faith in saying that he had placed the money on a display case, and that a person not a member ^{of} the store staff might have stolen it, but not the salesman, for whom we vouched.

The soldier then started to create a disturbance in the store by shouting and gesticulating, which led us to close the doors.

It was at that moment that three or four soldiers wearing the same badge entered the store. We spoke to one of them, whose rank was not apparent, but who was dressed in a light khaki uniform and who seemed to us to be the leader of the group. This soldier not knowing French, we tried to explain the business to him and asked him to pacify his colleagues.

But this soldier immediately took the side of his colleague shouting and gesticulating. He wrenched the shoes out of our hands breaking one of our fingers, whereupon they all left the store. This led to a certain amount of confusion inside the store and in its immediate vicinity. These soldiers then entered a white "Jeep" with streamlined drive (sic), licence number ONUC 5023.

We are very sorry that we were unable to settle this business more calmly. If the persons we dealt with had been more disciplined and less "explosive" we could have dealt most satisfactorily with this dispute. In our profession we have disputes and differences to settle almost daily, but we have never seen a scandal assuming such proportions, with a crowd gathering in the street and the closing of the doors of the store during business hours.

We are, therefore, lodging a complaint with you concerning the robbery of a pair of shoes, because in these economically unstable times we cannot be held responsible for the theft of moneys not deposited with the cashier, as well as of articles belonging to a customer in a commercial store.

We also wish to notify you of our amazement of the fact that certain military personnel belonging to the troops of the United Nations are going in the city EVEN ABOARD A VEHICLE without an officer or NCO to take responsibility for the behaviour, correct attitude and discipline of his detachment. The consequences of the non-observance of this military regulation, applying in all armies, results in incidents such as the one of which we are informing you. These men have somewhat forgotten that they are SOLDIERS first and foremost, and above all ONUC SOLDIERS.

Please accept etc.
Society BATA Congolese,
Store at 3 Av. du Port,
Leopoldville

(signed) J. Roehrig
Manager

3065

SEC/60

28 August 1961

On 21 August I went on duty at Movement Control, N'Djili at 2300 hours and stayed till 0300 hours the next morning. There were two FRIDAM trucks with fresh supplies to be dispatched by plane that night. I helped to put the goods on to the plane, without knowing how much there was supposed to be. W/O Aberg had the papers and was in charge of the loading. All I heard was that there was one carton missing. W/O Aberg later spoke to Captain Jacobsen about the shortage.

That is all I know about this matter.

(signed) Sgt Chr. Rosenkilde Nielsen
MC, N'Djili

3064

SEC / 89

28 August 1961

On 21 August 1961 I started working in the hangar at 2300 hours. When I arrived there and took over from the other team, there were three FRIDAM vehicles (refrigerator trucks) in the hangar. A Danish sergeant from the previous team had received these three trucks with cargo for three different planes. On the trucks there were, amongst other things, 8 cartons of boneless beef for the Ethiopian Brigade at Stanleyville, 88 cartons of boneless beef for the 107th Composite Platoon at Elisabethville, and 7 cartons of boneless beef for the Swedish Battalion at Kitona. The flight to Stanleyville did not materialise, and the cargo intended for that city was therefore put on the planes for Elisabethville and Kitona. When the cargo was checked before loading the planes it was found that there were only seven out of the eight cartons to be sent to Stanleyville. These seven cartons were put back on to the FRIDAM truck to be returned to the ONUC Supply Depot the next morning. When the FRIDAM trucks ^{are} ~~were~~ received it ^{is} ~~was~~ not possible to check if the cargo ^{is} ~~was~~ complete since it is only discharged when the planes are loaded. Since I myself was present when the FRIDAM trucks were unloaded, I think that one carton of boneless beef must have been left behind when the trucks were loaded at the ONUC Supply Depot.

(signed) :/O E. Aberg
MC. N'Djili

3061

Just before 0930 hours this morning I was driving from the Petit Pont where I had tanked my VW 706.

I stopped at a crossing on Avenue BME to give right of way to another car. I was waiting to drive on, when I felt a bump against the rear of my car .

When I stepped out of the car I saw that the left-hand rear side had been damaged. It had been bumped into by Jeep No.2233, driven by Capt. Arjon Singh.

(signed) Sgt. V.V. Rosalina 15402
Netherlands

3061

I was involved in an accident with an ONUC vehicle, VW No.1022, whose driver had been drinking. I was driving in my Mercedes 220S on the right-hand side of the public highroad Boulevard Albert, when the ONUC vehicle No.1022 overtook me and damaged my car, although I was driving on the right-hand side. [The next sentence illegible]. The driver offered me 1,000 Congolese francs, which I refused to accept.

18.8.61

(signed) COEN

I confirm the statement of Mr Edouard Coen.

(signed) Gilbert Zinga
Rue de Moanda No.6
Commune de Kalamu
Leopoldville
Telephone: 2504-2505

3019

SEC/57

22 August 1961

To: Chief of Military Personnel

From: Lt V.G. Laursen, Medical Store Officer

On 22 August 1961 I was driving ONUC vehicle No.1321 from Headquarters towards the city down the Avenue Valcke. At the intersection Avenue Valcke/Avenue Marie-José I passed, at a speed of about 25 km, a traffic signal showing a green light. A little way out in the intersection I noticed a car, coming from my left-hand side, ~~which applied the brakes suddenly~~ whose driver all of a sudden applied the brakes vigorously (braking distance approx. 10 m). At the moment when I noticed the car, the vehicle ~~was~~ stopping on my right-hand side of Avenue Marie-José and waiting for the green light had not yet started moving ahead. There was no oncoming traffic. The driver of the civilian car did not succeed in stopping it and a collision with the UN vehicle was inevitable. The UN vehicle was hit on the left-hand side near the rear end where it received a dent. The Congolese car had its left frontlight broken and a metal strip was torn off. Both vehicles were able to proceed on their way after the collision. The local police as well as the military police turned up soon after, the latter being summoned at the instance of a Canadian officer who happened to pass by. A report was made.

An examination of the traffic ~~sign~~ signal proved that the red light did not function in the direction towards Headquarters. This was corroborated by the Danish military police who had arrived while the report was being written.

copy to Transport Section
Medical Section

3009

85C/56.

22 August 1961

Driving through the city, in third gear, at a speed of 20-25 km, I passed a traffic signal showing a green light. From the left-hand side there came a passenger car going at a great speed. The driver tried in vain to stop his car. Mine was struck on the left-hand side at the rear and received a big dent.

(Signed) 1st Lt. V.J. Laurson
Danish Medical Team

3001

SEC/55

STATEMENT

I the undersigned, Av. V.A.M. Dino MORI, serving with the C.119 Italian Group, N'Djili airport, make the following declaration concerning the automobile accident that occurred on 1.8.61. when I was in the Volkswagen ONUC 203.

As I was in the back seat, I cannot state with any accuracy what actually happened. However, I can say with absolute certainty that we were driving at a very moderate speed on the right-hand side of the road when I noticed a man come running out from the right a very short distance in front of the car. Lt. SPAGGIARI, who was at the steering wheel at the time of the accident, tried to avoid the man by swerving sharply to the left. After the car hit the man, the sudden swerve made it turn over and fall on its right-hand side. I climbed out of the wreck and made certain that none of the occupants were seriously hurt. With the assistance of passing ONUC personnel I was able to return to my lodgings at 11th Street, Limete.

(signed) Av. V.A.M. MORI Dino
Leopoldville, 2 August 1961.

S T A T E M E N T

I the undersigned, Lt. Ottavio SPAGGIARI serving with the C.119 Italian Group, N'Djili airport, was driving the Volkswagen ONUC 203 on 1.8.61. at the time of the accident and make the following statement :

Having finished duty at N'Djili airport at 19.30 hours on 1.8.61 I was driving accompanied by two other airmen, 1° Av. E.M.B. Enzo VANNINI and Av. V.A.M. Dino MORI, towards my lodgings in 11th Street, Limete. When I was driving along the airport-Leopoldville road at a speed of 70 to 75 km. per hour, keeping strictly to the right, a negro suddenly came running out from the right about 200 meters from the crossroads leading to the village of N'Djili and crossed the road a very short distance in front of the vehicle.

In a last attempt to avoid the accident, I swerved sharply to the left. However, the manoeuvre did not bring about the desired result and the vehicle, after colliding violently with the obstacle, turned over and fell on its right-hand side.

Helped by UN personnel passing along the road and the other persons involved in the accident, I obtained transport to my lodgings together with Aviere Dino MORI and made arrangements for the transport to the ONUC hospital of the other passenger, 1° Av. Enzo VANNINI, who had severe pains in his left shoulder.

(signed) Lt. Ottavio SPAGGIARI

Leopoldville, 2 August 1961

S T A T E M E N T

I the undersigned, 1^o Av. E.M.B. VANNINI serving with the C.119 Italian Group as aircraft electro mechanic make the following declaration :

I was sitting beside the driver, Lt. G.A.F.a.t. Ottavio SPAGGIARI, in the vehicle ONUC 203 at the time of the accident, which happened about 200 meters from the crossroads leading to the village of N'Djili on the airport-Leopoldville road.

We were driving on the extreme right of the road at a very moderate speed estimated at 70 km. per hour, when a man suddenly came running out of the darkness from the right, inexplicably continued in the same direction, and finally ended up underneath our vehicle.

In a last attempt to avoid the accident, Lt. SPAGGIARI swerved sharply to the left, and, as a result, the vehicle overturned.

After the accident, help was given by a passing ONUC vehicle. Feeling an acute pain in the left shoulder, I was taken to the ONUC hospital in Leopoldville and there kept under observation.

(signed) 1^o Av. E.M.B. Aldo VANNINI

Leopoldville, 2 August 1961

3000

19 August 1961

Statement from Mr Albert Yembolo, driver, Ostraco:

ONUC vehicle No.1022, in backing, hit 2-hp vehicle No.D.2868 and dented its front, in spite of the warning from our driver who sounded the horn as soon as he noticed the backing movement of the UN vehicle. At the collision the vehicle D.2868 was pushed back some 3 metres. After having made sure that nobody had been seriously injured, the driver of ONUC vehicle No.1022 left. The driver, a European, was accompanied by a Congolese (spoke Lingala).

21 August 1961

On Friday, 18 August 1961 at about 1445 hours I left the house for duty at the Company. On my return from duty at about 1715 hours I saw no sign of anybody having been in my room. At about 1900 hours I was going to take a packet of cigarettes from the place where I kept them, when I found that there was not a single packet left. After careful examination I found that my coffee and sugar had also disappeared.

(signed) Captain Kjell Wappling
3rd Swedish Battalion

Leopoldville, 19.3.1961

I, the undersigned, Kangaïi Grégoire, National Deputy, hereby declare that I have left on my bed, by mistake, the sum of twenty-five thousand francs (25,000) in thousand-franc notes.

I went to the Chamber of Deputies at 9 o'clock accompanied by other deputies, and at noon we came back together.

About 5 o'clock when I was going to pay for some things in a shop, I remembered that I had left the money on the bed. When I came back the bed had been made by the boy; when we left for the Chamber of Deputies in the morning the boy was there as usual.

I hereby lodge a complaint against the unknown offender.

(signed) Kangaïi Grégoire

54/58

SE/49

9 August 1961

At about 4 o'clock this morning my room mate, Captain Howame, was aroused by an unusual sound. He got out of bed and saw a Congolese trying to break in. He ran back to his room and picked up the key and his pistol. Evidently the would-be burglar had realised that he had been found out, and he decamped. Captain Howame fired two shots, without hitting him. I walked around the house and found a shirt and a shoe which probably belonged to the burglar. We then realised that there was nothing more we could do, and went back to bed. At 8 o'clock we called the MP and told them about the incident.

(signed) Captain A. Myrvang
ATB H'Djill

2933

SEC/48

2 August 1961 at 1000 hours

We had left the airport in order to return home to Limete, myself Lt. Spagjiali and another person whose name I do not remember. Lt. Spagjiali was driving the car, a German Volkswagen, and I am unable to say exactly how fast we were going since I did not look at the speedometer. Then all of a sudden a man appeared in front of us, and it all happened so quickly that it was impossible to avoid him. The car overturned, but we were able to get out of it without any of the three of us getting seriously injured. A Tunisian car took me to the hospital and what happened after that I do not know.

(signed) 42980 Private Vannini Aldo,
ATB N'Dj111

Arrived at N'Djili at 2030 hours after an official trip to Kamina. Went straight to the Sabena Guest House, Avenue Olsen, to have dinner. The vehicle, a Thames van, ONUC 1107, was parked in the parking area with our luggage in it. One hour later when we were going to proceed on our way we found that part of the luggage had disappeared. The car was locked and there were no signs of violence or indications that the car had been broken into.

As far as I am concerned the missing luggage was

1 bag (snake skin with a red rim containing:

1 set underwear

1 shirt

1 towel

two pairs socks

three handkerchiefs

1 pair shorts with belt

soap and toothbrush

1 pistol, model Neuhausen, belonging
to the Danish Armed Forces.

Total estimated value: 160 Danish crowns (not counting the pistol).
Sergeant Hjerne of the Medical Section was the driver.

Leopoldville, 19 July 1961

(signed) Lieutenant C.J. Hoeg
Medical Section

From N'Djili, where I had fetched Lieutenant C. Hoeg, M/sgt H. Kjer and Sergeant P.A. Hansen, I drove to the Sabena Guest House, Avenue Olsen, to have dinner. The vehicle, No.1107, was parked in the parking area vis-a-vis Avenue Michaux. When we came back after dinner we noticed nothing unusual about the lock, the key turned smoothly as always, and it was only when we entered the car that we found the effects mentioned in the reports of Lieutenant Hoeg and M/sgt Kjer to be missing.

Leopoldville, 19 July 1961

(signed) Sgt. H. Hjorne
Medical Section

Arrived at N'Djili at 2030 hours after an official trip to Kamina Base. Went straight to the Sabena Guest House, Avenue Olsen, to have dinner. The vehicle, a Thames van, ONUC 1107, was parked in the parking area with our luggage in it. One hour later when we were going to proceed on our way we found that part of the luggage had been removed. The car was locked and bore no sign of violence.

As far as I am concerned, the missing effects were two bags, both of them locked. One contained:

- 3 shirts
- 2 sets underwear
- 1 pair shoes
- 1 pistol belonging to the Danish Armed Forces.

The other bag contained:

- Danish passport and some other papers
- 1 camera (Akarex III)
- 1 camera Moviekon 8 (Zeiss)
- 120 \$US
- toilet articles (including electrical razor)
- Swimming outfit
- 1 box cartridges

The value of the missing effects (not including the pistol) is estimated at 2,700 Danish crowns. Sergeant Hjerne of the Medical Section was the driver.

(signed) M/sgt Hans Kjer
Medical Section

Leopoldville, 19 July 1961

I was in ONUC bus No.1053, driven by Mr Tony Yuja. He was going at a speed of 70-80 km per hour, when the bus hit a piece of wood or a stone whereby the bus swerved off the road. He tried to control it or to stop it, but it was impossible. There was no escape from falling into the ditch.

(signed) Mongondo, Cyprien Lambert
Driver, Transport Unit

As I was loading trunks into van OMS 3145 at 1930 hours I left a grey plastic brief-case on the wing of the vehicle.

This brief-case contains 2 passports

1 UN laissez-passer

1 driving licence

1 Parker pen

1 Sabena air ticket

1 packet cigarettes

20,000 Congolese francs

Various official letters

The vehicle was standing in front of the central post office.

(signed) J.V. Fillet

2.280

SEC / 44

W/O Ulf Ekman
ATB, W'Djill

295 Avenue Cannes
Limete

The writer and W/O S. Caraland left the villa at about 1930 hours to go to the Stanley Hotel. Immediately afterwards Captain C. Byström left the house, also to go to L.O. All the windows were closed and the outer doors locked. For safety's sake we always keep the doors to our bedrooms locked. The lights were on, outside as well as inside.

When W/O Caraland and I returned at 2255 hours we immediately noticed that burglars had been at work. They had got into the house by breaking the window of my room. The doors to my wardrobe had been forced and practically everything had been stolen. The burglary was limited to my room because the door from there to the next room was locked. I called HQ Security at about 2315 hours to summon the MP.

Personal effects

1 film camera Sankya-Zoom 8	\$ 170
1 alarm clock	5
3 nylon shirts	15
1 brief case	6
1½ carton cigarettes	2
1 pair slacks (terylene)	12
1 electric razor	22
1 toilet case with contents	3
4 bath towels	4
1 morning coat	10
1 pair pyjamas	4
	<hr/>
	\$ 253

1 blanket and 1 sheet had also disappeared

Cash: 11,000 CFR

230 \$US

about 250-300 Swedish kronor

In the briefcase I kept my passport, all my personal papers such as original testimonials from all my previous employers and schools and, in an envelope, my savings. There was also an aviation log book in which flying times for the last two years had been recorded. These papers are absolutely irreplaceable. As I have been planning to go to Majorca on leave at the beginning of August, I beg to request that the United Nations arrange for compensation for the lost effects and ready cash as soon as possible. All the cash at my disposal at the present moment is 100 CFR.

Equipment belonging to the Swedish Army

- 1 army pistol m/40, with chamber
- 3 pairs khaki trousers
- 2 pairs shorts
- 1 tropical khaki jacket
- 7 shirts
- 2 pairs khaki shorts
- 2 pairs black shoes
- 3 pairs stockings
- 2 sports sweaters
- 1 khaki belt
- 1 pair sunglasses
- 2 towels
- 1 laundry
- 2 pairs pyjamas
- 2 ties
- 1 map folder

Leopoldville, 12.7.1961

(signed) U. Ekman

2.738

SEC/48

My colleagues and I left the villa at 1700 hours on 4.7.61.

Address: 159 Avenue Verme. At that time all windows were closed and fastened. The door to my room was closed and the front door locked.

At about 2300 hours one of my colleagues returned, went straight to his room and lay down. He noticed nothing unusual in the house, nor did he hear any unfamiliar sounds up to the time I and my other colleague returned at 0330 hours. We noticed nothing special until I opened the door to my room when I found that there had been burglars at work. One window was broken and the mosquito screen cut through. The doors of the wardrobe were open, newspapers were scattered about on the floor, and I could not see my suitcase anywhere in the room. One of my colleagues and I drove to headquarters and contacted the military police who accompanied us back to the villa. While looking around outside the house we found the suitcase. Its lock had been broken open, a leather strap had been torn off, and there were marks indicating that a knife or a similar instrument had been used. Approximately one half of the contents had disappeared. From the wardrobe all clothes and some shoes had been removed. A suitcase in the same room which belonged to my colleague, who at present is stationed at Luluabourg, had not been touched.

(signed) Gunnar Willig,
Warrant Officer,
ATB, Light Aircraft

The following items were contained in my suitcase at the time of the burglary:

- 2 pairs of khaki shorts
- 1 pair of khaki trousers
- 1 khaki belt with buckle
- 1 khaki tropical jacket
- 1 map holder
- 1 camera
- 1 travelling clock

- 1 leather briefcase containing:
 - 2,500 frs
 - passport
 - vaccination card
 - diary
 - maps
 - wallet
 - photos
 - fountain pen and some books

- 2 khaki shirts, long sleeves
- 1 sports shirt
- 1 pair of sunglasses with case
- 2 pairs of stockings, 3/4 length
- a number of military insignia
- 2 ties
- 2 under shirts
- 2 pairs of slacks
- 2 towels
- 1 grey nylon shirt
- 1 pair of pyjamas
- 1 pair of swimming trunks
- 5 pocket handkerchiefs

In the left-hand side of the wardrobe there were:

- 1 pair of khaki trousers
- 1 khaki shirt, long sleeves
- 1 blazer
- 2 pairs of slacks
- 1 white shirt
- 1 pair of shoes
- 1 airforce summer uniform

In addition, probably the following items belonging to my two colleagues:

- 2 airforce summer uniforms
- blazers, trousers
- 2 shirts, one white and one grey
- 1 tropical jacket
- 1 pair of shoes

From my colleague's bed one sheet and one blanket are missing.

(signed) Gunnar Willig
Warrant Officer
ATB, Light Aircraft

2.725

SEC/42

To: Military Information

Subject: Excerpt from a letter written by a Swedish missionary at Matadi, dated 26 June 1961

Hello, Göte!

Thanks for your letter. Nice to hear from you. May one hope that you are going to be posted to Matadi soon? As you know the Nigerian Police have arrived here and seem to be rather well liked. When the initial friction is over, that is. They had a taste of firearms somewhere between Matadi and Leo. Anyway, they are now in full swing on the streets here and they seem to become more and more popular. We had quite a few of them in church last Sunday. And we could certainly do with a few more UN representatives at any time. In other words, you are heartily welcome.....

Things are going quite well here at the moment. But one can never be too sure. Anything can happen and it usually happens without a warning. Since the end of April or the beginning of May the tension has relaxed a great deal down here. We are no longer stopped by Congolese soldiers in the street and not too often by the police either. Life is beginning to return to normal although there is still a long way to go before this will look like a "country". What is most disturbing now are the thefts. Altogether we have had twelve typewriters stolen from us during the past year. And people are not ashamed of being thieves. Nor are the police doing anything to try to catch the thieves and restore a little order in the country. By the way, I suppose the biggest thieves walk around dressed in police or military uniforms.

2718.

SEC/41

ACCIDENT REPORT

GERVAIS BUALALA

On 1 July 1961 at about 20.30 hrs. I drove my chief to the Congolese Parliament. After leaving him there, I took the car to Depot Bar to buy some cigarettes. I parked the car there, near a church. After buying the cigarettes, I started the car and when trying to turn it and go back I ran against a wall, because of a defect in the brake.

I went and called the Police to the spot. Immediately on their arrival the police without investigating the case began beating me. They left off a few minutes after but they threatened to start beating me again.

I had to run away and leave my identity card and driving licence.

30 June 1961

At 9.15 hours I took over the watch at the Medical Store, Avenue Michaux. At 9.30 hours I inspected the store and noticed that a table top had been placed against the wall. On closer inspection I found certain indications that there had been "uninvited guests" at the store. Continuing my inspection I found a Congolese child's dress, an iron bar and, on the table, fifty vials of penicillin, some Vicks tablets and other things which had not been there when the store was locked on Thursday at 16.50 hours. A quick checking of the stocks has shown no indication that anything has been removed. At the inspection of the store there was no Tunisian guard on hand; everybody was at the office building.

(signed) P.A. Hansen, Sergeant
Danish Medical Team

2.630.

SEC/40.

16.6.61

The undersigned, Bianco Nicola hereby declares that at 2.15 in the morning when I was going home in a taxi I had a collision with a UN vehicle at the corner of Avenue Hôtel and Avenue Cercle. The UN driver was in the wrong and did not stop. The incident took place in a curve and he crashed straight into my car.

(signed) Bianco Nicola
La Pizzeria, Leopoldville.

I was coming from Kinkeli on my way back to Leopoldville. ONUC vehicle 601, driven by Major Harald Hareid came from the opposite direction. Having reached a point off the Sabena airport at N'Djili he wanted to turn off in order to enter the Sabena. This was in front of a traffic circus. I was going at 60 km an hour.

However, instead of driving around the traffic circus to the right he turned to the left at a speed of approximately 60 km an hour. I tried to avoid a clash but it was impossible. We ran headlong into each other.

(signed) Mokapita, Eustache

Liste des objets trouvés dans la serviette.

1 Passeport
1 Certificat international de vaccination
1 carnet de chèques
papier à lettres et enveloppes
1 stylo à bille
2 livres de cours d'anglais
2 vocabulaires
1 appareil photographique
3 rouleaux de pellicules
1 étui à cartes
1 boussole
2 paquets de cigarettes LIMPER
2 briquets ZIPPO
2 paquets de tabac BURKER 1 blague à tabac
1 couteau
1 réveil
1 paire de lunettes solaires
1 béret casquette avec insigne galons
1 brosse, 1 peigne, 1 morceau de savon
documents 10 photos lettres et papiers divers
500 francs congolais
1060 francs Katangais
12.000 lires
41 dollars
petites de pièces de monnaies diverses

Léopoldville, le 13 juin 1961

signé, illisible

The following items were refound in the bag:

- 1 passport
- 1 international certificate of vaccination
- 1 bank book
- Note paper and envelopes
- 1 ball-point pen
- 2 English readers
- 2 Conversation books
- 1 camera
- 3 rolls of film
- 1 map folder
- 1 compass
- 2 packets of cigarettes
- 2 cigarette lighters
- Smoking tobacco
- 1 knife
- 1 travelling alarm clock
- 1 pair of sun glasses
- 1 field cap with badges
- 1 brush, comb, soap
- Drawings, letters, ~~and~~ documents and photos
- 500 Congolese francs
- 1,060 Katanga francs
- 12,000 Italian lire
- 41 US dollars
- Miscellaneous coins

Leopoldville, 13 June 1961

(signed) David Rohlin

Jour. nr. 103-5

Danish Military Police,

Leopoldville, 12 June 1961

To: Lt. Col. L.M.H. Skern,
Danish Liaison Officer in the Congo.

From: Danish Military Police,
Leopoldville

Subject: Recruitment of a Danish cook

1. On 6 June 1961 an NCO unit mess was established at the Danish Military Police, Leopoldville. In this connexion I should like to point out a few facts which might serve to substantiate the need for recruiting a Danish cook in order that the mess may ~~work~~ function satisfactorily.

2. At the present moment there are two Congolese cooks employed to take care of the cooking. It has turned out, however, that these two cooks are not capable of preparing the meal after having received the daily rations from the supply depot. Since the mess was established the Danish MP sergeants have, generally speaking, had to prepare their own meals three times a day, the two Congolese assisting with dish washing etc. This means that two or three of the Danish MP sergeants are occupied daily in doing the cooking.

3. It goes without saying that from the service angle it is most unfortunate that MP sergeants sent to the Congo in order to serve in that capacity should have to work as cooks. This is especially true in view of the small size of the Danish MP Unit in Leopoldville (13 men). It is a heavy load for an MP Unit of thirteen men to have to share two or three daily for kitchen duties. One MP sergeant is assigned to the administrative work in connexion with the mess, collecting of rations etc., which keeps this man fully occupied.

4. The two Congolese cooks are putting in a total of approximately one hundred hours weekly between them. Mr. Yammin, of the local personnel section, has informed us that locally recruited Congolese are not allowed to work for more than forty hours a week. This means that the two above-mentioned Congolese cooks are working ten hours overtime a week each. It might be possible to employ one more Congolese cook, but this would mean having to train three cooks and it would still be up to the MP sergeants to teach them Danish cooking and generally to supervise the preparation of the meals. The three cooks would then have to work in shifts in such a way that there would always be one cook at a time to prepare the meals. However, one Congolese cook would not be able to do the cooking for thirteen men and it would thus still be necessary to have an MP sergeant help in the kitchen. As far as the dish washing is concerned we have not employed a boy for this particular purpose. This we will have to do. The long and the short of it is that the Danish Military Police in Leo will have to employ three cooks, one boy as waiter and dish washer besides two boys who are already employed to keep the house clean, that is a total of six. Even so, this is no satisfactory solution since the MP sergeants still have to help out in the kitchen in order to have the meals prepared properly and in due time.

5. This problem also involves a disciplinary factor. In order for the mess to function satisfactorily there must be regular hours for meals and certain rules which the sergeants must abide by. These rules ~~are~~ at the present moment and under the conditions outlined above very difficult to observe.

6. The recruitment of a Danish cook would make it possible to organize the cooking properly and would permit the MP Unit to enjoy Danish cuisine. In this connexion I should like to point out that

the Indian Military Police have a cook from their home country, and that at the Canadian NCO mess, where the Canadian MPs are having their meals there is a Canadian cook. A Danish cook would be able to do the work with the help of two Congolese assistants.

7. I hereby request that the Danish MP at Leo, like the Indian MP and the Canadian mess, may be assigned a cook from the home country. It might be objected that the Danish mess is too small to recruit a Danish cook but I should like to point out that in principle there is no difference between a large mess and a small one: they must have the same rights. The recruitment of a Danish cook for the Danish MP at Leo would solve the mess problem once and for all.

8. An alternative solution would be to negotiate an arrangement with the OTRACO Guest House under which the Danish MP could receive their meals there.

(signed) Lt. H.J.K. Sørensen,
Danish MP,
Detachment Commander

STATEMENT OF :

Sgt. Luzzi-Lido, UNATB, C119 Squadron, N'Djili

Nationality : Italian

I, the undersigned, declare that between the hours of 4.30 and 5.30 this night persons unknown broke into my domicile Rue Cannas N° 90, and carried away the objects belonging to me as listed below. I was awoken by the noise and followed in vain the two thieves. I clearly saw that they were Congolese civilians who entered by the kitchen door, the key to which is always kept by the boy EDIANGO Prosper, Identity Card N° 1,213. It so happened that the above-mentioned boy had left the key in the entrance door the day before (Sunday, 11 June 1961) and thus the thieves were able to enter freely, finding the door open.

List of stolen objects

40 US dollars; 480 Congolese Francs; 1 pair of blue civilian trousers valued at 12 US dollars; 1 white civilian pullover valued at 4 US dollars; 1 white civilian shirt valued at 6 US dollars; 2 door-keys (kitchen and service entrance); 2 oil paintings; and 1 pair of glasses.

Leopoldville 12 June 1961

Sgt. Luzzi-Lido

STATEMENT OF:

Giuseppe COSTA, 1/Ke (Aviation), 37-158, UNATB, C119 Squadron, N'Djili
Nationality : Italian

I, the undersigned, declare that between the hours of 4.30 and 5.30 this night persons unknown broke into my domicile AVENUE-CANNAS N° ~~19~~ 90, and carried away a camera, model YASHICA 44 belonging to me, valued at 54 dollars. The persons in question were two Congolese who were pursued, but in vain.

Leopoldville 12 June 1961

COSTA Giuseppe.

2555

8EE/85

We all left for work at 6.30 a.m. leaving the house locked. I came back at 10.30 a.m. and did not find anything unusual; everything was closed as we had left it. I went to the bedroom to get a dictionary in the closet and went back into the hall and began to read. At this moment the boy came in (the closet remained open), he walked about in the house and in the bedroom, then came to me and paid me 200 frs which he owed me. After receiving the money I went into the bedroom to put the 200 frs with the rest of the money which I had in a wallet. I immediately saw that my money had disappeared; the wallet was empty. 1,000 CF and 134 dollars were missing. We were the only two persons in the house.

At this time the boy left the house to see his friend, the boy at No.34A next door. I observed all their movements for I already suspected him. Then the boy from next door met him and they began to speak together. Then our boy changed clothes and left by the rear of the house. There was a woman waiting for him in the house at No.34A. She left by the front of the house, seemingly after having received an order from our boy. They prepared to leave together when I said to him that he should stay to work until 1 p.m. Then the woman left alone and he came back to work.

We already had suspicions since the key to the bathroom, which also serves as key to the front door of the house, had disappeared about twenty days ago. I asked him where the key was and he answered that it was broken and he had thrown it away. On 6 June the key to the kitchen had disappeared. It had still been in the door at 8 o'clock on that day. It disappeared directly after the boy had arrived, the door remaining locked. We asked him where the key was and he answered that he did not know anything. Everything indicates that he, or even someone else, has the two keys and is thus able to enter at any time when we are not at home which worries us when we all have to leave together.

The last time that I saw the money in my wallet was on 8 June 1961 at 6.30 a.m.

Arquimedes Pereira Cavalcanti
E/Sergeant

2.554

SEC / 34

Jour.nr. U 103 - 4

Leopoldville, 11 May 1961

To: Lt. Col. L.M.K. Skern,
Danish Liaison Officer,
Leopoldville

The undersigned Military Police sergeants hereby submit the following report on the disappearance of our luggage:

We arrived at Pisa airport on Wednesday, 19 April, at about 10.15 hours. We were told by Master Sergeant Andersen that there was no room for our luggage in the cabin of the aeroplane. We insisted on keeping our luggage with us, having heard from the Danish Military authorities that things had got lost before. However, M/Sergeant Andersen assured us that our luggage would get to Leopoldville at the same time as we ourselves, and we decided to leave it with him.

Then we got out to the plane which was to take us to Leo, our luggage was not to be found with the other cargo. We talked once more to M/Sergeant Andersen who now told us that our things would be forwarded by a freight plane which was going to arrive at Leo about an hour ahead of us. M/Sergeant Andersen was informed that our things were incompletely labelled and not too well wrapped.

On arrival at Leo on Thursday morning, 20 April, at 0730 hours we got in touch with Movement Control who told us that our luggage had not arrived, either by this or any previous flight.

Since then we have repeatedly communicated with Movement Control, but each time the result has been negative.

Enclosed please find a list of the lost effects.

(signed) MP/Sergeant Hans Jorgen Frank Sorensen (H.J. Frank)
" Hans Christian Boel (H.C. Boel)
" Keijo Leppänen (K. Leppänen)

Leopoldville, 11 May 1961

List of lost effects belonging to MP/Sergeant H.J. Frank
Sorensen:

Military effects:

- 1 Summer uniform complete
- 1 Uniform, size 44, complete
- 1 Field cap ~~Maxt&umsp;size~~ size 44 complete
- 1 Belt size 44 with buckles
- 1 Red cover for peaked cap
- 2 pairs of white gloves size 9
- 1 Rain cape with hood

Civilian effects:

- 1 New khaki shirt
- 1 New khaki tie
- 3 pairs of khaki socks
- 1 Frotte towel 90 x 50 cm (used)
- 2 Sets of new underwear,
- 1 Set of twelve colour slides from Visa
- 1 Colour film, (36 photos)
- 10 Flash bulbs for colour photos
- 2 Colour photos with frames (family photos)

(signed) H.J. Frank

Leopoldville, 11 May 1961

List of lost effects belonging to MP/Sergeant H.C. Boel:

1. Uniform size 44 with regiment insignia etc.
- 1 Belt size 44 with buckles
- 1 Pair of khaki trousers
- 1 Red cover
- 2 Pairs of white gloves

Personal effects:

- 1 Drip dry khaki shirt
- 1 Pair of khaki socklets.

All the effects were packed in a cardboard box.

(signed) Hans C. Boel

Leopoldville, 12 May 1961

List of lost effects belonging to MP/Sergeant K. Leppänen:

Military effects:

- 1 Summer uniform, American model
- 2 Sets of regiment insignia
- 1 Set of sergeant's insignia with nationality badges
- 1 Red cover for peaked cap
- 2 Pairs of white gloves
- 1 Uniform size 44 with sergeant's insignia and nationality badges
- 2 Sets of regiment insignia
- 1 Field cap size 44 with cockade and army badge
- 1 Belt size 44 with buckles
- 1 Green belt
- 1 Tie
- 2 Record books for automatic No.33373 and pistol No.15304.

Private effects:

- 1 Suitcase 80 x 50 x 18 cm
- 2 Khaki shirts size 40
- 2 Sets of underwear
- 3 Pairs of socklets
- 10 Handkerchiefs
- 1 Pair of swimming trunks
- 2 Dictionaries (English/Danish Danish/English)
- 1 Mont Elanc pen and pencil set

- Toilet articles, value about 15 Danish crowns
- 10 Colour slides from visa, value \$2
 - 1 Colour film (36 photos)
 - 1 Black and white film (20 photos)
 - 1 Filter value about 20 Danish crowns
 - 5 English readers, value about 50 Danish crowns.

(signed) Sergeant K. Leppänen

Jour. nr. 103 - 5

Leopoldville, 31 May 1961

To: Lt. Col. L.M.K. Skern,
Danish Liaison Officer,
Leopoldville.

After having received a letter from M/Sergeant Andersen, Lisa, I have today communicated with the 57 Canadian Signal Corps.

The Chief of Movement Control, Major Connell, told me that he himself was at the N'Djili airport on 20 April 1961 when new people for the Corps arrived. He himself supervised all transport of luggage from the plane to the Canadian Headquarters. Here the luggage was unloaded in a hall and each newly arrived soldier entered in turn to pick up his luggage which was marked with a label from the 57th Canadian Signal Corps. When they all had collected their luggage the hall was empty. He could therefore say with certainty that no outside luggage had been brought to Headquarters together with the Canadians' luggage.

No further information of interest was obtained.

(signed) 161122 Sergeant HJ Frank

2.512

SEC / 83

Republic of the Congo,
Leopoldville Parquet,
N° 4089/R.M.P. 95.190/R.

Affair X and MAMBA

Leopoldville, 29 May 1961

Chief Security Officer, ONUC
Royal Building,
Leopoldville

Dear Sir,

I have the honour to inform you that I have instituted proceedings against two members of the United Nations Armed Forces on the charge of theft with assault.

The victim of this theft was a Congolese taxi-driver on 15 April 1961 at Lowvaniem- Leopoldville.

I am sure that you will be anxious to find the perpetrators of this odious act and to punish the individuals concerned.

Their description has been given me and a blue beret belonging to one of the individuals concerned was found at the site and taken as evidence.

I would appreciate your kindly giving me details of your plans for co-operating in the discovery of the authors of this crime.

Yours faithfully,

A.J. RASKIN
SUBSTITUTE STATE PROSECUTOR

Name: ZEZA François
SD 10920
Nationality : Congolese
Time : Noon
Date : 31 May 1961
Place : Building Forescom

The accident occurred on Avenue du Port between the Forescom Building and Texaco at noon.

I was coming from OTRACO Port on my way to Limete. After having passed the traffic circle in front of the Forescom Building, I entered on the Avenue du Port. Directly opposite Texaco a Simca automobile, ONUC N° 307, stopped. I started to pass the stopped automobile and a GMC truck, N° G5068 of the Frigo Damseaux Company, tried to pass at the same time. Realizing that there would be an accident, I applied the brakes to avoid a collision, but unfortunately it was too late. The above-mentioned truck struck the left wing of my vehicle's trailer, which in turn struck the ONUC vehicle. The accident occurred in this way.

It is my opinion that the accident is due to the failure of the Frigo Damseaux truck to accord the right of way. There were no corporal damages caused by the accident. However, the front left mud guard of the ONUC vehicle was slightly dented and the truck suffered considerable damage.

Done at Leopoldville, 31 May 1961
ZEZA François

Name : LUDAU Albert, N° 1005
Address: 3 rue Matadi, Djelo Binza
Nationality: Congolese
Date: 31 May 1961
Place: Street leaving Building Forescom.

At about 1212 pm. I found myself in a situation in which it would be difficult to pass between two civilian meat-transporting trucks, so I stopped suddenly to allow another car which was just starting to pass first. Suddenly a jeep belonging to a certain butcher-shop tried to pass me without having looked to see if the way was clear. Just then there was a truck coming from the other direction and the two vehicles collided. The steering-wheel of the jeep was jarred by the collision and the jeep struck my front left mud-guard. I immediately reported this to the police. After his investigation the Congolese police told me that I could leave and that the accident was the fault of the lack of prudence and failure to observe the right of way of the two trucks.

(signed) Albert Ludau

Leopoldville, 4 May, 1961

From: S. Beaulieu, Security Officer

To: Mr. S. Dharman, Deputy Chief Administrative Officer

Subject: Report by Mr. P. Wiis, Chief Security Officer, concerning me.

1. After having read Mr. Paul Wiis' report concerning myself, I am surprised at the nature of the accusations. Complaints, which to me seem unjust and baseless. Mr. Paul Wiis, Chief Security Officer, having assigned me to take care of Mr. Baud's car, this automatically implied contacts with local police authorities. That is why I am surprised that these contacts are blamed on me.
2. I wish to stress that at no time did I act in the name of Interpol (O.I.P.C.), as stated in Mr. Wiis' report. To say that I acted in the name of Interpol, seems to imply that Mr. Paul Wiis, Chief Security Officer of ONUC, ignores the way in which this organization functions. Only the police of a member state may act in the name of Interpol on the request of another member state, or via the the international Secretariat of that organization, and not individuals in their own name, no matter what their titles or functions.
3. As to the incident with Major Ghorpade, I have already stated my opinion on that subject in my first report. I should add, however, that the Chief Security Officer is well aware of the matter in question, since the ~~Kikira~~ who had called me in Congolese Police Commissioner was interrogated about that incident by security officer J. Riou. I understand, of course, that due to lack of courage, the Chief Security Officer refuses to give me any protection, as he told me himself that: "Major Ghorpade is a big Chief up".
4. As for relations between the Security Office and the Congolese Police, I say that never have they been so fruitful, and, as proof, I mention the Baud affair, which is compromising for the United Nations, and which I could have succeeded in getting quashed, if Major Ghorpade, as well as a security officer, possessing the high confidence of the Chief Security Officer, had not appeared at the Police Commissariat with documents that were incriminating to the UN, something any person with some legal knowledge could have avoided. Naturally, the Chief Security Officer did not bother to try to understand what permitted me to gain the confidence of the Congolese Commissaires, with whom I am in touch through my work. The Congolese and I

Speak the same language, we belong to the same race and, in addition, I take into consideration the "Bantou" philosophy, which is theirs and without which it is quite impossible to understand them. Knowing the integrity and the outstanding qualities of Mr. S.Dharman, since I had the honour of talking to him, I am sure that he will demand that the Chief Security Officer provide proof of the accusations so lightly made by him.

5. I should like to stress that I have just had a promotion eight (8) days ago, the Chief Security Officer having made me assistant investigator in charge of contacting the local police, whenever necessary, for purposes of an investigation.

6. As to the expression "too much zeal", it seems to me that the Chief Security Officer has pointed to one of my characteristic traits, with the sole difference that on my side "too much zeal" indicates a desire to do well. The Deputy Chief Administrative Officer is in a position to certify to this, since I turned to him with the object of having more work to do and more responsibilities, within the limits of my competence.

It would be desirable for an investigation to be conducted, in order to make the Chief Security Officer prove his accusations, that I believe to be baseless and apt to cause me material and moral harm...

Serge J. Beaulieu
Security Officer

cc: Mr. F.J.Hazou - Mr. P.Wiss.

2.419

SEC/30.

From : S. Beaulieu, Security Officer, c.i.

To : S. Habib Ahmed, Chief Administrative Officer

Via : P. Wiis, Chief Security Officer

Subject : Report concerning the J.P. Baud Affair

1. In April 1961 I was designated by my immediate supervisor to carry out an investigation concerning a Ford vehicle belonging to Mr. J.P. Baud which had been stolen in November 1960. The car had been found and was in the custody of the Congolese Police for the formalities and other actions necessary.

2. Thus I had to accompany Mr. Baud to the Police Commissariat for the usual formalities, consisting of the verification of ownership titles to the car for its return. Wishing to be informed on the affair, I thought it well to question Mr. Baud concerning the circumstances in which the car had been stolen, where it came from, and, finally, the papers giving him the right to reclaim it. After a long statement on his arrest by the ANC in November 1960, he explained the details of the vehicle's disappearance during these events. As for the ownership titles, he gave me to understand that these papers had been in the compartment of the vehicle at the time that it was stolen. When questioned at the Commissariat, Mr. Baud repeated the facts stated above.

Nevertheless, he showed an attestation duly signed by an authorized member of the United Nations with the seal of the Organization proving that Mr. Baud was the legal proprietor of the vehicle. After the questioning period the vehicle was about to be returned to Mr. Baud when the Chief Commissaire intervened and insisted to his subordinate that a correct verification should be made before the return of the vehicle. At Mr. Baud's urging, the Commissaire agreed to allow the vehicle to be kept by the ONUC Security Service with the remark that it could be requisitioned at any time by the Commissariat. Thus the vehicle left the premises of the Police Commissariat for ONUC HQ where it was supposed to be parked until the final outcome of the investigation. Several hours later it was reported that Mr. Baud was coming and going in the vehicle in question. The Commissaire again requested that the vehicle be parked as had been promised. Security Officer Jacques Riou recalled Mr. Baud to order. Meanwhile, a warrant officer from the

ANC presented his alleged titles to reclaim the vehicle.... and the affair recommended. The Commissaire then invited Mr. Baud to bring back the automobile, which he was on the point of selling, to the Commissariat as had been planned. He did this, making so many detours that the Commissaire had to go out to look for the vehicle which had again deserted the Royal for an unknown garage. The affair became more and more complicated in the course of the second phase of the investigation. At the first questioning Mr. Baud had stated that his red card proving his right to reclaim the vehicle had been stolen. The Commissaire decided to ask the Taxation Service for ~~the~~ a copy of the red card delivered to Mr. Baud. The Taxation Service answered directly that the name of Mr. Baud had never been entered on their registers in connection with a transaction concerning this vehicle. I made the suggestion that it was likely that the name of the person who had sold the vehicle to Mr. Baud would be entered in the files of the Taxation Service, but their reply was negative and the official insisted on the fact that this vehicle had never been sold and that it remained the property of a person of Belgian nationality. It was then that Mr. Baud pitiously confessed that he had never been in possession of the red card and that he had probably bought a stolen automobile. The Commissaire again intervened and asked for the papers of the transaction made by Mr. Baud. Again Mr. Baud's papers were not in order. The automobile sold had not been described; mention only was made of 24,000 francs received from Mr. Baud for the vehicle. The affair took a rather dangerous turn for Mr. Baud was ~~re~~ claiming a vehicle without papers and for the United Nations which was attesting that a stolen vehicle belonged to one of its staff, thus making itself accomplice to a suspicious affair, while this vehicle legally and rightfully belonged to someone else regularly entered on the registers of the Taxation Service

I LEAVE IT TO THE ONUC EXPERTS IN LEGAL AFFAIRS TO CONSIDER THE IMPORTANCE OF THIS AFFAIR IN RELATION TO THE PRESTIGE OF THE ORGANIZATION.

Mr. Baud had to take an aeroplane the next day for Geneva. The Commissaire was cautious and expressed the intention of seizing Mr. Baud but on my intervention agreed to allow him to remain at the disposition of the Commissariat.

Seeing the situation in which he found ~~himself~~ himself, Mr. Baud pleaded for me to use my influence with the Commissaire to be allowed to

to depart, renouncing all claims to the vehicle which he did not have the papers giving him the legal right to claim. After some deliberation, the Commissaire gave me his confidence and agreed to allow Mr. Baud to leave and to avoid a scandal concerning the United Nations documents used by Mr. Baud with the intention of reclaiming the vehicle in question. The Commissaire agreed to say no more about the affair and authorized Mr. Baud to take the aeroplane for Geneva. Meanwhile, the Commissaire sent a letter to the lawful proprietor of the vehicle for further action. The affair was thus, so to say, forgotten when on 17 May 1961 an Indian Major from ONUC accompanied by a Secretary from the Organization and a security officer, Mr. Jacques Riou, went to the Police Commissariat with a document of sale, duly signed by Mr. Baud with the seal of the United Nations attesting that the vehicle in question had been sold by Mr. Baud to a secretary of the United Nations the day before his departure. What must we think of Mr. Baud's attitude? With this document of sale presented by the Indian major, the Commissaire called me before him to ask for an explanation of the attitude of Mr. Baud, in whose favour I had intervened and who had just committed a swindle. Well informed with the spirit of the Charter of the Organization, I was red with anger faced with an action of this nature on the part of a staff member of the United Nations. The Commissaire directed reproaches at me and openly declared that he would follow the affair into the courts. I tried to explain to the Indian Major, whom I was seeing for the first time in the presence of the Commissaire who can at any time make a statement on my statements at the Commissariat, that in this affair the responsibility was on my shoulders to protect the United Nations from any suspicion of delivering papers with legal force without having paid the least attention to the consequences of such procedure. Then I told him politely that I am a professional policeman and that my name should not be associated in any manner with suspicious affairs which could injure the reputation of the International Police Associations to which I belonged. Seeing that he minimized the importance of this affair, I explained to him that within the framework of INTERPOL (O.I.P.C.) Mr. Baud's extradition could have been requested, with supporting evidence for further action. I should also add that the Major did not have sufficient comprehension of French and, for my part, it was almost impossible for me to discuss the matter in English.

Furthermore, I had no official connection with the Major and only gave him a simple explanation of the affair because I definitely knew that he was not in possession of the full facts at the present stage of the investigation. But far from displaying an unpleasant attitude towards the Major with whom I was unacquainted, I believe I can affirm, with a statement from the Commissaire who was present, that this unpleasant attitude described by the Major in his report did not exist. Of course it all depends on what the Major considers to be an unpleasant attitude, for I know that in the army the act of a subordinate contradicting his chief is charged with insolence and impertinence liable to lead to a demand for explanations followed by punishment. I believe I can affirm that only in this sense could the Indian Major find my behaviour to have been a display of unpleasant attitude.

3. Conclusions. For my part I consider that I have done my duty, which I will continue to do, always trying to protect my personality and the Organization for which I work in accordance with my professional ethics as an honest and conscientious policeman.

Done at Leopoldville, in full possession of my faculties, on 19 May 1961

Serge J. Beaulieu, c.i.
Security Officer

2411

SEC / 24

RANK : Medical Officer

Time: about 11.40

Name : Dr. Georges MEILLAND

Date: 18.8.61

Unit : WHO/ONUC HQ

Place: opposite Astrid
Residence

Nationality : Swiss

Taken by : myself

When leaving the small street which runs alongside the main entrance of the Astrid Residence to park my car VW 658 HQ, I struck with the front left wing a Record automobile, N° G.2826 at its left rear wing. My speed was particularly low since I was preparing to park my automobile, while the speed of the other automobile was much greater, and the driver was not able to slow down soon enough to prevent colliding with the rear of another automobile, N° U.7042, which was parked at the right of the curb.

(signed) G. Meilland

NAME : Manuel Eseada
Unit : BOMA, B.P. 203
Nationality: Portuguese

Date 18.5.51.
Place : Leopoldville

I was driving at a speed of from 30 to 40 kmh when ONUC vehicle 658, coming from my left, struck my vehicle on the left side. My vehicle was forced to strike another vehicle which was parked on the right;

(signed) M. Eseada

1.387

see/28

Leopoldville, 14 May 1961

The Police Commissioner,
Avenue Charles de Gaulle,
Leopoldville

Sir,

The undersigned, Adrien TUZUWO, hereby makes the following statement:

On 8 May 1961 I was subjected to inhuman treatment. After having taken my clothes and shoes away, they jeered at me, kept me imprisoned the whole day without food, and deprived me of my personal effects which clearly belong to me.

I hereby appeal to the Police Commissioner to see that the person who is responsible for these wicked and humiliating acts is made to pay me due compensation.

Looking forward to your reply I ask you, Sir, to accept my respectful thanks.

(signed) Adrien TUZUWO
c/o ONUC

2.335

SEC / 27

In reply to your inquiry I wish to inform you that I have never heard about such a thing as a work slip, nor have I ever been told to have one. Nobody has even told me that it was prohibited to drive a UN vehicle outside working hours. My chief, Captain Moe, has never told me not to use a UN vehicle when off duty, since we are not allowed to use public transportation.

Moreover, it is my opinion that the parking of the vehicle was quite legal since it was within the authorized area.

(signed) Sgt. A. Kalbakk

2.335

SEC / 27

In reply to your inquiry I wish to inform you that I have never heard about such a thing as a work slip, nor have I ever been told to have one. Nobody has even told me that it was prohibited to drive a UN vehicle outside working hours. My chief, Captain Moe, has never told me not to use a UN vehicle when off duty, since we are not allowed to use public transportation.

Moreover, it is my opinion that the parking of the vehicle was quite legal since it was within the authorized area.

(signed) Sgt. A. Kalbakk

2262

5-26

On Sunday, 23 April, I drove from Limete to Leopoldville. I parked the car at 22.00 hours behind the SEDEC and went to a restaurant in that vicinity. When I came back to the car to go home to Limete, at 04.15 hours, the car had been run into from behind by another vehicle and buckled so badly that it could not move. I talked to some Nigerian policemen who were standing near the place, and asked them whether they had heard or seen anything. They said they hadn't. Then I took a taxi back to Limete.

Because I did not know the telephone number or the address of the police station I was unable to report the case until today at 08.25 hours.

(sd) AAGE KALBAKK

National Congolese Institute for the Study of Agronomy

Ref. No. 1081/61

General Yassou,
Commander in Chief, United Nations
Forces,
Royal Building,
Leopoldville

Leopoldville, 19 April 1961

Dear Sir,

I regret to have to inform you of a regrettable incident which took place on Tuesday, 18 April, in which an INEAC agent, Mr. Castiaux, was victim.

I am enclosing the report which Mr. Castiaux has written at my request.

A medical certification was sought because one of the members of the Security Service to whom Mr. Castiaux complained that he had been beaten said that this was not true and that no sign of a beating was visible. The first certification was made by Dr. Pauly who saw Mr. Castiaux at about 1 p.m., and the second by Dr. Sturgenegger at about 4 p.m. At this time some of the traces of the beating had become indistinct, such as the red marks on the left ear, the forehead and the cheek.

When I arrived at Security Service Headquarters to secure Mr. Castiaux's release, the Tunisian soldiers of course ~~denied~~ denied that Mr. Castiaux had been mistreated. Under these conditions of ~~lack~~ bad faith I, of course, cannot give credence to the allegations and testimony offered concerning Mr. Castiaux's behaviour and the words that were or could be attributed to him. It would obviously be easy for Mr. Castiaux to call to witness the Congolese who were present during the incident. To his honour, Mr. Castiaux has thus far been unwilling to have recourse to this, not wishing to further inflame feelings.

I think it best that this incident go no further, yet I consider such mistreatment inadmissible.

I take the liberty to hope that you will take steps to see that such incidents do not recur.

Yours faithfully,

(signed) P. de Francquen
INEAC Representative

MEMORANDUM ON THE INCIDENT WHICH
OCCURRED AT THE ENTRANCE OF THE
ROYAL BUILDING ON 18 APRIL 1961

Near the end of the morning I presented myself at the barrier at Avenue Valcke guarding the entrance of the Royal Building occupied by the United Nations.

Without being asked, I presented my laissez-passer and was allowed to pass without difficulty.

An INCEAC driver who had to load several cartons stacked on the sidewalk near the building had requested permission to enter with his truck an hour before. A brief entrance of the truck into the area was justified considering the weight and the number of the cartons. This permission was summarily refused him, and he was waiting patiently.

I asked the sentry if he would kindly let the driver enter for a few moments but was told that he could not do so without the authorisation of the Security Office.

I did not insist and said as I walked away that I would go there. I did not wait for an escort because I had a laissez-passer and my first consideration was to deposit at the INCEAC Office the 400,000 francs which I was carrying.

Three or four soldiers ran after me yelling and ~~wait~~ waving their arms. I paid no attention to them and entered to deposit the money.

They caught up with me several moments later and claimed that I had insulted them, the Tunisian Army, the United Nations, etc. A Non-commissioned officer gave me the order to follow him or he would take me by force. I requested that the matter be explained right there, but they refused.

I followed them of my own free will, clearly stating that I had not said what they claimed. I asked to go to the Security Office, but this was refused me.

I was led towards the camp. About four or five soldiers followed me guarding me with machine guns at the ready. I remarked to the Non-commissioned officer that there was no need for him to hold me nor to send such an escort, as I was going of my own free will. He sent back some of the men, and two stayed with me.

I was taken to the Tunisian Camp at Avenue Valcke. I thought that I should be taken before an officer who would clarify the affair. I was taken into an empty room and the Non-commissioned officer ordered some other men, (who had not before appeared in the incident) to beat me.

These men were very excited, insulted me and the Belgians in general, without rhyme or reason, giving free reign to their hatred.

Five men surrounded me, two with fire-arms which were pointed at me, but I was shielded from them by the "boxers", who struck me many times in the face.

I, of course, did not return the blows, but dodged them, loudly repeating that what they had said was without foundation.

A United Nations security officer and a civilian had followed me at a few paces. They agreed with a Tunisian officer who had arrived on the ~~scene~~ scene to take me back to the Security Office for investigation.

I was asked for a statement on what had happened, and I was confronted with two Tunisian soldiers. I refused categorically and stated that I had never been treated this way by Congolese soldiers. It was retorted that the same was not true for ONUC personnel.

A Tunisian soldier told me that I was lucky that the sentry did not fire on me, and that he had the right to do so. All this is very confused.

A civilian member of the Security Service assured me that if I had departed and had shown my card no-one would have made difficulties for me. His personal conclusion was that in any case everyone was very happy that the United Nations came in July. He afterwards suggested that I had apologies to make.

I repeat :

1. I showed my card and entered without difficulty.
2. I had no apologies to make and refused to make them to him. I admit that at the moment I met him I was excited and indignant and it is possible that he misunderstood me.
3. I had no interest in insulting anyone to obtain the truck's entry. Since July 1960 I have been attached to INEAC in the Royal Building and I have never had the slightest friction with the Swedish, Ghanaian, Moroccan, Malayan, or any other troops.

The Non-commissioned officer who had accompanied me claimed that I had insulted him personally. From what I could see he was not present at the scene of the incident. I first saw him in the INEAC Office with three or four menacing soldiers and there was no question then of insulting him as he claims, for I would have been massacred. In addition several INEAC agents were present. This soldier was not called as a witness against me afterwards.

It was said to me repeatedly that the sentries were carrying out their duty and there was nothing that could be reproached them. I would answer that in this case they should have brought the Congolese driver to the Security Office where he would certainly have been granted a provisional entry as has been usual.

I was released after the arrival of Mr. de FRANQUEN, General Representative of INEAC, and with the intervention of a civilian member of the United Nations who wished to close the incident.

J. CASTIAUX
Director

2249

S. 242

Société des Missions étrangères
des Eglises baptistes des Etats-Unis

Le 18 avril 1961.

Le Chef de la Police militaire
ONUC
Léopoldville.

Monsieur,

Je me vois à regret contraint d'appeler votre attention sur la conduite de certains éléments militaires des Forces des Nations Unies.

Des effectifs tunisiens assez importants sont cantonnés dans les maisons appartenant à la Chanic, Avenue de l'Avenir, à Léopoldville-Ouest. Nous entretenons avec eux des relations de bon voisinage et leur avons laissé libre accès à notre propriété pour y cueillir des avocats, même si par ailleurs nous avons dû les prier de se livrer à leurs exercices physiques ailleurs que devant nos maisons.

Hier après-midi, toutefois, un groupe de trois soldats ont abordé un jeune Congolais sur notre propriété, en bordure du fleuve, et l'un d'entre eux a fait au jeune homme des propositions malhonnêtes, de caractère homosexuel. L'intéressé ayant résisté, a été roué de coups et a dû chercher refuge à la mission. Les soldats, dont deux ont paru à l'un de nos missionnaires être sous l'effet de l'alcool, l'ont suivi. Heureusement, le troisième a pu persuader à ses compagnons de s'éloigner.

Cet incident, on le comprendra, a suscité un vif émoi chez les Congolais, étant donné surtout que des soldats, isolés ou en groupe, sont venus de nuit à la résidence des pasteurs congolais qui habitent la mission et ont fait des avances à leurs femmes. De plus, nous avons éprouvé quelque gêne du fait que des soldats furètent par les fenêtres des résidences de la mission.

C'est pourquoi je vous saurais gré de bien vouloir informer le groupe

de soldats en question que les terrains de notre mission sont hors limite. Je regrette de devoir vous écrire à ce sujet, mais il m'a semblé qu'il fallait essayer de prévenir, tandis qu'il en est temps, tout incident fâcheux.

Je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

Le Secrétaire régional et conseiller
juridique,

(Signé)

C. J. Jump

Copie : Rév. R. V. de Carle Thompson
Secrétaire général
Conseil protestant du Congo.

Jean MATA BULA

Chanic Accounting, Leopoldville II, B.P. 2753

Telephone 9811

I was coming from Limete at a speed of about 50 to 60 k.p.h. At the curve I saw an Indonesian who was probably going at a speed of about 50 to 100 k.p.h. and coming at an angle towards my right side. I tried to avoid him by turning a little more to the right, but this was not possible since his speed was much greater than mine. As my last chance I put on the brake, but it was too late. He had already taken off my mudguard, and the accident took place.

N.B. The Indonesian Police, whose authority as investigation I did not recognize, drew up a diagram of the accident which is completely false. Only the diagram made by the Danish sergeant is valid, since the Indonesian wished to favour his compatriot.

2 186
STATE OF KATANGA
OFFICE OF THE PRESIDENT
S.R.N° 2261/MDH.

SC/22
Elisabethville, 30 March 1961

Monsieur Dumontet,
Representative of the United Nations
Elisabethville.

Sir,

Attached please find the full text of the minutes
of the meeting held on 27 March 1961.

If we ~~have~~^{do not hear} from you to the contrary during the
next eight days, I will consider that this text has your agreement.

Very truly yours

for the President of Katanga
Secretary.

STATE OF KATANGA
CABINET OF THE PRESIDENT

UN Meeting on Monday, 27 March 1961 at 18.15 hours

PRESENT : UN Delegation: General MacKeown, General Ward, Mr. Dumontet
Colonel Kjellgren, Lieutenant Bernander

KATANGAN Delegation : President Tshombe, Minister Yav,
Minister Muhona, Major Weber

General MacKeown : Mr. President, please forgive us for coming to disturb you just after your return from Brazzaville.

President Tshombe : I am used to working; for me that is no problem.

General MacKeown : However, it is not nice of us to come here and wait for you.

President Tshombe : It is a pleasure for me to meet the two generals together.

General MacKeown : I arrived yesterday, but I did not think you would be coming back so late. I know that you do not have much time to give us, that is why I should like to get to the object of our visit without delay. We are rather concerned about the concentrations of gendarmerie in the Mitwaba area. We are under the impression that the gendarmerie have the intention to advance towards Manono. That concerns me only insofar as regards the instructions I have been given on the subject of armed clashes. I have received instructions from the Secretary-General of the UN to reduce armed clashes to a minimum and also to reduce to a minimum the loss of human lives. You will perhaps forgive me, Mr. President, if I infer that these concentrations of gendarmerie are meant as preparation for an advance towards Manono which, in our opinion, is going to lead to an armed clash.

We have been happy to learn about the conversation planned between you and a representative of Mr. Mwamba Ilunga, and we believe that on this occasion it will be possible for you to find a solution to the Katanga problem. According to the information I have received Mr. Mwamba would like to reach an agreement with you. I feel convinced, Mr. President, that with your sound judgement and your statesmanlike qualities you will find a solution. I should like to repeat that our

only interest as representatives of the UN does not lie in the fashion in which the problem is solved, but exclusively in the possibility of preventing armed clashes and the resulting loss of human lives. For the UN as well as for you and for myself, the only thing we are concerned about is to prevent armed clashes. The UN has been accused of a good many things and perhaps under certain circumstances we have not acted the way we should have, but here, in the present case, my dearest wish is to prevent an armed clash with the concomitant loss of lives. I should like to conclude by expressing my great satisfaction at the good relations existing between the Katangan authorities and the UN here in Katanga and, more particularly, between the Katangan authorities and the Swedish and Irish battalions. It is my hope that these good relations will not only remain the way they are but will even improve. I should also like to stress that we believe a peaceful solution to the Katangan problem will be a much more lasting solution and from every point of view a better solution than one attained to by main force. I should also like to express my great confidence in you, Mr. President, as a Statesman, and I believe that, if a peaceful solution is reached in this area, this could be held out not only as an example but also as a solution.

President Tshombe : Thank you very much, General. I believe I have already explained the position of the Government to our friend, Mr. Dumontet. I am sure Mr. Dumontet has already reported it to you.

Mr. Dumontet : In fact, I have already reported all that I have been told, Mr. President.

President Tshombe : Our concern during the past few weeks, as you have been able to ~~xxxxx~~ observe, has been to co-operate with the UN. We have no interest in clashing with the UN representatives here or with the UN troops stationed in Katanga. We know full well, as I said, by the way, a few days ago, that if ~~many~~ many African lands have become independent, they are in part indebted to the UN for this. The Katangan ~~problem~~ problem is a very special one. The Government has no desire for loss of human lives, because if you kill somebody's brother he becomes your mortal enemy. Therefore, killing one another solves no problem. As I explained to Col. Kjellgren a few days ago, if we had wanted to retake Manono, we would have been there a month ago. The

Government is concerned about and conscious of its responsibilities as far as loss of human lives is concerned, and all actions undertaken by the Government after the experience it has gained during the last few months are studied meticulously, exactly in order to avoid loss of human lives. As I explained a few days ago, the experience we have gained will permit us in a few months to complete what we are now doing. I was at Bakwanga today. The whole population down there are very happy; they are now receiving cement, goods, beer, all by railway. If you travel through the areas of Bukama, Luena, Mukulakulu, you will see that the populations there are now happy. The first days we sent experts there for the monetary change-over, and some 750,000 francs was exchanged. In other words, the people there are once more getting back to a normal life. We have opened shops there. We have begun to distribute clothing. We have very large stocks of clothing, blankets and provisions which we are planning to distribute to the populations of Bukama, Luena and Mukulakula.

You know as well as I do that all the people who were scattered in the Bush are coming back day by day and are settling down again in these areas. We have taken steps to recover the dispensaries and hospitals. Medical teams are travelling to and fro between these points in order to help the people. A fortnight from now the schools will have been recovered. All this proves to you that we are concerned with the wellbeing of these people. We do not wish to maltreat them or to kill them; we want these populations to live the way they did in the past.

You know as well as I do about the diseases prevailing at present in the areas of Manono, Malemba, Mkulu, etc. Smallpox and all the other diseases. Do you know about it? If we wanted to attack all these people by main force - I repeat what I said a few minutes ago - we would have been at Manono already a month ago, with the means at our disposal. But we did not want to do that. What the Katangan Government is concerned about is the protection of its peaceable populations who are at present being terrorized by the Jeunesse. Our programme is therefore as follows. We have taken a determined position. If the populations of the more advanced regions ask us to come, we will come. If they do not ask us, we shall not move. I receive daily - but now I have been travelling for five days - but I know that I shall

find on my desk petitions coming from all this area. The 3,500 workers at the GEOMINE have promised us in writing that they will not let their children join the Jeunesse, who are attacking the Army and the white people. They have only one wish: to go back to work and to see the schools reopened in their region. You will agree that we have been having troops at Mitwara for more than a month. If you count the casualties you will certainly agree with me in saying that our action is an action of peace and not an armed action. It is clear that if the UN - now, please pardon my frankness - if the UN troops stationed at Manono were to incite these populations to attack our troops, at that moment there would be loss of human lives. That, by the way, was the case at Manona, with the Moroccan troops. I have one hundred percent confidence in this population. I know them, I have been studying in this Baluba region myself. These people have been fooled for eight months and now they have had enough. They do not dare to say so because they are being terrorized all the time. But at the bottom of their hearts all these people have the desire to work, to start living again as before but now as at present with difficulties in getting supplies of food and other goods because business is almost at a standstill. The entire population, with the ~~an~~ exception of some young people who are excited by people of the Mwamba Ylunga type, who are irresponsible, the entire population do not wish to continue living like that.

In conclusion, I should like to say that the action of Mr. Mwamba is, to my mind, totally negative. If its action were positive, it would have to maintain order in this region above all instead of sabotaging trains and kill UN soldiers as in the case of the Ethiopians. I therefore consider the action of Mr. Mwamba to be negative. Nevertheless I have agreed to a meeting between him and our District Commissioner, Mr. Kisi. I knew Mwamba well when he was at Elisabethville. The former Governor, Mr. Scholler, who lived here, even did all he could to make Mr. Mwamba listen to reason: Mr. Muhona, who was a member of the Executive Council, can testify to that. We have spent hours and hours trying to put a little sense into the head of Mr. Mwamba, but even then his actions were already negative. During the conversations he would say yes, yes, yes, and the next day he would give a news conference in which he would speak differently. This shows you that this fellow

cannot be counted on. I am, however, ready to discuss matters with him, because the only thing I am interested in is the restoration of peace in these areas and the return of the population to a normal and happy life. In the remainder of the country we have been able to carry through with our work. This little part of the population is the only one that is still unhappy. Our greatest wish is to re-establish order, and I believe that the UN will help us and will not start thwarting our efforts for the restoration of peace. The UN ought, by the way, to have the same wish as for restoring peace and ought to help us achieve this instead of trying to excite the populations. Without agitation on the part of the UN there will be no trouble. If, on the other hand, the UN gets behind these people and tells them "Go ahead", then there will be damage done. We therefore have to get an agreement, and the UN has to help us. How? By not exciting these young people to attack the Kantangan troops. If these youngsters do not attack, neither will the troops attack any more.

General Ward: I have been able to observe Mr. Mwamba Lunga during the past two-and-a-half-months. ~~xxxxxxstxxxxxxstxxxxxxstxxxxxxst~~ I cannot speak of the way he used to conduct himself but can only judge about the way in which he has behaved during the time I have known him. The first thing I should like to say is that Mr. Mwamba is fully conscious of the danger which the Jeunesse presents. I may add that, far from exciting the young people, we have in collaboration with Mr. Mwamba been trying to reduce the activities of the Jeunesse, and I believe that we have achieved certain results. All that we have asked him to do he has done to the best of his ability. For instance, after the Nyumzu affair there were plenty of troubles in the area and I myself had a rather troubled stay at Kabalo. We took Mr. Mbamba from Manono to Bakalo, and I can assure you that he did his best, with our co-operation, to calm the troubled minds and la Jeunesse. Three schools have been opened at Manono in consequence of the pressure brought to bear by us and by Mr. Mwamba as well. That is why we are always obliged to deal with the person who exercises a certain influence in the area where we are and who is at present on the spot.

Mr. Dumontet: A de facto authority.

General Ward: I have told you this, Mr. President, because I feel

very strongly convinced that Mr. Mwamba Ilunga could perhaps help you and be useful to you in your efforts to pacify the area. I should like to add once more that Mr. Mwamba Ilunga is quite conscious of the danger and the evil which the Jeunesse represents. I may also say that I am proud of the fact that the Nigerian troops of the UN together with their British officers have been able to start this work of trying to bring peace to the area. It is a question of a large area and it is a difficult task to try and pacify it and to influence the Jeunesse which presents a real danger. Mr. Mwamba has listened to our advice and has also co-operated with us to the best of his ability. He does exercise a certain influence and if you, Mr. President, would take advantage of this influence in collaborating with Mr. Mwamba, I believe it would be possible to achieve the total pacification of Katanga. As far as I am concerned, I should like to end by saying that Mr. Mwamba has been quite ready during the last couple of weeks to engage in talks with the Katangan Government. He has often spoken to me about it and has even asked us to use our good offices to let you know that he was willing to help you to achieve pacification in co-operation with you.

Mr. Yav: I believe that the President is somewhat tired. I have just barely returned, and therefore I do not want to take up too much time. I notice from the General's remarks that he has the same tendency as is always the case with those who are in the habit of interfering with the internal affairs of this country, to think that he knows the people in question better after two or three months than do those whom have known them all their lives. I find, thus, that, according to General Ward all that the President has said is not correct, since General Ward has observed during the last few days that there has been some improvement in Mwamba Ilunga's behaviour. I am willing to admit this but what are the final positive measures which you would suggest for a perfect co-operation between our Government and Mr. Mwamba for the pacification of this area? To repeat what the President has already said: If we had left the region of Bukama, Luena and Mukulakulu under UN control, it is certain that we should never have succeeded in restoring the order which now prevails in this area. The railway line would not yet have been functioning. This region would still have been in a state of insecurity and the population would not have been happy as it is today. You give us the impression of wanting to perpetuate in the Manono

region the state of insecurity which used to prevail in the regions of Bukama, Luena, etc. Give us, please, a concrete solution which you can envisage for putting an end to this situation without spilling a single drop of blood.

General MacKeown: I cannot claim to know anything about the local conditions in those places, but I urge you strongly, Mr. President, and your co-workers and Ministers, to apply a solution of negotiation, a solution of peace, that is the only valid solution. If another path is followed I believe there will be clashes. If there are armed clashes I shall be obliged, in accordance with the instructions I have received, to take measures. If clashes of a certain magnitude were to take place, I should be obliged to send reinforcements to Katanga. This I do not wish to do and I hope the situation will develop along the present lines. If armed clashes were to happen, this would entail grave repercussions, for certain nations would send reinforcements. I do not think that sending reinforcements here would present a solution. I believe that all the good work which you have been doing during these last few weeks would be jeopardized by an armed action which the public opinion of the world would look upon with reprobation. To these important considerations should also be added the fact that, if armed clashes do occur, the Security Council will be seized of the matter and I believe, Mr. President, that your wisdom and your statesmanship will lead you to a solution of peace and negotiation without having to resort to force. I appeal to you, Mr. President, to use your statesmanship and your wisdom to reach a peaceful solution through channels of negotiation.

Mr. Muhona: We are not going to be long, General, because I believe that the President has already very well underlined all that is necessary to make you understand the very substance of our problem. Evidently, there is this to be said: As the President has already pointed out very well the Katangan Government has never aimed at destroying human lives. It has always been our concern to restore peace. However, it is another matter to see how you conceive of this peace and how we conceive of it. We have found on the part of the UN, certainly among the representatives whom we have repeatedly met here, a conception of peace quite different from our own. That is to say, they think that peace consists of a certain passivity. If we continue along this road we shall arrive at that which has just happened at Lubudi, Bukama, etc. Why? Because the UN ~~is~~ has

always believed that the solution of the problem consisted in letting the rebels take action. Well, this is not true. It has, in fact, been found that in the regions where the UN has been staying for a long time and where they thought that they would get somewhere by means of passivity, they never got anywhere. The concept of peace is for us: to have schools, to feed the people, to open dispensaries and to do all that which is necessary to calm the population. In order to achieve all this I believe, in spite of what you think, that our Government has to take measures. It has to see to it that the population which are now perturbed, in the regions of Manono, Kabalo, etc., find themselves at home again. These populations are at present in a sad plight. Certain irresponsible persons are to blame for that. I think that if the Katangan Government was elected by the population it was in order to watch over the prosperity of the people, and therefore we have to do all in our power to achieve this. It is clear that we have never started any aggressive action. We are trying to restore peace everywhere. However, in self-defence, if some irresponsible party attacks, the Government will act. It has never been our intention, not even at the outset, to start an aggressive action against any fraction of the population. You have recently been able to take note of a declaration by the Government following the events at Tananarive and in which it was said that Katanga was an indivisible state within its present boundaries. If it is indivisible, it means that it is our duty to all the population to restore peace in the entire peace in the entire country. I am going to ask the General a question in order to be more concrete: ~~Arxx~~ Are you glad that the traffic Elisabethville-Luluabourg is now functioning again?

Mr. Yav: Before the General replies. I should like to point out that we are not going to be intimidated for instance by threats of reinforcements. It was the same thing when we were negotiating about the arrival of the UN.....

Mr. Yav: Before the General replies. I should like to point out that we are not going to be intimidated for instance by threats of reinforcements. It was the same thing when we were negotiating about the arrival of the UN....

President Tshombe: I interrupt you so that General MacKeown may

reply to the question asked by Mr. Muhoma; for this question is very important.

General MacKeown: I am positively delighted that things have happened this way and that the railway is functioning again.

President Tshombe: May I ask you why the UN has not given any publicity to this matter. Whenever there are armed clashes the UN hurries to tell the press about it. In this case it is ~~Question of~~ a question of a feat which we have achieved and it is not publicized at all.

General MacKeown: I am perfectly delighted that this railway is now functioning again. Just as I would be if all the railways of the Congo were running again, and I should be equally delighted if it were possible to restore the railway between the Albertville area and Kabalo. As far as publications in the press are concerned, I am not responsible, it is not my domain. But as far as the re-establishment ~~is~~ of the railway is concerned, I can tell you that I am very gratified.

Mr. Muhoma: I am very happy about this affirmative reply. Since this is so, I shall simply ask, on behalf of my Government, that the Representative of the UN, with whom we wish to co-operate closely, gives us a free hand to pacify the country, and we guarantee you, as His Excellency has said, that if there is no incitement against us on the part of the UN Representative, that you shall see that the small piece of territory up north will become calm exactly the way it is along the passivity nothing is achieved at all. Supposed you have a child whom you love very much. You ~~xi~~ know that this child is acting badly. You have to correct him so that he may attain to real maturity and education. What method should one utilize? He is going to abuse people, assault, steal, even kill. In accordance with your passive methods you will no doubt say, "It is my child, I love him, I will leave him alone". Do you think that with this passivity you love your child and that you are acting in his best interest? I think it is just the other way round. There is passivity and passivity. If you want to reach a solution and a result you will have to correct him. It is therefore necessary to leave the Government a free hand. We are only going to fight back in self-

defence, and I guarantee you that in a few days this little piece, this fraction of the country, a few square kilometres up North, will be completely pacified and the people there very happy. The General just asked for collaboration with Mwamba Ilunga. I quite agree, it has always been the principle of the Government to try and collaborate. But it should not be forgotten that people like Mwamba speak a certain language to you and then afterwards they act in a different way. I was a member of the Collège Exécutif and I knew Mwamba Ilunga very well. He is an irresponsible person, as the President has well said; we would reach an agreement with him and then afterwards we would get nowhere. I therefore ask you once more not to thwart the pacifying action which we are undertaking in the northern part of our country because it is our duty to ensure the prosperity of this area.

General MacKeown: I should like to say to you that as far as the concept of peace described by you is concerned, the concept of freedom of action, we quite agree with you as regards schools, dispensaries and the things which are absolutely necessary for a normal life. We are in agreement on that concept. But what I would like to point out is that before you can take these beneficial measures for the wellbeing of these populations it will be necessary to undertake an action which will entail loss of human lives.

Major Weber: If the President permits, I should like to say that I suppose that the UN Command is acquainted with the number of victims which the pacification of Luena, Mukulakulu and Bukama claimed: Three, and those three even by accident. And at that time the UN Command was equally worried about a military concentration at Lubudi. There is an old military principle which consists in showing your strength so as not to be obliged to use it, and I believe that sums up the problem.

General MacKeown: I gladly accept what you just said about military concentrations and the show of strength, but I believe that is not exactly the problems. The region around the railway does not present the same problem as the one at Manono which we are now concerned with. I can give you an example. I come from a country which has been occupied; Ireland. It was occupied by the British. The British left Ireland in 1921 but continued to occupy a small corner in the

northern part, which by the way I hold against them.

Mr. Muhona: Why do you say that the problem along the railway is not the same as at Manono?

General MacKeown: Six months after the British left Ireland we had a civil war which divided the country into two parts and even now, after 40 years, we are still suffering the consequences of that civil war. However, we have all that the Minister has enumerated, schools, hospitals, dispensaries, all those things that we need.

But even after 40 years we still suffer the consequences of that civil war. This shows you what it does to a country to have a civil war. And these civil wars are due to the fact that certain personalities did not possess enough sense of history to foresee this ahead of time.

That is why I wish to direct you on the road of negotiations, because these events can have consequences in the future.

President Tshombe: I apologise for being frank with the General. It is a pity that the General cannot be frank with us. He speaks very well but he does not say what is at the bottom of his heart. That is the first point.

The second point is the following. Answering the question that was posed by Minister Munhona frankly your answer was in the affirmative: You are entirely satisfied with the fact that trains are now running between Elisabethville and Port Francqui.

Now I should like to add to that same question and I would be grateful to you for telling me the truth: Is the principle of our action at Bukama, Luena, was it a humanitarian principle or was it one of aggression.

I have in fact the deposition of several United Nations Officers who were at Luena, but I would like the General himself to condemn us officially here or to acknowledge that we conducted this action without loss of lives.

General Mac Keown : I will repeat what I said at the beginning, what is in my heart, and will speak frankly.

Will peace, complete peace, be restored in the Congo within the shortest possible time?

President Tshombe: I am not speaking of the Congo, but I would like you to speak to me of the affair at Lubudi, Bukana.....

General MacKeown : I wish to praise this action and say that I approve of it highly.

President Tschombe: You approve of it from an economic standpoint, but what about the humanitarian standpoint?....

Was this action conducted with the idea of destroying human lives or with the idea of protecting human lives? I would like you to tell me.

General MacKeown : I fully approve of any action undertaken to re-establish normal conditions in the Congo in the shortest possible space of time.

But, as I see it, I do not believe that the ^{loss} ~~loss~~ of a single human life justifies the opening of 1,000 kms of railway. I believe that to open the railway is a very good thing but it does not justify the

loss of a single human life.

Minister Mahons: You prefer to condemn an entire population so that one man may live.

I believe the choice should be the opposite. One cannot justify the loss of human lives in order to arrive at this concrete result.

President Tshombe: I will now ask you another question. I think that Colonel Kjellgren will agree that there are Swedish troops at Luena. Is there collaboration between these troops and ours?

Colonel Ward: There are also Irish troops and I can tell you that there is the best possible collaboration.

President Tshombe: I will ask you another question. Is it not a fact that the task of your troops has been made easier now by our presence at Luena, Lubudi, than it was two or three months ago when two Swedish officers were machine-gunned in the lungs.

General MacKeown: Yes, it is true. I understand very clearly what you are saying.

However, my only desire is, ⁱⁿ ~~to~~ re-establish ^{ing} and extend ^{ing} your authority in Katanga ~~and that is all~~ there be no loss of a single human life. That is my personal objective.

President Tshombe: You may rest assured that we are conscious of this. But unfortunately the United Nations a few days' ago killed many Balubas in the region of Nyunzu. We will not do as the United Nations did, that ended up in killing Balubas at Nyunzu.

Today I flew over ^{the} region of Luena at low altitude. I was happy to see that there was some traffic of vehicles, women, children, men and that smoke was even coming from the chimneys. It was about 4 o'clock that I flew over this region.

The General must rest assured that our action is a peaceful action and that we will avoid the loss of human lives, and that we will be able to and wish to collaborate with the United Nations.

The United Nations mission is here to restore peace, and our Government only asks to help.

But I wish to ask the General one thing, I wish to request that he too be as sincere as we are. We now have eight months' experience.

My conclusion of this experience is this. If the General sincerely wants to avoid the loss of human lives then it is not

by answering as he did ~~wh~~ awhile ago to Minister Yav that he will do it, by trying to intimidate us and threatening to send reinforcements.

It is useless to try to intimidate us because we are no people who will allow themselves to be intimidated.

You must therefore trust us, you must give orders to the United Nations troops not to excite the population. Please.

I hope that you will convince these troops that our action is a peaceful one. The political question is one that we will discuss with Mr. Mwamba.... If a lost child wishes to come back to his father he will always find his place with him....

The political problem is a problem that is my business.

I will tell you something that you do not know. We have 17 soldiers at Manono who are under our command. These soldiers make believe that they are part of the others. We remain in contact with these soldiers.

We will not advance if we are not invited by the population. I maintain what I have said.

I insist on requesting the General that the United Nations not start to excite us to violence. Because troop movements, as I have already explained to Mr. Dumontet, and all the reinforcements that you wish to bring in here and there, all this only excites us.

We are not the kind of men who bow to those who wish to intimidate us.

As far as we are concerned the General may be reassured. Nothing will be done to destroy the population.

But I wish to ^{have} ~~ask~~ an assurance from the General to the effect that there will be no movements of United Nations troops, because when we see these movements of troops, it ^{disturbs} ~~excites~~ us.

I have already stated this to Colonel Kgelgren, who is present here, as well as to Mr. Dumontet. No troop movements. Leave us alone, for if we see United Nations troops movements here in Katanga, the situation will become much worse than it has been up to the present. Otherwise, you will be able to give the example of Katanga to other regions of the ex-Belgian Congo.

I just made a trip to Brazzaville and I heard about what is going on in Leopoldville and Matadi as well as Bakouga^{Wakouga}. In those places United Nations soldiers are killed. I don't want that to happen here.

We don't want to reach that situation.

But I would like to have the General's assurance that he too on his side will fulfill the promise that there will be no United Nations troop movements in Katanga.

The present situation is good. Our relations with the United Nations are also good, and they will become even better, I can guarantee you that, and the United Nations will receive our support, because we know very well that the United Nations will be able to assist us in many fields in the near future, when everything will have calmed down.

We want to collaborate with the United Nations one hundred percent, but let the General also be conscious of the fact that he should not cause any troop movements in Katanga for the present.

General MacKeown: I wish to stress first of all that what I said a while ago was not to try to intimidate you. I believe that this is no longer the time to intimidate. Quite the contrary.

I understand what you are saying, Mr. President, that troop movements will disturb the population and that this will be true not only in Katanga but in other regions of the ex-Belgian Congo as well. But it seems to me that you should also appreciate the orders that have been given me.

The principle order that has been given me is to avoid, prevent civil war in the Congo as well as all armed clashes that could ~~mean~~ lead to a civil war.

President Tshombe: Here in Katanga, ~~wh~~ that is our responsibility. I am telling you this in advance: there will be no civil war here.

General MacKeown: Mr. President, I can give you my word and my assurance that there will be no troop movements here in Katanga, unless something very serious takes place.

President Tshombe : That's it, we must be very sincere.

I wish to add the General's assurances in the same way as I have given him my assurances and guarantees.

On the other hand, I have learned through the press that he wants to send some Indians to me at Kamina.

I will note in passing that the economic life in Kivu and the Orientale Province is very bad. There are risks of penetration from the Sudan. But the United Nations does not wish to go into these

regions. It wants to come to Katanga. What does this mean?

In Brazzaville, I also heard the declaration of Mr. Nehru on this subject. Thus, it is not the United Nations that is in command, it is Mr. Nehru who is now in command?

General MacKeown: I can assure your Excellency that if the situation continues as at present, there will be no necessity to send reinforcements here, neither Indians nor others.

President Tshombe : Let us come to an agreement. On our side, we will make very great efforts to make certain collaboration with the United Nations at Katanga ~~be~~ better than in the ^{MSF} ~~balance~~ of the ex-Belgian Congo.

To achieve this, I must begin by influencing my Government, all the population, make statements to the press saying that the United Nations is our friend. In fact the Government has already taken a position vis-a-vis the United Nations. I must still work on the population so that it may follow us in this direction. In the meantime, however, the United Nations must not act in the opposite direction.

General MacKeown: Mr. President, this evening I give you ^{my} word of honour and my assurance that I will give my full collaboration and my full support to this co-operation. And, as I said at the beginning, it is my hope that our relations may be not only as good as they now are but that they may become even better.

President Tshombe: To achieve this you must not send me Indians to Kamina.

General Ward : There should be two sides to this bargain: you will rid/^{US} Captain Brown and his mercenaries once and for all, this will be the other side of the bargain.

President Tshombe: And what has he done, this Captain Brown?

General MacKeown: He has not done anything yet, but he is ready to do it.

President Tshombe: I am ready to chase him out if you tell me that he must be accused of this or that.

General MacKeown: He is a source of probable difficulties that will appear very soon if he continues to be active.

President Tshombe: But we must judge someone on the basis of his specific acts and not on the basis of what he might do.

General MacKeown: He will be a source of difficulties not only for you, Mr. President, but for the United Nations and certain friendly African nations, such as Nigeria.

President Tshombe: At Bakwanga I saw a photograph of Nigerian troops. The officer commanding these troops is an Englishman. Thus it is you who command the Nigerian troops.

Thus I don't have the right to have competent men to command my soldiers, to prevent mutinies and for other purposes. Whereas the Nigerians have the right to have competent men. We don't have this right.

I also ask you another question. You, as a military man, you who see our soldiers, will you tell us whether these soldiers conduct themselves as soldiers, or as animals, or as mutineers.

General MacKeown: Are you speaking of the mercenary soldiers?

President Tshombe: All soldiers, white as well as black.

General MacKeown: The regular units is one thing. The mercenaries that have been hired is another. And I think that according to my way of seeing looking at these mercenaries they will at some time constitute a source of troubles for the community.

President Tshombe: Where? Are there any troubles now?

General MacKeown: No.

President Tshombe: These people, is their behaviour in Katanga bad? Tell me, what has Captain Brown done? If he has done something reprehensible I will chase him out immediately.

Major Weber : With your permission, Mr. President, I would like to stress one thing. The Katanga forces will never be stupid enough to oppose whites against blacks, be these blacks Nigerians or Balubas.

General MacKeown: I am pleased to hear this.

In conclusion, I thank you, Mr. President, for the time that you have given us and for your good will.

May I be permitted to conclude on a gentleman's agreement. On your part you will not undertake any action that will lead to a loss of human lives and on my side I will not cause any troop movements

here in Katanga.

President Tshombe: I can guarantee you that our action will be limited strictly to the restoration of peace in all of Katanga.

General MacKeown: I am very pleased to hear this and I am relying on the fact that in restoring peace you will not undertake any action that would lead to a loss in human lives.

I would also like to have you undertake to try to find a solution in time with Mwamba Ilunga, ~~President~~

President Tshombe: That is none of your business. That is our affair. We will worry about our relations with Mwamba Ilunga ourselves.

General MacKeown: I mean by that, that there be a peaceful solution, that a peaceful solution be found.

President Tshombe: Forgive me, General, for being frank with you, that ~~fact~~ is not something that interests you.

If the United Nations mixes itself into this business, no solution will be found.

You spoke to us about Ireland but the question there is not the same as here.

The United Nations must not interfere in this.

We have already started negotiations with Mwamba Ilunga through the intermediary of the Commissaire of the district. If the General interferes, this will again lead to troubles.

General MacKeown: I have no intention of interfering in your affairs, and I have not come to interfere in the affairs of the Congo.

I have come here to render a service, and I expect to do my best in this regard during the time that I will be here.

I do not wish your Excellency to accuse me of having any intention of interfering in your affairs.

President Tshombe: But you have spoken of Mwamba Ilunga. That is our business.

As for the military question, we have just come to an agreement. Insofar as the political problem is concerned, that is our business.

General MacKeown: True, it is none of my business who you are going to negotiate with. The only thing that I am interested in, that is the peaceful solution be achieved without the use of arms.

President Tshombe: There are limits to everything. The United Nations must not busy itself with internal problems. If these problems have

not been resolved, it is because of all this interference on the part of the United Nations.

I would ask the General to consider everything that we have discussed here and not to interfere in the problem of negotiations. As a white person he should not occupy himself with the affairs of the blacks.

The General should not compare the problem of Katanga with that of Ireland.

General MacKeown: The only comparison I wanted to make was from the standpoint of civil war. When there is a civil war in any country, the unfortunate consequences are the same everywhere.

President Tshombe : If General Ward, whose business is in Manona, issues strict orders to his soldiers, when they meet a Katanga soldier, to consider him a brother in arms and not an enemy, then there will be no problem.

General Ward: All our efforts, since we have been in Manona, have been precisely to tell the people of Manona not to fight and that no-one is an enemy, and I believe that you, Mr. President, are conscious of the fact that this period has been very difficult and that we have suffered some losses during this period.

I can assure you that all our efforts have been to persuade those people there that there is no need to fight, and that there should be no fighting except in case of legitimate defence.

President Tshombe: Since you give orders to your soldiers, when they meet one of our soldiers, to consider him as a brother in arms and not as an enemy.....

Our soldiers have received similar orders, when they see some Nigerians, to consider them as compatriots and not as enemies.

I do not wish to have any more incidents as we had with the Moroccans. This must end.

If General Ward has given some orders, his task will be easy and we will make it as easy for him as possible. It will no longer be necessary for him, as he has done it lately, to go from Manona to Albertville etc. His task will be very easy and he will come here to thank me.

General Ward: The only answer I can give to this, in accordance with the experience that I have had, is that there are some very difficult

people in North Katanga, and that this constitutes a big problem.

President Tshombe: The General does not know the Balubas. We have known them for eighty years. Since the Belgians came to the Congo, it has never been easy for them with those people. But the trouble is only with a few and not with the mass of the population.

In a single village there are perhaps one or two undesirable elements.

General Ward: It's the youth.

General MacKeown: I thank you, Mr. President, for the time that you have been kind enough to give us, and I want to apologise once again for having bothered you just after your return from a five-day trip which, I suppose, has been very tiring.

President Tshombe: I am used to it....

I, too, am very happy because the General has given me the assurance that he will not send me any Indians.

Once the General does not send Indians to Kamina, we will remain very good friends.....

The meeting adjourned at 8.45 p.m.

2 100 JEC/21

Dear Compatriots of the UN Security Office

It is proposed to have the strike suddenly, without doubt but be careful with that man please. I trust all of you in the UN.

A driver Lola Gilbert seeks means of stealing a car to go with Pembele Sebastien, brother of M. Fidel, to where they live day after tomorrow, but impossible.

Four gentlemen of personnel would be killed the day the strike is made :

- | | |
|-----------------|----------------|
| 1. Mr. Yammin | 2. Mr. Georges |
| 3. Mr. Roudanse | 4. Mr. Tsish |

It will be bad (for them?) why the overtime hours of the Bakongo drivers have been reduced.

Luamba and Fidel are Jeuness d'Abako. Why did you hire them in the UN these people.

You have a lot of Bakongo people here, but they are still the Jeuness Abako in the UN. That's it, the plan that has been given you.

I do not wish that my gratitude to you be lost.

Good-day

Your

(signed) Celestin

2105

Regt'l N°	12869
Rank	P/SGT
Name	F. Jellanger
Unit	UN Air Transport Base
Nat.	Norwegian

JEC/20

Time	0445 hrs
Date	5 April 1961
Place	Limete

I had been to Exoras with my friends and was going to see
at
P/Sgt. Almedal. As I did not find him/home, I went back. Just
before I was going to make a turn to get to the villa I collided with
a Volkswagen which had its left-hand front mudguard bent. I was
using the intermittent light and was going to turn to the right.
It seems to me that the oncoming car was only using its parking
light. I immediately went to the police and reported the incident.
My own car suffered no damage. Cpl. Larsen was my passenger.

(sd) F. Jellanger

*This document has been translated
from Norwegian into English*

Today, 31 March 1961, I drove to the Semois building to see M. Bokovic. I parked my car WU No. 685 in the middle terrace in front of the said building, there being no better place. I then went to M. Bokovic, when I was called on the telephone and told that my car had just been damaged by a United Nations jeep.

I went down to see what the trouble was and found that it was true that jeep n° 2200, assigned to ONUC Public Works, driven by M. Gertmar, in backing up, sideswiped the front fender of my car and broke the front light.

I immediately telephoned United Nations Military Security (two words illegible) the usual necessary statement of facts.

The facts are as I have stated them.

(signed)

*This document has been translated
from French into English.*

Translation

Dear Compatriots UN,

1. Why have you engaged Jeunesse for the UN staff; don't you know them?
2. Who drew a plan in the Royal the UN, the Jeunesse of the ABAKO and MNC KALONDJI, working for the UN. Now, what are you going to do with those people [who are betraying your confidence in them?]
3. The Bakongo and Baluba drivers working for the UN have decided since 17/3/61 to run away with all the UN vehicles to Matadi and Boma where they are going to set up their Mukongo government with the UN vehicles.

Keep an eye on the Bakongo and Baluba drivers. In case of war here the authorities will have the Bakongo drivers take you to military camps. I am telling you because I have confidence in you. If you need me ask the bearer of this letter. I have just explained to you all that is going on here with regard to your vehicles. Be sure to dismiss all the Bakongo Jeunesse working for the UN, above all the UN postal clerks together with Fidel. I am going to attend the next meeting on 22/3/61.

Best regards from your friend.

Confidentially,

CELESTIN ...

Translation

Leopoldville, 18 March 1961

Statement to the UN Security Office

Dear Compatriots, UN Security Office at Leopoldville,

On 17 March 1961 I was asked to participate in a meeting which was held in a building on the Avenue Victoire No.32, about 6.45 p.m. Several Bakongo and Baluba compatriots, UN workers, clerks, drivers and messengers from the Bakongo and Baluba, i.e., members of the Abako and MNC Kalondji, arrived. Among those invited I noticed the presence of Mr. V. Fidel who works with Mr. Yamin in the Bureau of Personnel. He presided over the meeting. Decision was taken that Bakongo-Baluba drivers working for ONUC should quickly take the necessary steps to remove the cars and trucks and take them to Matadi, Boma and Thysville. The vehicles of the UN should be stolen by the Bakongo and Baluba-Bakwanga drivers to set up their Mukongo government at Thysville.

UN Security, it is necessary to take steps against those people, gangs of car stealers. I repeat once more, the UN must take the necessary action against its Bakongo-Baluba workers employed there, and I shall never cease to be grateful to you.

Your worker JEAN CELESTIN
Member of the Parti Solidaire Africain

Thank you

Translation

Leopoldville, 17 March 1961

I am going to tell you many other things which should not surprise you since you already have a proof. You know very well that on the day Col. Konkolo was killed more than (?100) cars and buses went to Bakongo through the politics of the Mukongo drivers and Mukongo clerks working for the UN. They made arrangements with their military men, went out with their cars and came back without them. When you asked, "Where is the car?" they answered "Confiscated by the military". This was not true - it was the policy of Mukongo to send them out to meet their Mukongo friends from the military. Today they want to start again like the last time. Perhaps two weeks ago a Mukongo driver stole a magnificent car, but so far you have not found it. Where the car is you do not know, but the people working for you know it very well. Bakongo and Baluba, above all Fidel, know it all. He is leader of the groups together with his friends in the UN post office and other Bakongo-Baluba clerks at the UN. They are like imbeciles. Why doesn't their Head of State give them work?? - You the UN, listen to me as I present my news. You must watch those people well; if not ...

1842

SE C/18.

February 27, 1961

To: Mr. P. Wiis, Chief of the Security Service

From: Security Officer J. Riou

Statement of ?

On 26 February at about 5:30 p.m. I was proceeding alone on my motorcycle on the Kinsunga road when I suddenly heard gunfire, and I realized that someone was firing in my direction. My cousin lives near by, and I went to his house, using back-roads. I had time to see that it was Congolese soldiers who had opened fire on me. Since it was impossible for me to return to my parents' house, I spent the night at my cousin's house. On 27 February at about 9:00 am. I left my cousin's house with the intention of reaching my parents. I was stopped by soldiers (para-commandos) in the vicinity of the "Mabutu" Congolese military camp. They told me to leave my motorcycle, and they took me into the camp. As I was crossing the camp I noticed that about 15 persons were being taken to the camp offices by Congolese soldiers. I noted that these persons were United Nations personnel, since two jeeps and a Volkswagen bus were in evidence. These persons were stripped to the waist and without shoes. Then a soldier accompanied me towards a building, and I took advantage of a moment of inattention on his part to flee into the woods. I returned to get my motorcycle and went to my parents' house. Next I went to the United Nations Security Office where I made the above statement.

I add that a colonel and his wife, of the United Nations, also spent the night at my cousin's house. They had been beaten by Congolese soldiers.

1822

SEC/17

Léopoldville, 24 February 1

Mr. Binger, Chief Transport Officer

J. Riou, Security Officer

Report concerning Mr. Antoine Sangu and Mr. Alexandre Pwati,
ONUC drivers.

On 23 February at about 7:00 pm, Mr. Ddouard an Officer in the Transport Service, requested me to come immediately to his office. When I got there he explained to me that a fight had begun between two drivers. The driver Antoine Sangu had taken up a jack which was in the office and was going to strike his companion Alexandre Pwati with it. I noticed that Sangu was very excited and had been drinking.

By questioning Sangu, I learned that he had lodged a complaint against Pwati with the Police Commissariat because Pwati had struck him. I advised him to withdraw his complaint, which he did that same morning. This whole incident began in the house of the fiancée of Mr. Sangu concerning a debt of money.

1785

SEC/16.

Magdeburg, February 1961

alter Czernak, MD.,
General Practitioner,
47, Villacher Strasse,
Magdeburg,
Tel. 25_33

Statement on the illness and treatment of
Mr. Hans Nebisch

Mr. Hans Nebisch came under my care for the first time on 20.1.61. There was a swelling - larger than the size of a fist - of the lymphatic glands in the right hand supraclavicular region, radiating from two purulent crusts in the back of the neck.

The glands were red and inflamed, very sore and agglomerated with the surrounding area, while the lymphatic canals and veins leading to the jugular area appeared as thick cords. The temperature was septic between 39° and 40°C. (102.2 to 104°F)

After massive treatment with antibiotics (acrosycin, penicillin, streptomycin) as well as antiphlogistica, a gradual recession of the symptoms of inflammation took place, and the temperature declined. Then followed thermotherapy for resorption of the infiltrate.

On 6.2.1961 there was only a negligible swelling of the glands left, the temperature was normal, and the patient was discharged in good condition.

(signed) Dr. Walter Czernak

1751

SEC/15

Leopoldville, 7 November 1960

To the Director, Security Services UNO
"Le Royal", Kalina

Subject: Claim in connection with the disappearance
of belongings
Lallemand Marie

Copy sent for information to the
Director of Housing Services - UN
Bd. Albert, Kalina

Sir,

I have the honour to bring the following facts to your attention:

Having learned, while on vacation in Belgium, that some of the apartments at the Lys residence in Kalina had been ransacked, I handed the key of my own apartment to Monsieur Ceulemans (Technical Adviser to the Ministry of Education, Leopoldville 2) when he passed through Brussels on 20 September last.

Returning to the Congo, Mr. Ceulemans tried to gain access to my apartment on the 26th but the lock had been changed. On the 27th he stuck a notice on the door requesting the UN not to occupy this apartment, in view of my imminent return. On the 29th, accompanied by Mr. Beeckman, Mr. Ceulemans succeeded in entering my apartment that was occupied by some Indonesians: they were leaving the apartment carrying my two radio receivers and my typewriter. Everything was put back, but Mr. Ceulemans and Mr. Beeckman were forbidden to pack my belongings, despite the fact that they had my authority to do so. They noted, however, that everything appeared to be in order in the closets and trunks.

My return was delayed by the death of my father and I arrived in Leopoldville on 12 October. I went to my apartment accompanied by

Mr. Derly (UN): the only things left in it were a chandelier, a lamp and some miscellaneous objects. Mr. Derly told me that my trunks must have been packed by Mr. Beeckman. I tried unsuccessfully for several days to reach the latter by phone, not knowing his address. Mr. Ceulemans had returned to Belgium. When I finally succeeded in getting in contact with him, he told me that he had done nothing for me and confirmed the UN's refusal.

I returned to the UN office - LESSE. Your delegate took me to another office occupied by some Pakistanis. Following an inquiry regarding the nature of my luggage, the officials took us to an adjoining room where my trunks were located. I lifted up the tops of two trunks and saw them to be almost filled. I thanked the Pakistanis. Since I was still living in the hotel, I inquired whether arrangements for storage should be made elsewhere. I was told that everything could remain here and that I need not worry; since these military personnel were responsible for its safety to the UN.

On 31 October, having acquired an apartment, I took possession of my trunks. The refrigerator, the radio receiver and the record player were being used by an Asian officer. (The refrigerator was returned to me dirty and in need of defrosting).

As soon as the removal men had left, I opened my trunks, in the presence of Mlle Van Overmeire, a teacher, and Mr. Mombito, also a teacher, both of whom had come to help me. I was flabbergasted to find the trunks almost three-quarters empty and in an indescribable state of disorder and filth. Even three unusable saucepans had been returned to me burned and dirty. I have left them in case you should wish to see them.

I am enclosing notes by Mlle Van Overmeire and Mr. Mombito as well as a list of objects that have disappeared with their value.

I would request you to advise me at your earliest convenience, as to the procedure that I should follow to recover the value of my belongings, since I hold the UN entirely responsible for all this.

Yours truly,

(signed) Lallierand, Marie
Provisional Inspector, Leopoldville
HP 7627 Leo I

<u>Articles that have disappeared</u>	<u>Value (francs)</u>	
	<u>per item</u>	<u>Total</u>
5 pairs bedsheets	380	1,900
8 pillowcases	40	320
20 Hand towels, heavy	100	2,000
1 green table cloth + 12 napkins		600
2 damask tablecloths + 12 napkins		600
3 ordinary tablecloths + 18 napkins	250	750
3 tea tablecloths + 18 napkins	150	450
16 m. of curtains	96	1,536
5 pieces material for dresses		2,000
3 skirts Tergal 1,100 + 875 + 550		2,525
5 sets underwear complete	400	2,000
About 100 handkerchiefs at 10 to 20 frs		1,000
Jacket of costume		1,000
Cloth suitcase		270
Small cloth suitcase		175
Imitation leather suitcase		420
Metal trunk		450
Leather box		500
5 pairs shoes		2,500
Records Assinil, English		2,000
Larousse Dictionary, 2 vols.		1,850
3 books "La Pléiade"	420	1,260
Travelling alarm clock		550
Miscellaneous jewelry		3,000
Sewing boxes		500
2 pairs scissors 120 + 90 frs		210
Vases, basin, miscellaneous ornaments		1,000
30 coat hangers at 8 to 15 frs		300
Floor rug		2,500
Household cleaning articles		1,000

<u>Articles that have disappeared</u>	<u>Value (francs)</u> <u>per item</u>	<u>Total</u>
Tennis racket, balls and tennis shoes		1,300
Fan		1,200
Miscellaneous ashtrays		300
Gift-books		2,000
Table covers		8,000
Frying pan		210
Dinner glasses		850
Dinner set		3,000
Coffee set		1,700
Moka set		500
6 large stainless dishes		3,000
3 or 4 small frying pans		500
Coffee percolator		300
Pot for boiling water		225
4 cooking pots		800
Soup mixer, Nova		950
Pressure cooker		750
Bedside lamp		300
Electric hotplate		900
Beverages, canned foods, miscellaneous provisions		1,000
Writing desk materials (inks, paper, pens, glue, correcting fluid, stapler, etc.)		1,000
Photos and albums		

1698

SEC 114.

THE NEW HIGHWAY CODE

BE A GOOD DRIVER

WHAT EVERY ROAD USER SHOULD KNOW

ENGLISH

CONTENTS

	<u>Page</u>
1. Driving Licence	3
2. Road Signs	5
3. On the road with a motor vehicle	33
4. Rules for cyclists	48
5. Advice for pedestrians	53

All drivers of motor vehicles should be in possession of the following papers at all times:

- Driving licence
- Car registration papers
- Personal identity cards, when required by law.

PART ONE

DRIVING LICENCE

It is not a simple matter to drive a motor-vehicle on public roads: one must not only know how to handle the vehicle without hesitation but also one must have a thorough knowledge of the highway code, that is, all the rules which must be followed in order to avoid accidents and not to interfere with other drivers.

Therefore, before being allowed to drive a motor vehicle one must demonstrate one's ability to drive and knowledge of the rules. The authorities have set up a special examination which every driver must pass in order to receive a driving licence.

Q. Can women obtain a driving licence?

A. Of course. Anyone who passes the examination will receive a driving licence.

There are various kinds of driving licence

A driving licence may be either provisional or permanent.

What is a provisional licence? It is a licence which is given to a driver who already knows the highway code but who must still practise driving on the public roads.

The provisional driving licence is not valid for driving a motor vehicle alone. The learner must be accompanied by a person already holding a permanent licence who can watch over the learner's driving and can correct any errors which he may be about to commit.

The temporary licence costs 100 francs. It is valid for three months and may be renewed if, after these three months, the learner has still not learnt to drive his vehicle with perfect control.

What is a permanent licence? It is the licence given to drivers who have passed the complete examination and who have demonstrated not only their knowledge of the highway code, but also their perfect ability to drive their vehicle.

As there are many different types of motor vehicles, some of which are relatively easy and others difficult to drive, the permanent licence will indicate the type of vehicle for which it is valid.

These are the different types:

- A. Motorcycles and other vehicles not heavier than 400 kgs;
- B. Vehicles with seats for not more than nine persons or vans and lorries not exceeding 3,500 kgs laden weight;
- C. Lorries exceeding 3,500 kgs laden weight;
- D. Buses with seats for more than nine persons;
- E. Vehicles with a trailer weighing more than 750 kgs (for trailers weighing 750 kgs or less, a driving licence for the vehicle drawing the trailer is sufficient);
- F. Special vehicles: caterpillar tractors, mobile cranes, etc.

Q. Can one obtain any type of licence at any age?

- A. Of course not. In all cases you must be at least 17 years of age. To drive a lorry, an omnibus, or a vehicle with a trailer of more than 750 kgs, you must be 20 years old. In fact, these vehicles are more difficult to drive and cannot be entrusted to a young man. At 15 years, you may ride a motorized bicycle, but not with passengers.

Q. Are there other conditions for obtaining a driving licence?

- A. Yes, you must have good eyesight, good hearing, and be capable of remaining calm in difficult situations. If, in a doctor's opinion, a person does not have these qualities, he can be refused a driving licence, or, if he already possesses one, it can be taken away from him.

Q. Is it necessary for the driver of a motorized bicycle to have a driving licence?

- A. No, provided that the motor is not more than 50 cc.

A permanent driving licence costs 200 francs for the first type of vehicle covered. Each additional authorization for another type of vehicle costs 50 francs.

A driver must produce his licence when required to do so by a duly authorized official.

In certain cases specified by law the competent authorities can withdraw licences for varying periods from poor drivers who have committed serious offences against the highway code.

One case is particularly important: a driving licence is suspended if the holder is found guilty of driving a vehicle while under the influence of alcohol.

PART TWO

ROAD SIGNS

To help road users and to avoid accidents on the highway, the administration uses signs which every road user must know.

There are four types of signs: signboards

1. Some signs are pictures or texts on ~~signboards~~ of different shapes and colours.
2. Other signals are given by coloured lights.
3. Some signs are painted directly on the highway.
4. Lastly, traffic police use certain hand signals to guide traffic.

We shall now study the four kinds of signals.

Chapter 1

Signboards

Look well at the signs which the authorities use to help drivers to travel without accidents.

You will see that some signs are three sided with a red border. These signs warn you of danger.

Other signs are round with a red border. These signs prohibit certain actions, such as overtaking, driving too fast, turning left, etc.

Some signs are round and blue. These signs show what must be done, such as following the indicated direction, making a right turn round an island, etc.

Lastly, some signs are square. These give certain information, such as the right to park one's car in a reserved area, the presence of a first-aid post, the distance to a neighbouring town, etc.

We are going to study each different type of sign in turn. They are very important to know, because

DEATH WATCHES FOR THOSE WHO DO NOT KNOW THEIR ROAD SIGNS

1. DANGER SIGNS:

Red-bordered triangles

These signs are placed at a distance of 90 to 200 metres from the danger area.

Cross-roads
ahead

This sign indicates that you are about to come to a crossing of two roads of equal importance. Consequently, you must slow down and give the right of way to drivers coming from your right.



In fact, PRIORITY ON THE RIGHT is the general rule wherever two roads of equal importance cross. This is very important and must be remembered.

Yield to those coming from the right
Pass before those coming from the left

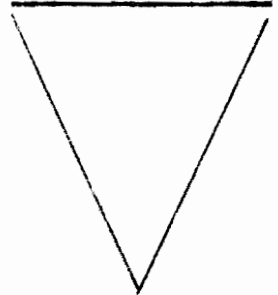
However, be cautious even when you have priority. There are many bad drivers and it is better to let such people pass before you than to risk an accident.

Some crossings are not preceded by any sign. In this case, you should also give priority to drivers coming from your right.

This sign, placed as near as possible to a cross-road, indicates that the road you are using is about to be crossed by a more important one. Consequently, you must slow down and let vehicles on the major road pass before you, whether they are coming from your right or from your left. They all have priority, that is, the right to pass before you.

If the major road that you are about to cross is clear, or if approaching cars are far enough away, taking into consideration their position and their speed, you can cross.

Yield right
of way

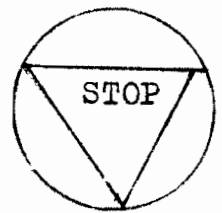


YIELD RIGHT OF WAY:
complete stop

This sign gives the same information as the one above.

It also indicates that it is not enough merely to slow down before crossing the more important road if it is clear.

Even if it seems that there are no vehicles on the major road, you cannot cross it before coming to a full stop.



Your right
of way



This signal placed as near as possible to a cross-road, indicates that you are on a road which is going to cross a minor road.

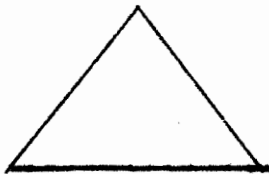
Consequently the driver on the other road must give you right of way.

Nevertheless, you should be cautious even when you have the right of way. There are many many bad drivers on the road, and it is better to give way to an ignorant driver than to risk an accident.

For this reason you should slow down and be on your guard even when the sign shows that you have the right of way.

At certain places, railway lines cross roads. Since trains cannot stop to let vehicles pass, this sign indicates that vehicles must slow down enough to be able to stop at the barrier if it is closed.

BEWARE OF TRAINS
Guarded level
crossing



A stop sign for road vehicles may be given in three different ways:

- (a) By the barrier if it is closed or about to be closed;
- (b) By a fixed red light;
- (c) By a red flag held in the hand or placed in the middle of the road.

BEWARE OF TRAINS
Unguarded level
crossing

Sometimes there are no barriers where railway lines cross the road. Such places are very dangerous. Therefore the sign illustrated here indicates to drivers that they must slow down, and continue only if there is no train approaching the level crossing. Vehicles on the road must never block the railway line and must cross as quickly as possible.



Here are some other signs which show that the road is about to cross a railway line. The first is used when there is a single line, the second when there are two or more.

diagram

Unguarded level crossing
single line

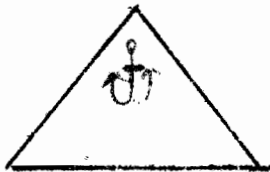
The distance to a railway crossing without barriers is shown by posts with red bands. Three bands mean level crossing at 150 metres; two bands mean level crossing at 100 metres; one band means level crossing at 50 metres.

diagram

Unguarded level crossing
two or more lines

diagram

BEWARE OF WATER
Ferry



This sign shows that the road which you are following leads to a waterway with a ferry to transport vehicles to the other side. Therefore you must slow down and be careful that your car does not fall into the water.

WHO IS THE FIRST TO GO ON THE FERRY?

At a ferry, cars should stay one behind the other on the right side of the road waiting their turn to go aboard.

However, certain vehicles have priority. For example, vehicles carrying sick or injured people or doctors have absolute priority. Vehicles carrying passengers have priority over goods vehicles. Lorries carrying animals have priority over ordinary lorries.

WHAT MUST ONE DO BEFORE GOING ABOARD?

First of all, all the passengers must leave the vehicle. Only the driver and persons in charge may stay in the vehicle. Then the windows must be lowered so that if the vehicle falls in the water, those inside may escape more easily.

When the car is on the other bank, passengers may get in again and the windows may be closed.

When driving the car on to and off the ferry, you should not exceed a walking pace.

BEND AHEAD



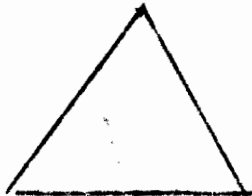
You must always slow down in order to take a bend in the highway safely. Therefore the driver must be warned of these bends so that he can slow down in time.

This is why the authorities use a number of signs to indicate that there is a dangerous bend ahead.

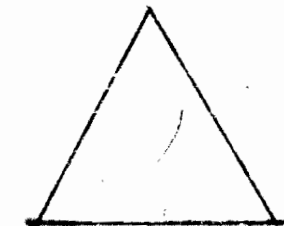
These signs also indicate what type of bend you are approaching, for sometimes there is one bend and sometimes two, some bends are to the right and some to the left.



Dangerous double bend, beginning with left bend



Dangerous double bend, beginning with right bend



Dangerous left bend

SLIPPERY WHEN
WET

Certain sections of the highway become slippery in rainy weather. This sign will warn you of this danger

Therefore, in rainy weather you should slow down and drive carefully, avoiding sudden changes of direction to the right or to the left. You will thus avoid braking or accelerating too suddenly, for these actions often cause a vehicle to skid.

Be particularly careful if the tyres of your car are very worn, for such tyres slip very easily on a wet road.

CAUTION:
BAD SURFACE

It is not always possible to repair potholes or bumps in a road immediately. While the road is unrepaired, this sign warns drivers of the bad surface.

A good driver slows down and tries to avoid the potholes. A car's springs are most often broken because drivers go too fast on bad roads.

ROAD NARROWS

In certain places a wide road will become narrower. This sign warns drivers of the danger of continuing in a straight line, which would in effect cause them to go off the side of the road. They should therefore steer towards the middle of the road in order to stay on it.

DANGEROUS
HILL

There are steep rises or drops in some roads. This sign warns drivers.

Before beginning a dangerous descent, you should check your brakes. It is a good idea to shift into second gear so as to use the motor as a brake.

DANGER AHEAD



This sign warns of danger. A small blue sign may be added to indicate the kind of danger (see page 11).

This signal can also be used on its own by a driver when his vehicle has been accidentally immobilized on the road. In this case the driver will place the sign 30 metres from his vehicle.

WATCH FOR PEOPLE USING THE ROAD

There are many signs to draw the attention of drivers to the possible presence of people on the road they are using.

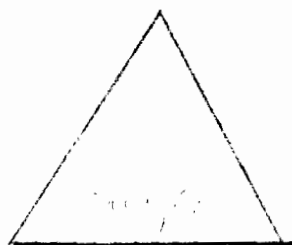
When you see these signs, slow down and be careful not to run over the people on the road.



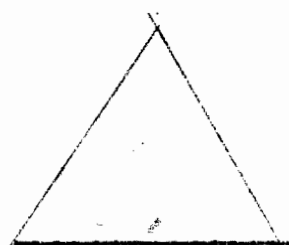
Caution;
children crossing



Road-works
in progress



Cycle track



Pedestrian
crossing

When a pedestrian is crossing at such a point, drivers may proceed only at a moderate speed and without endangering the pedestrian.

2. PROHIBITORY SIGNS:

Round with red border

These signs must be obeyed over the whole of the distance between the sign and the next road crossing.

NO ENTRY

This sign indicates that cars are not allowed to use a road.

This means that you are forbidden to take this road and that you must pass by another way.

NO ENTRY EXCEPT
FOR LOCAL
TRAFFIC

This sign indicates that a street is closed to traffic passing through, but those who live on the street, their friends, suppliers etc., are allowed to use the road as far as the house and to come back.

This limited circulation is called "circulation locale" and these words in French and Flemish are written on the sign.

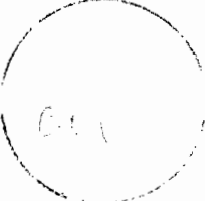
There are a series of prohibitory signs which forbid drivers of certain vehicles to use certain roads.

In order to prevent accidents or to speed up traffic flow, certain users are forbidden access to some roads.

excepté
circulation
locale
uitgezonderd
plaatselijk
verkeer

For example, pedestrians will not be allowed to walk in the middle of a bridge if special paths have been provided for them on the sides, or if there are separate bridges, one for pedestrians and another for vehicles. Or handcarts may be prohibited on sections of the road where the slope is too steep, for handcarts often have no brakes.

The following are the principal signs:




NO ENTRY FOR CARS
AND LORRIES

This sign on a road means that motorcycles and mopeds are the only vehicles allowed. If a motorcycle has a side-car, that is, a single-wheel vehicle attached to its side, it is not allowed on the road.


NO ENTRY FOR
MOTORCYCLES

This sign on a road, means that motorcycles are not allowed.

However, if a motorcycle has a side-car, that is, a single-wheel vehicle attached to its side, it is allowed on the road.



No entry for bicycles
or mopeds



No entry for
pedestrians

We will say more of these last two signs in the chapters concerning cyclists (page 49) and pedestrians (page 53).

NO ENTRY FOR
HORSE-DRAWN
VEHICLES

A cart pulled by a horse, a donkey, an ox or any other kind of animal, is not allowed on the street where you see this sign.

NO ENTRY FOR
HANDCARTS

Handcarts or push-carts are never allowed in streets where you see this sign.

NO ENTRY FOR
HORSE RIDERS

Riders on horseback are not allowed.

If you are on a horse, a donkey or another animal, you cannot ride on the street where you see this sign.

NO ENTRY:
ONE-WAY STREET

This sign, usually called "one-way", indicates that traffic may not pass in both directions on that part of the road.

Warning: in the old Highway Code, only motor vehicles were required to obey this sign. In the new Code all vehicles, including bicycles, must obey.

SIGNS PROHIBITING PASSAGE ARE VERY IMPORTANT IN AVOIDING ACCIDENTS. EVEN IF THERE IS NO TRAFFIC OFFICER PRESENT, NEVER GO ON A ROAD WHERE YOU ARE NOT ALLOWED, EVEN FOR A FEW METRES

Speeding is always dangerous

A large number of the accidents which take place each day are due to speeding.

Many drivers think that a fast driver is a good driver.

This is false. A good driver is always master of his speed and respects the rules meticulously. A good driver uses a speed appropriate to the condition of the road, the visibility, the type of vehicle he is driving and so on. He never makes traffic dangerous or slows it down. He should always be able to stop before any obstacle which he may see.

WHAT SPEED IS PERMITTED BY THE HIGHWAY CODE?

1. All vehicles cannot travel at the same speed.

As some vehicles are heavier and more difficult to drive than others, the maximum permitted speed is not the same for all vehicles. Heavy lorries, for example, must go more slowly than other vehicles.

2. You should drive more slowly in town than in the country

Since there are many people in cities and villages, thus increasing the danger of an accident, special speed limits are imposed for built-up areas.

The following table indicates the speeds in kilometres permitted for each type of vehicle, in the country or in built-up areas.

Lorries exceeding 5 tons			Buses Coaches	Lorries less than 5 tons	Cars, vans not exceeding 1 ton
With pneumatic tyres	With pneumatic air tyres	Solid tyres			
In the 60 country: max.	40 max.	25 max.	70 max.	No limit but drive with care	No limit but drive with care
In 40 town: max.	40 max.	25 max.	60 max.	40 max.	60 max.

These maximum speeds must on no account be exceeded.

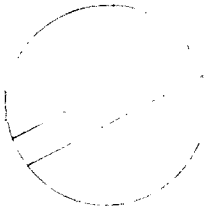
In certain sections, when the permitted speed is less than the speed indicated in the preceding table for the fastest vehicles, the following sign is used:

50 km

SPEED LIMIT

This sign does not indicate the maximum speed permitted for any vehicle. It indicates the maximum speed for vehicles which, at other places, can go faster in accordance with the preceding table.

Thus, a sign in a built-up area indicating a maximum speed of 50 km per hour does not mean that lorries can go faster than 40 kms per hour. It only means that the maximum speed for cars and vans has been lowered from 60 to 50 kms per hour.



END OF SPEED LIMIT

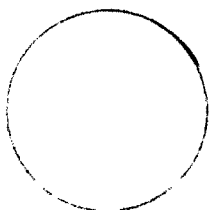
If the speed limit imposed by the above sign applies to only one section of the road, this sign indicates the point at which you can again drive at the maximum speed indicated in the above table.

Certain manoeuvres are prohibited
in certain places

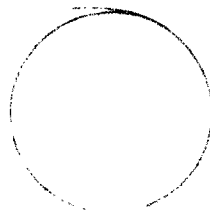
There are places where it is dangerous to turn either to the right or to the left onto a side road.

The authorities have therefore prohibited one or the other of these manoeuvres in these particular places.

These are the signs which indicate this prohibition.



No right turn



No left turn

IF YOU DRIVE, DON'T DRINK
IF YOU DRINK, DON'T DRIVE

NO OVERTAKING

This sign is very important.

Whenever you see this sign on the road, do not overtake vehicles in front of you. This sign indicates a dangerous spot where you would risk an accident if you drove to the left of another vehicle.

Besides these signals, there are some circumstances where it is always prohibited to overtake another vehicle. These are as follows:

(a) In spots where it is difficult to see vehicles coming from the opposite direction: for example, on the summit of a hill, before a bend;

(b) when a vehicle one wishes to overtake is already overtaking another vehicle, other than a bicycle or a motorcycle, on a road which is less than 10 metres wide;

(c) approaching a bridge when the road is narrower at that point;

(d) overtaking is prohibited while traversing cross-roads, except when the traffic flow is controlled by a traffic policeman or by traffic lights; when the road you are on has priority over the roads which cross it; to overtake a vehicle which has placed itself on the left in order to turn to the left.

NOTE: Overtaking prohibitions are only for moving vehicles; passing a stationary vehicle is not considered overtaking.

DO NOT PASS THIS SIGN WHEN A VEHICLE
IS COMING IN THE OTHER DIRECTION

If the road is too narrow for two vehicles coming from different directions to continue at the same time, one of the vehicles must stop to allow the other to pass.

The vehicle which has this sign in front of it should stop. It can continue when no other vehicles is coming towards it.

IT IS PROHIBITED TO DRIVE ON A BRIDGE OR OTHER
CONSTRUCTION MARKED BY THIS SIGN WHEN THERE IS
ANOTHER VEHICLE ON IT

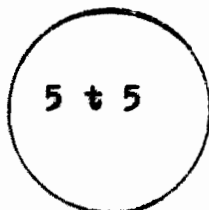
Since some bridges are not strong enough to support two vehicles at the same time, or where there is some other danger if two vehicles are on the bridge at the same time, this sign prohibits two vehicles from crossing together.

Pay careful attention to this sign if you want to avoid very serious accidents.

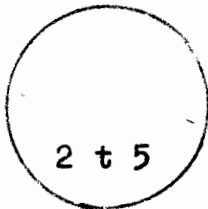
Even if there is no sign, heavy lorries should stay at least 10 metres apart when crossing a bridge or other construction.

There are several signs which indicate that vehicles are prohibited if they exceed a certain weight, length, width or height.

The maximum permissible dimension is indicated in black figures on the white background of the sign. Examples are as follows:



MAXIMUM LADEN WEIGHT



MAXIMUM LADEN WEIGHT FOR
VEHICLE TRANSPORTING
GOODS

This sign is therefore the same as the preceding one except that it does not apply to vehicles carrying passengers or animals.

Even when there is no sign, vehicles may not exceed a certain laden weight.

This weight varies according to the category of vehicle. If you drive a heavy vehicle, ascertain from your Territorial Administrator the weight permitted for your vehicle.

NO ENTRY FOR VEHICLES EXCEEDING
THE INDICATED LENGTH

Even when there is no sign, cars, lorries and buses must not exceed 12 metres in length. Only certain vehicles with trailers may exceed that length.

L
12 m

NO ENTRY FOR VEHICLES EXCEEDING
THE INDICATED WIDTH

Even when there is no sign, the width of a vehicle, empty or loaded, must not exceed 2.5 metres.

2m

NO ENTRY FOR VEHICLES EXCEEDING
THE INDICATED HEIGHT

Even when there is no sign, the height of the vehicle, empty or loaded, must not exceed 4 metres.

3m 50

There are four signs which indicate no parking or no stopping. To understand them you must know the exact meaning of the words stop and park as they are used in the highway code.

1. A vehicle stops when it is stationary on the public highway during the time necessary to load or unload goods or passengers.
2. A vehicle is parked when it is stationary and is not loading or unloading goods or passengers.

GENERAL RULES FOR STOPPING AND PARKING

Besides the four signs which we will describe on pages and there are rules which apply on every public highway.

First rule. Every vehicle must stop or park on the right.

This rule has one exception: in a one-way street, vehicles may park on either side.

Second rule. A vehicle stopping or parking must be as far to the right as possible, but must leave pedestrians a path at least one metre wide where there is no pavement, i.e., a small path slightly raised above the level of the road.

Where there is a pavement, the wheels of the vehicle must not be more than 50 cms from the edge of it.

Third rule. A motor vehicle must not stop on any part of the road reserved for cyclists or pedestrians.

Fourth rule. If a vehicle is stopped on one side of the road, another vehicle may not stop opposite to it on the other side of the road unless the road is wide enough to allow two vehicles to pass between the parked vehicle at the same time.

On one-way roads, parking or stopping opposite another vehicle is prohibited unless there is a space of at least three metres between the parked vehicles.

Fifth rule. Vehicles may not stop on a bridge.

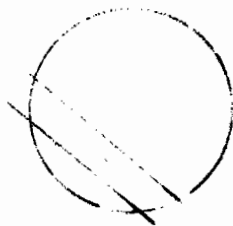
Sixth rule. If you stop near a corner of a road you must leave at least 10 metres between your vehicle and the point where vehicles are passing on the other road.

Seventh rule. Parking is forbidden in the following cases:

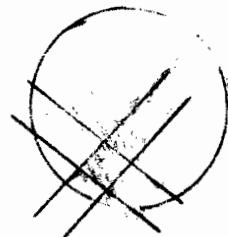
- (a) where stopping is prohibited;
- (b) in front of public entrances;
- (c) in front of schools, cinemas, etc. during opening hours;
- (d) in front of garages;
- (e) where an obstruction on the footpath compels pedestrians to walk in the road;
- (f) closer than one metre in front of or behind another vehicle;
- (g) closer than 10 metres in front of or behind a bus stop;
- (h) where the parked vehicle would obstruct another driver's view of traffic signs;
- (i) on corners;
- (j) at the top of an incline;
- X (k) when the road is divided into several lanes (see page 27);
- (l) alongside a yellow line marked on the road;
- (m) on a railway line.

Eighth rule. If an authorized official orders you to move your vehicle when it is stopped or parked, you must obey immediately.

Here are the four signs used in connexion with the rules for stopping and parking.



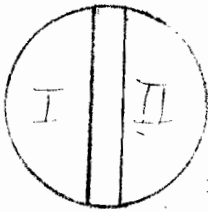
No parking



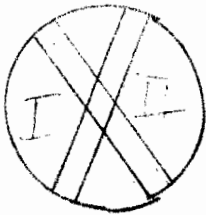
No waiting
or parking

These apply for a distance of 20 metres immediately before the sign. If the sign faces both ways, it is applicable for 20 metres on either side.

Where two signs face each other there is no parking or waiting between them.



NO PARKING ON SIDE I
ON ODD DAYS
OR SIDE II
ON EVEN DAYS



NO PARKING OR WAITING ON SIDE I
ON ODD DAYS OR SIDE II
ON EVEN DAYS

To comply with these signs, you must know that even numbers are the following:

2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

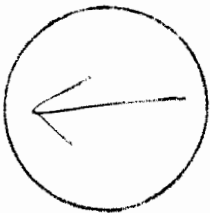
and that odd numbers are:

1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31

Do not merely park or stop behind another vehicle already stopped or parked on a street marked with one of these signs. The driver of this vehicle may have parked in the wrong place, and you may be making the same mistake. You should always look at the sign yourself and remember the date before stopping on one side or the other.

3. MANDATORY SIGNS:

blue circles with white markings



DIRECTION TO BE FOLLOWED

When you see this sign on the road, you must travel in the direction indicated.

When a road is one-way (sign on page 23), you can only go in the direction which the sign indicates is permitted.

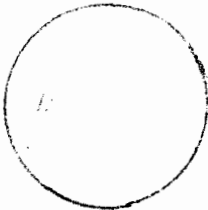
- 24 -



ROUNDAABOUT DIRECTION

When you see this sign on the road, you must turn in the direction indicated. This sign is usually found where a road leads into an open space which has an island in the middle.

In such places, do not forget to give priority to drivers coming from your right, unless there is a sign giving you right of way.



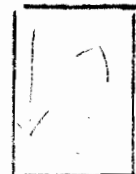
COMPULSORY CYCLE TRACK

This sign indicates a compulsory track for cyclists. Drivers of motorized vehicles may not use paths reserved by this sign, even for manoeuvring.

4. INDICATION SIGNS:

blue squares or rectangles

YOU HAVE PRIORITY OVER
APPROACHING TRAFFIC



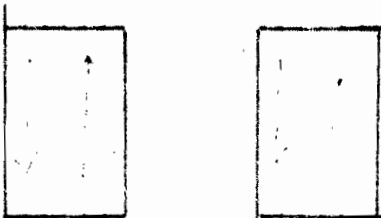
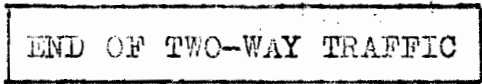
This sign supplements the sign shown on page 23 prohibiting vehicles from coming from the opposite direction.

Thus the driver coming from the other direction knows that he must let you pass first, and the blue sign tells you that you may pass first.

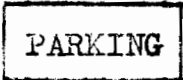
TWO-WAY TRAFFIC PERMITTED
ON SECTION OF ONE-WAY
CARRIAGEWAY



However, this sign shows where two-way traffic is permitted on a one-way street. The end of two-way traffic is marked by one of the following signs.

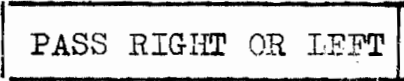


You may not travel in the direction of the arrow with the red bar. However, if you are travelling in the direction of the arrow without the red bar, you may continue using that part of the road.

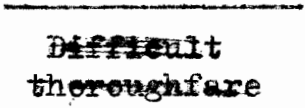


Certain sections of the road, or areas near the road, are especially set aside for parking.

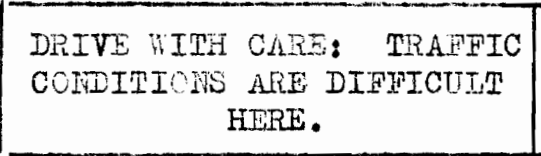
Since vehicles in these areas are protected and are out of the way of traffic, you should preferably park where you see this sign.



At certain places on the road, there may be raised sections reserved for pedestrians (these are called islands). This sign indicates that you may pass either to the right or to the left of the island.



Difficult
(thoroughfare)

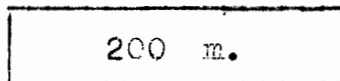


Besides the above, there are other inscriptions on square blue signs such as FIN DE CHANTIER (end of road works)

Complementary signs

It is sometimes necessary to add to one of the ordinary signs an indication specifying the cases in which this sign is applicable.

This information is given on a blue rectangle beneath the sign to which it refers. The following are some examples of complementary signs:



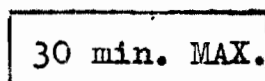
Signs of this type indicate, according to the words written in white;

The distance to the hazard of which the principal sign gives warning, for example, the distance to a cross-road (principal sign on page 6);

the distance over which the principal sign applies, for example, the length of the section of a road under repair (principal sign on page 12);

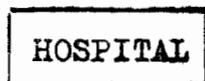
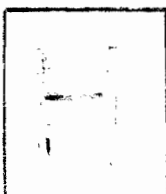
the time during which a prohibition is in force, for example, one way from 12.00 hrs to 14.00 hrs. (principal sign on page 15);

the exact nature of the danger indicated, for example, USINE (factory) (principal sign on page 11);



the time after which the prohibition indicated by the sign comes into force, for example, the allowable time limit for parking where the principal sign prohibits parking.

Finally, here are four signs which indicate some useful information, especially in case of an accident.

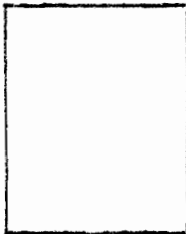


This sign is found in the vicinity of hospitals, dispensaries, infirmaries, etc.



FIRST AID POST

This sign tells you that you can get first-aid. It may be found near the house of a doctor, for example.



TELEPHONE

In case of accident, do not hesitate to use this telephone to ask for medical help and the police.



PETROL STATION
AT DISTANCE
INDICATED

This sign is very useful on long highways where petrol stations are infrequent and a careless driver may run out of petrol if he does not fill up at the place shown by the sign.

Chapter II

Light signals

Light signals have the advantage of being visible at night, but they are also used during the day. They can be automatically controlled electrically.

Note: Many signs are treated with a special coating to make them reflect the headlights of vehicles at night.

We have already discussed panel signs; we shall now ^{describe} ~~discuss~~ signs which have their own lights.

1. THE RED LIGHT

A signal given by a red light is always an order to stop.

A red light is used:

- (a) on the forearm of traffic police. This red light therefore swings from side to side. Vehicles at which this sign is directed must stop.
- (b) to stop all vehicles at a railway crossing. The red light used in this case is fixed.
- (c) in the series of different coloured lights described below.

2. RED AND GREEN, OR RED, YELLOW AND GREEN SIGNALS

These signals are very important and you must be thoroughly familiar with their meaning.

When the red light ONLY is ~~showing~~
this means:

STOP

You may never pass this signal.

When the green light ONLY is showing
this means:

GO

You may then continue on your way.

When the yellow light ONLY is showing, this
means: STOP. You cannot pass this signal.

However, if the yellow light comes on while you are driving within the speed limit and are already so close to the signal that it would be impossible for you to stop without braking sharply and dangerously, you may continue on your way.

When the red light shows while the green light is still on (so that the red and green lights are showing together), this also means STOP. You cannot pass this signal.

However, if the red light begins while the green light is still lit, and you are within the speed limit but already so close to the signal that it would be impossible to stop without braking sharply and dangerously, you may continue on your way.

If the signals are not working, you should follow normal traffic rules, that is, give priority to vehicles on the right.

3. YELLOW BLINKING LIGHTS

A particularly dangerous spot may be marked by a yellow blinking light, that is, one which goes on and off rapidly.

This signal only gives a warning of danger; it does not change normal traffic rules of priority.

4. A FIXED YELLOW LIGHT MOUNTED ON POSTS ALONG THE ROAD

There is a third type of sign using a yellow light. This light is fixed and it indicates pedestrian islands or other devices to separate vehicles into several lanes.

Obstacles in the middle of the road should be lighted to make them perfectly visible, as well as being marked by these fixed yellow lights.

5. Sometimes small reflectors are placed alongside the roads. They show drivers the edge of the road.

These reflectors show small red or orange lights to the right and small white lights to the left.

Chapter III

Signs painted on the road

Signs may be painted on the road to assist traffic by reminding drivers of the places where they cannot overtake other vehicles or to guide traffic flow.

Some lines painted on the road are placed in the direction of traffic flow; others cross the road from one side to the other.

We will study in turn the meaning of each of these types of lines.

1. LINES PAINTED IN THE DIRECTION OF TRAFFIC FLOW

A. Unbroken lines, that is, long continuous lines, are used to divide the road into several lanes.

You must not cross an unbroken line except when turning left to leave the road.

B. Broken lines, that is, ^{Lines} ~~Lines~~ formed by short dashes and dots separated by unpainted areas, are also used to divide the road into several lanes.

You may cross these broken lines only in two cases:

- (a) to overtake a vehicle in front of you;
- (b) to turn left to leave the road.

C. When an unbroken line and a broken line are painted side by side, the driver should pay attention only to the line closer to him.

Note: some roads have lines made of metal discs or small mirrors which reflect the vehicle's lights. These lines have the same meaning as broken painted lines.

2. LINES PAINTED ACROSS THE ROAD

^X
mark Lines or marks may be painted on the road in white or yellow to mark places where pedestrians or cyclists cross the road.

White or yellow lines are also used to show where vehicles should stop in obedience to a stop sign. For example, such lines are often found below traffic lights at corners.

Chapter 4

Hand signals by traffic officers

Everyone using the public roads must immediately obey the orders which traffic officers give to facilitate the flow of traffic.

Orders given by traffic officers take precedence over other types of signals. For example, if a traffic officer signals you to stop in order to let vehicle coming from a side road pass first at a cross-road where the normal signal gives you the right of way, you must obey the traffic officer instead of the normal traffic signal.

✓

✕ In order to make their hand signals understood to all drivers, traffic officers use special hand signals which we will explain in the following pages.

ALL VEHICLES STOP

When the officer makes this sign, all vehicles must stop.

Only vehicles which are within the crossing can continue on their way in order to clear the cross-road.

Only the stopped vehicles which the officer signals forward may continue on their way; the vehicles which he does not signal must remain stopped.

ALL VEHICLES IN FRONT OF
AND BEHIND THE OFFICER
STOP

✕ When the traffic officer signals to drivers by holding out one or both arms horizontally, all vehicles in front of or behind the officer must stop.

Vehicles cannot continue on their way until the officer changes this signal. In order to tell the vehicles that they may continue, the officer will usually use this signal:

YOU CAN CONTINUE

When the officer makes this signal, you can continue on your way.

After having stopped in obedience to the signal all vehicles stop or all vehicles in front of and behind the officer stop, you should always wait for the signal you can continue before starting again.

INCREASE SPEED

In certain cases it may be necessary to order a driver to drive more quickly so as not to hold up traffic.

This signal is given as is pictured here.

?

?

?

Can you answer the following question?

There is a round sign with a red border limiting speed to 10 km per hour and a driver is driving at the permitted speed. A traffic officer signals him to speed up. May he exceed the speed limit of 10 km per hour?

Here is the answer. Yes, he may exceed the speed limit for the time necessary to *by* obey the officer's order, for orders given *by* traffic officers take precedence over orders given by signs.

SLOW DOWN

When a traffic officer wishes to tell a driver to slow down, he makes the signal shown here: he moves his hand up and down.

Obey this signal immediately. If you do not slow down, you may find yourself suddenly faced with an unforeseen obstacle. Always remember that if an officer tells you to slow down, he has a reason for doing so.

TRAFFIC OFFICERS ASSIST YOU TO DRIVE WITHOUT AN ACCIDENT; OBEY THEM WITHOUT HESITATION!

PART THREE

ON THE ROAD WITH A MOTOR VEHICLE

Besides the different road signs, and the regulations which we have mentioned in discussing those signs, every driver must know many other regulations governing the condition of his vehicle, driving it, lighting it and so on.

To make the study of these rules easier, we are going to give them to you in several chapters while following a good driver from the time he leaves the garage until he returns to it.

Chapter 1

Before leaving the garage

Before leaving the garage and starting on the road, a good driver always checks on the condition of his vehicle. He checks in particular the condition of the tyres, the brakes, the proper operation of the headlights, the legibility of the various inscriptions which the vehicle is required to show, the proper operation of the horn, of the driving mirror and of the windscreen wiper.

THE CONDITION OF THE TYRES

First of all, the tyres of every vehicle should always be well inflated. Well inflated means neither under- or over-inflated. If a tyre is not inflated to the exact pressure, it may burst and this may cause a very serious accident, especially in the case of a front tyre. If a front tyre bursts, the vehicle will swerve to the side on which the tyre has blown, and the driver can rarely keep his vehicle under control.

Next, you should never drive with tyres worn so much that the tread is no longer visible. When a tyre is smooth, it slips very easily, especially in rainy weather. When the tyres begin to slip, it is very difficult for the driver to keep his vehicle under control.

THE CONDITION OF THE BRAKES

A good driver checks to ^{see that} ~~see that~~ this brakes are in good condition before he started on the road.

He does this by pressing down on the foot brake pedal, which should offer a strong resistance at the first push. If the pedal offers little resistance, and especially if you have to press down several times before you feel any resistance, the brakes are in poor condition and you cannot drive on the public roads until they have been repaired.

The highway code requires that every vehicle must have brakes capable of controlling its movement and stopping it quickly.

A good driver also checks the condition of his emergency brake. This second brake must also be in very good condition. The principal brakes may fail unexpectedly, and the emergency brake should be ready to replace them in this case.

PROPER LIGHTING

Every vehicle must have certain lights, some for making it visible at night, and others, for daytime and night time use, to signal the manoeuvres which the driver is going to make. There are some very important rules which must be followed in arranging the various lights on a vehicle.

First rule. No red light must be visible from the front of the vehicle and no white or yellow light from the rear of the vehicle.

This rule also applies to luminous devices which may reflect the light of other vehicles: no red light visible in front, no white or yellow visible from the rear.

There is one exception, however: lights placed at the rear of the vehicle used to light the way while driving in reverse are not prohibited. However, their range must not exceed 20 metres.

A POORLY LIGHTED VEHICLE IS A GRAVE DANGER
TO YOU AND TO OTHERS

Second rule. No part of the vehicle or its load may hide the lights of this vehicle.

Third rule. All paired lights (e.g. the white front lights, the red rear lights etc. for both passenger vehicles and lorries) must be of the same size and intensity. If they are not, they give the impression at night time of belonging to two different vehicles at varying distances. Instead of a single vehicle, you think, for example, you see two motor-cycles coming towards you at a certain distance one from the other. An error of this nature often is the cause of serious accidents.

Fourth rule. Small reflectors on the side of a vehicle must be orange in colour.

Fifth rule. Cars and lorries must carry the following lights:

- two sidelights, i.e. two small lights to indicate the approximate width of the vehicle. These lights must be visible for at least 200 metres.
- Two red rear lights indicative of the approximate width of the vehicle. These lights must be visible for at least 200 metres.
- Two small red rear reflectors: thus, even if the rear lights should fail the vehicle will remain visible and an accident will be prevented.
- Two headlights, i.e. two lights to light the road for a distance of at least 100 metres in front of the vehicle.
- Two dipped headlights, i.e. two lights that light the road over a distance of at least 25 metres, placed so as not to dazzle the drivers of approaching vehicles.

- At least one stop light, i.e. a red or orange light that lights up when the main brake is applied. This light must be visible for at least 20 metres even in bright sunlight, and for at least 150 metres at night.
- Two direction lights to signal a turn either to the right or to the left.
 - (a) In the front, these lights must be orange or white.
 - (b) At the rear, they must be orange or red.

These lights must be visible for at least 20 metres even in bright sunlight and for at least 150 metres at night.

Motor cycles must have the same lights as cars and lorries but they need only one of a kind.

They are not obliged to have direction lights. Motor cycles with side cars however (i.e. motor cycles with a one-wheel trailer on the side) must have two position lights in the front, in the same manner as cars and lorries, as well as two rear red position lights and two small red reflectors.

IF YOU DRIVE, DON'T DRINK IF YOU DRINK, DON'T DRIVE
--

SIGNS TO BE CARRIED ON A VEHICLE

To travel on a public thoroughfare, all vehicles must carry certain signs. The most important of these is the registration number. In the case of lorries, there must also be indications of the owner's name, the unladen and laden weight, etc.

We will describe each of the necessary signs in succession.

(a) Registration number of the vehicle

In order that each vehicle may be identified, i.e. so that its owner may be located, as well as its year of registration, etc. it must carry a plate that shows the registration number.

In 1957 these numbers are still white on a black background, but new plates with yellow numbers on a blue background will soon be compulsory.

The registration number must be visible under all conditions

✓ Thus the number must never be hidden by any part of the vehicle or its load. In addition, at night the number at the rear must be lighted so as to be visible for 20 metres.

This light, however, must not project a beam towards the rear.

Two numbers are needed for each passenger vehicle or lorry, one in front and one at the rear. The number at the front of the vehicle must be in its centre: the rear number may be either in the centre or the left.

(b) Owner's name

Lorries must carry the first and last name of the owner and his address on their left side. For example:

Jean BITAFU

Kisantu

If the owner is a commercial firm, the number and place of registration in the Registre du Commerce must be added.

IS YOUR VEHICLE IN PERFECT ORDER?

(c) Speed limit plate

Lorries weighing over 5 tons fully loaded must have at the rear a small white round plate with a red border showing in black the maximum permitted speed.

This information is very useful for other road users because it tells them whether the lorry carrying this plate can speed up, or whether it is proceeding at its maximum speed. This will permit other vehicles to pass it without hesitation.

(d) Maximum permissible load

If the maximum permissible load of a vehicle exceeds 3 tons it must carry a plate on the right and towards the forward part of the vehicle showing its tare weight and its useful load

Tare is the weight of the vehicle empty. The useful load is the maximum weight that the vehicle may carry.

TARE		2,600 kg
CHARGE	(useful	
UTILE	load)	3,000 kg

THE HORN

All passenger vehicles, lorries and motor cycles must carry a horn audible for at least 100 metres.

The sound must be continuous. Only fire engines, ambulances, police and army vehicles have, in addition to an ordinary horn, a special signal device, the sound of which is not continuous (see page 4.).

DRIVING MIRROR

This is a mirror enabling the driver to see behind him and to his left.

This mirror must be so situated as to fulfil its function efficiently: even if you have a driving mirror, you are not in order unless it is properly located.

WINDSCREEN WIPER

All vehicles with a windscreen, i.e. a pane of glass in front of the driver, must be provided with a device that removes water from the windscreen in rain.

This instrument cannot be merely hand operated: it must function automatically without the driver having to touch it.

The windscreen wiper is very important: its proper operation must be frequently checked, since without this wiper the driver cannot see in the rain.

TWO ADDITIONAL PROVISIONS

1. A good driver also sees to it that his vehicle does not produce smoke or steam which could inconvenience other drivers. The motor must not be too noisy.

2. The driver of a motor vehicle must have a seat 55 cm in width. He cannot allow passengers on his seat unless they each have a width of at least 40 cm in which to sit. No one may ride outside the body of the vehicle.

Chapter 2

How a good driver drives out of the garage

If his vehicle is in perfect order from the standpoint of tyres, brakes, lights, plates etc., a good driver may enter the public thoroughfare. He will seat himself at the steering wheel and will remain there for as long as the vehicle is in motion. He will always follow the rule that says: any driver must always be in a position to execute all necessary actions and must remain in full control of his vehicle.

To enter the public thoroughfare he must respect the rule that says that a public thoroughfare always has priority over private roads. As a consequence, he will give the right of way to all vehicles moving in his proximity on the public thoroughfare. It is only when that thoroughfare is clear that he will enter on it.

Chapter 3

A good driver drives on the right side of the road

The good driver is now on the road. He drives as far to the right as possible, so as to leave plenty of room on his left for vehicles going in the opposite direction or coming up behind him at a greater speed.

A good driver, however, will never drive so far to the right that any portion of his vehicle or of his load projects over the path reserved for bicycles and pedestrians.

In addition, wherever there is an obstruction that forces pedestrians to walk on the roadway, vehicles must allow them a space of at least one metre.

If the road is narrow, the vehicle must slow down and must not move at more than a walking pace.

Chapter 4

How a good driver loads his vehicle

As he comes to a stop, a good driver pushes on the brakes. This lights the stop light.

Such braking must be even. Brakes must not be applied suddenly, except to avoid an accident.

On leaving his vehicle, the good driver takes the necessary precautions so as not to cause an accident. He is especially careful before opening the door: he looks to see if any vehicle is approaching his lorry and does not get out unless the road is clear.

A good driver always takes great care when loading his vehicle. The highway code prescribes several precautions with respect to loading.

First precaution. The load must be placed in such a manner that it does not damage the public thoroughfare, or the trees, houses etc. that line the thoroughfare. The load must be secured so that it will not fall off the vehicle on to the roadway.

It is forbidden to impede traffic by allowing objects to fall on the highway.

Second precaution. The load must be so placed that its weight does not cause the vehicle to sway backwards, forwards or to the side. This is very important: heavy loads placed too high on a lorry often cause the vehicle to sway on turns. If passengers are riding on top of the load, their weight often causes the lorry to overturn on a bend and the passengers are killed.

Third precaution. The driver must prevent his load from making too much noise.

Fourth precaution. A load may never project more than 3 metres beyond the rear of the vehicle. If it projects more than one metre, a red flag, at least as large as a head scarf, must be affixed to it. At night or in poor visibility the flag must be replaced by a red light or a small red reflector.

Chapter 5

A good driver starts up again

Since he has had to stop his vehicle in order to load it, the good driver, when starting up again, gives priority to moving vehicles. It is only when the road is clear that he sets his vehicle in motion and, slowly leaving the side of the road takes his normal place in the traffic.

A vehicle that is stopped must allow moving vehicles to pass it before moving on to the highway.

✓

On leaving his vehicle, the good driver takes the necessary precautions so as not to cause an accident. He is especially careful before opening the door: he looks to see if any vehicle is approaching his lorry and does not get out unless the road is clear.

A good driver always takes great care when loading his vehicle. The highway code prescribes several precautions with respect to loading.

First precaution. The load must be placed in such a manner that it does not damage the public thoroughfare, or the trees, houses etc. that line the thoroughfare. The load must be secured so that it will not fall off the vehicle on to the roadway.

It is forbidden to impede traffic by allowing objects to fall on the highway.

Second precaution. The load must be so placed that its weight does not cause the vehicle to sway backwards, forwards or to the side. This is very important: heavy loads placed too high on a lorry often cause the vehicle to sway on turns. If passengers are riding on top of the load, their weight often causes the lorry to overturn on a bend and the passengers are killed.

Third precaution. The driver must prevent his load from making too much noise.

Fourth precaution. A load may never project more than 3 metres beyond the rear of the vehicle. If it projects more than one metre, a red flag, at least as large as a head scarf, must be affixed to it. At night or in poor visibility the flag must be replaced by a red light or a small red reflector.

Chapter 5

A good driver starts up again

Since he has had to stop his vehicle in order to load it, the good driver, when starting up again, gives priority to moving vehicles. It is only when the road is clear that he sets his vehicle in motion and, slowly leaving the side of the road takes his normal place in the traffic.

A vehicle that is stopped must allow moving vehicles to pass it before moving on to the highway.

When executing this manoeuvre, does the good driver use the direction indicator to signal: "I am turning left"? NO. This is forbidden by the regulations.

Generally speaking, every time that he executes a manoeuvre that might impede other drivers who are moving in a normal fashion along the road, a good driver will allow these drivers free passage.

Chapter 6

How a good driver turns right

In order to turn right a good driver starts by operating his right direction indicator. He gives this signal at a sufficient distance from the place where he expects to turn.

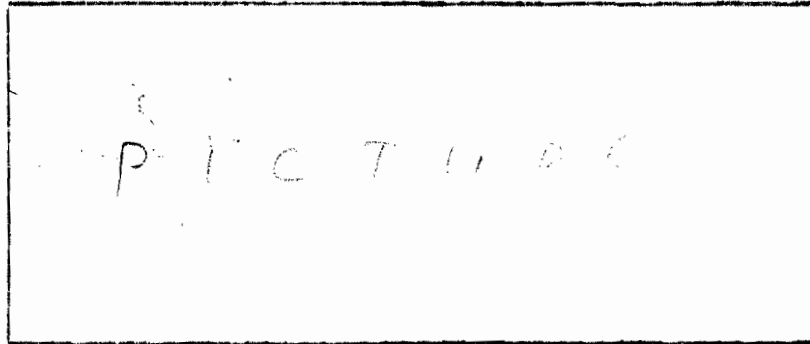
While this signal is showing, he bears as much to the right as possible and turns right as much as possible. In so doing, he allows cyclists to pass and takes good care not to hit pedestrians.

When he has straightened out on the other road he cancels his direction indicator.

How does a good driver proceed if the corner at which he is going to turn has a traffic light for vehicles at this cross-roads? Very simply:

- (a) He gives warning that he is about to turn by means of the direction indicator on the right;
- (b) He does not pass until the green light only is showing;
- (c) He does not continue to turn unless there is no other traffic light to his right showing red;
- (d) He allows cyclists moving with the green light to pass straight ahead or to turn to the right;
- (e) He allows pedestrians crossing the road with a green light to pass.
- (f) Once he is rolling in a straight line along the new road he cancels his direction indicator.

WHEN TURNING RIGHT OR LEFT ALWAYS BE VERY CAREFUL
--



This good driver has stopped at a turn
to allow pedestrians to cross the road
with the green light

Chapter 7

How a good driver turns left

In order to turn left a good driver proceeds as follows:

- ✓
- (a) He signals his intention to turn by means of the direction indicator on the left side;
 - (b) He moves over to the left side of his half of the roadway and does not infringe upon the other half, so as not to impede vehicles going in the opposite direction;
 - (c) When the road is free or, if there is a traffic light, when that light is showing green only he moves to the centre of the cross-roads and turns left so as to place himself on the right side of the road he is entering.
 - (d) He is careful to give passage to cyclists and pedestrians who are proceeding in a straight line from the corner of the new road.
 - (e) If he sees a red light to his right, he will wait for the green light showing alone before entering the new road;
 - (f) Once he has entered the new road completely he cancels his direction indicator.

X

A VEHICLE ON THE LEFT SIDE OF ITS HALF OF THE ROADWAY MAY TURN LEFT. IT MAY NOT TURN RIGHT.
A VEHICLE ON THE EXTREME RIGHT OF ITS HALF OF THE ROADWAY MAY TURN RIGHT. IT MAY NOT TURN LEFT

RIGHT

X

NOTE: Previously it was possible to signal with the hand: "I am turning", but now this must be done by means of direction indicators.

Chapter 8

A good driver is careful in passing other vehicles

Whenever, without exceeding the permissible speed limit for his vehicle, a good driver wishes to pass another vehicle proceeding more slowly, he always passes to the left of the vehicle in front of him.

To do this:

- X
- (a) He may announce his intention by a short sound of the horn, if this is necessary to avoid the possibility of an accident;
 - (b) He does NOT use his direction indicator;
 - (c) He makes certain that the road to his left and in front of him is clear so that he can pass without risking an accident;
 - (d) He makes certain that the driver in front of him is not passing or about to pass another vehicle;
 - (e) He makes certain that no driver following him is passing or is about to pass another vehicle;
 - (f) He passes by bearing well to the left without interfering with the driver he passes;
 - (g) He moves over to the right as soon as possible without interfering with the driver whom he has passed.

Chapter 9

When should one pass on the right?

If, when approaching a cross-roads, the vehicle in front of you bears towards the left of his half of the roadway in order to turn left, you must pass to the right.

You must also pass to the right of any obstruction on the road such as for example islands for pedestrians (see page 25), elevated portions of the highway etc.

If the obstruction is marked with a double arrow sign (see page 25), you may pass on either side.

Chapter 10

A good driver rarely uses his horn

A good driver will use his horn as seldom as possible; in any case, unnecessary noise must be avoided.

If absolutely necessary, the horn may be used to signal a driver ahead of you that you are about to pass him. The horn may also be used in order to avoid an accident.

Between 8 p.m. and the following morning the horn may never be used, because the noise will wake people who are sleeping. The attention of other drivers may be attracted at night by flashing the headlights.

When approaching animals, the horn must not be used nor the motor raced, since there is serious danger to those using the highway should the animals be frightened and bolt.

Chapter 11

A good driver never cuts into processions

There are four cases when vehicles may not cut through a line of persons either walking or driving.

These cases are:

1. Soldiers
2. School children led by a teacher.
3. Funeral processions.
4. Any other group of persons advancing in order and as a group (this is known as a procession)

Chapter 12

On multiple lane highways

When the highway is divided into several narrow lanes by painted lines, the good driver respects these lines (see page 30).

When these narrow lanes number at least four, two vehicles may travel side by side, each following its own lane. When a one-way road is divided in two lanes, two vehicles may drive side by side. It may happen that a vehicle in the right lane is moving faster than one in the left lane. This, according to the Highway Code, is not considered as overtaking.

Chapter 13

How a good driver passes on a narrow road

It often happens that the road is too narrow for two vehicles coming from opposite directions to pass each other safely. Drivers must then show proper courtesy and one of them must stop in order to let the other pass.

If the road is on a hill, the vehicle going down must always give priority to the vehicle going up.

Chapter 14

A good driver stops for hospital cars, fire brigade, police, and army vehicles

When they are sounding their special siren, the sound of which rises and falls continuously, police, fire brigade, hospital and armed forces vehicles have priority over other vehicles. So as not to get in their way, other vehicles should stop at the edge of the road. Remember that a good driver does not just slow down: he stops his vehicle in order to let the above-mentioned cars pass.

Chapter 15

A good driver turns on his lights

As soon as it starts getting dark, or when visibility is less than 200 metres, for instance in foggy weather, a good driver turns on his front and rear lights.

✓
A. If the vehicle is stopped or parked, it must be lit by at least one white light in front and one red light at the rear, or by an orange-coloured light visible from both front and rear. It is forbidden to use dipped headlights or the main beam in front, but a halted vehicle may use dipped headlights in fog.

A vehicle may be left unlighted if the road is sufficiently well lit for the vehicle to be seen from a distance of 100 metres.

B. If the vehicle is in motion, two cases may arise:

(a) First case: The road is lit and one can see clearly at least 100 metres ahead. In this case the vehicles will use the small white front lights (side lights) and the red rear lights. Dipped headlights or main beam may not be used.

✓ (b) Second case: The road is not sufficiently well lit to enable one to see 100 metres or more ahead. In this case vehicles will use red rear lights and main beam or dipped headlights in front. Remember, however, that main beam may not be used in the following cases:

1. When the vehicle is going to pass another vehicle coming from the opposite direction. The headlights dazzle the driver of the oncoming vehicle and make it impossible for him to drive without risk of accident.
2. When the driver of an oncoming vehicle flashes his headlights to indicate that he is being dazzled.
3. When the vehicle is following another at a distance of less than 50 metres and is not preparing to overtake it. The glare from the lights of the car behind is then reflected by the mirror of the car in front (see page 38) into the eyes of its driver thereby dazzling him and increasing the risk of accident.

If your vehicle has white reversing lights these lights may only be used when backing. When the vehicle is stationary or moving forwards they must be turned off.

Chapter 16

What does a good driver do when he has to park on the left-hand side?

When he has to stop in a road where parking is allowed on the right only or on the left only, according to the day of the month (see the sign on page 23) and it is a day for parking on the left, a good driver naturally stops his vehicle on the left. Before moving over to the left he turns on his directional signals on the left-hand side and then moves over to the left-hand side of his half of the road. He only completes the manoeuvre when there is no vehicle coming from the opposite direction.

Chapter 17

What does a good driver do in case of accident?

Anyone who drives a vehicle may find himself involved in an accident. The Highway Code therefore prescribes what should be done in such cases.

First of all, the injured persons, if any, must be helped. This obligation takes precedence over all others since human lives are at stake.

Secondly, if the accident is apt to impede traffic, all necessary measures must be taken to ensure that other vehicles are not in danger. For instance, warning lights may be put up or a passenger or a passer-by may be asked to signal to the cars to slow down, etc.

Finally, it will be necessary to have a report made by a policeman. If it is not possible to call a police officer on the spot it will be necessary to go to the police station to report the accident. This must be done within 24 hours.

Anybody who runs away in order to escape an inquiry by the police will be liable to a fine of not more than 2,000 francs and two months in prison.

An accident may happen to a vehicle without another driver being involved. For instance, the load of a vehicle may fall on to the road. The driver of the vehicle in question must then take all necessary precautions to ensure that other vehicles are not endangered. If the driver cannot do this himself, his assistant or even the passengers or other road users must do it.

Chapter 18

A good driver goes back to the garage

When going back to the garage a good driver first of all warns the other drivers of his intention to turn to the right or to the left in order to leave the road. He does this by turning on his directional signal on the one side or on the other.

If he is turning to the right, he stays as far over to the right as possible.

If he is turning to the left, he moves over to the left-hand side of the right half of the road. He allows the vehicles coming from the opposite direction to pass and only completes his manoeuvre when the road is clear.

FOURTH PART

THE RULES OF CYCLISTS

The number of bicycles in the Congo and Ruanda-Urundi is increasing by tens of thousands every year. The result is that cyclists now form the largest group of road users.

Anybody may ride a bicycle without having to obtain a license. Moreover, many cyclists are ignorant of the traffic regulations and thus get involved in accidents.

What happens in an accident involving a cyclist and an automobile? It is always the cyclist that gets killed or seriously injured.

Therefore, every cyclist who wants to ride in safety must know the Highway Code.

In order to know the Highway Code the cyclist, just like the driver, must first study all the road signs. These must be respected by all those who use the roads.

Moreover, a good cyclist always pays attention to his special rules in the Highway Code and set forth in the following pages.

These rules also apply to motorized bicycles, i.e. bicycles with a small motor of not more than 50 cubic centimetres.

Chapter 1

The bicycle must be in good condition and must be equipped with all the necessary accessories

For a bicycle to be used on a public highway the following conditions must be complied with:

1. It must be in good mechanical condition. If it is in poor shape - for instance, if there are spokes missing, if the chain is old and worn, if the handlebars are not firmly attached, if the frame is warped, etc. - the bicycle may cause serious accidents not only to the cyclist but also to other road users.
2. The bicycle must be equipped with the following accessories:
 - (a) Very good brakes. The cyclist should be able to stop almost dead whenever necessary. A good brake will lock the wheel when it is fully applied. Every bicycle should preferably have two brakes.
 - (b) Very good lights. In front, the bicycle may carry either a single white light or two white lights, one above the other, enabling the cyclist to see up to 30 metres ahead. These lights must not inconvenience other persons using the road. At the back it is necessary to have not only a small red reflector but also a red electric light visible from a distance of 100 metres.

It is permissible for the front and rear lights to function only when the vehicle is in motion. The lights must be turned on whenever it gets dark even in the daytime if necessary.
 - (c) A bell audible for at least 20 metres. The bicycle must not carry any other kind of device emitting sound or music.
 - (d) A plate showing that the tax on the bicycle has been paid.

Chapter 2

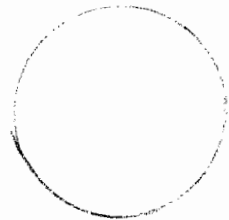
Good cyclists ride on the bicycle path one behind the other

On many roads there is a special path set aside for cyclists. This path is marked by a blue sign as shown here.

CYCLE PATH

✓
The use of the bicycle path is obligatory for all cyclists. If there is no bicycle path, they should keep as far to the right of the road as possible. They may not ride in the middle of the highway.

Cyclists may not ride side by side; always one behind the other. However, outside built-up areas two cyclists may ride side by side, but only on condition that as soon as another vehicle approaches, one of them must move behind the other.



NO BICYCLES

Roads to which no cyclists are admitted are provided with the sign shown here.



Chapter 3

A good cyclist does not play on the road

A bicycle is a means of transport, not a toy to play with. That is why the Highway Code prohibits riding a bicycle in the following ways:

1. Without holding the handlebars. If he does not hold the handlebars, the cyclist will lose control of his bicycle and serious accidents may occur.
2. Without keeping his feet on the pedals. If he takes his feet off the pedals, the cyclist will lose control of his bicycle and serious accidents may occur.
3. Holding an animal by a leash. If the animal suddenly bolts or turns right or left, the cyclist may have a sudden fall.
4. Holding on to another vehicle. If that vehicle suddenly increases its speed or turns right or left, the cyclist may fall. If the vehicle brakes suddenly the cyclist will be thrown against it.

Chapter 4

A good cyclist rides at a moderate speed

A good cyclist will always avoid riding so fast that he cannot control his bicycle.

Especially when going downhill it is important not to ride too fast. In any case, the cyclist must never exceed the speed limit indicated by a round sign with a red border. When riding on a bicycle path the speed must never exceed 40 km per hour. This rule must be carefully observed by riders of motorized bicycles. By pedalling while the motor is running they can attain dangerous speeds.

IF YOU DRIVE A MOTORIZED BICYCLE, NEVER EXCEED THE SPEED PERMITTED FOR ORDINARY BICYCLES!

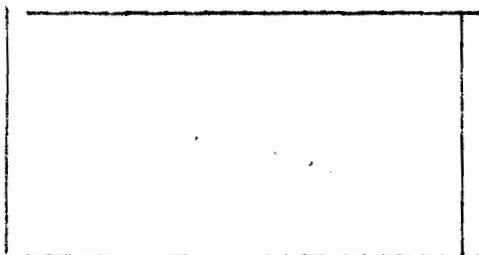
There are even places where a person riding a bicycle, motorized or otherwise, must get off and walk. This is especially so where big crowds are gathered, as for instance in a market-place on public holidays etc. When pushing his vehicle along, a cyclist must observe the same rules as pedestrians (see page 53).

Chapter 5

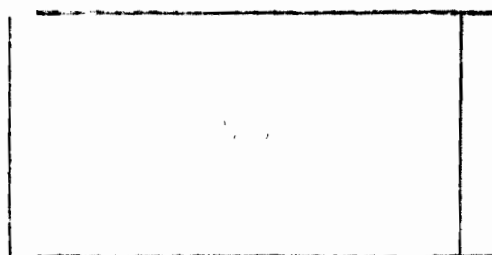
A good cyclist carefully signals his intentions

A cyclist must always indicate to the other persons using the road his intention to turn right or left or to slow down.

Here are the hand signals which he uses:



I am turning left



I am turning right

✓
f A good cyclist is particularly careful when turning left. In making this manoeuvre two cases may occur:

(a) It is an ordinary road where there is no bicycle path. In this case the cyclist moves over to the left side of the right half of the road before beginning to turn. This must be done in such a way that he does not impede the traffic coming from the opposite direction.

PICTURE

I am slowing down

X (b) The road has a bicycle path. In this case the cyclist stays on the bicycle path and turns left so that he enters the bicycle path of the other road or, if that road has no bicycle path, the right hand side of the road, as ~~far from the middle~~ as possible.

far from the middle

Chapter 6

A good cyclist never overloads his bicycle

A bicycle is neither a lorry nor a bus. Therefore the cyclist:

- (a) may not carry heavy goods or objects longer than 75 cm. Objects carried on a bicycle must not project ahead of the vehicle. At the rear they must not project more than 50 cm.
- (b) may not carry another person either on the frame of the bicycle or on the luggage carrier. It is all right, however, to carry a small child on condition that a special seat is fixed on the bicycle.

Chapter 7

A good cyclist will not make a sudden turn to the left

A good cyclist knows that it is very dangerous to make a sudden turn to the left in order to pass another cyclist or to avoid an obstacle (for instance, a car whose driver has stopped on the bicycle path because he does not know the regulations). If an obstacle appears a good cyclist

✓
dismounts from his bicycle and, pushing it along, passes around the obstacle to the right.

PART FIVE

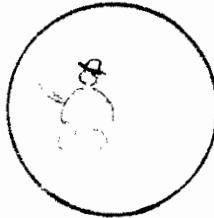
SOME GOOD ADVICE FOR PEDESTRIANS

1. Where there is a special path set aside for pedestrians (called a pavement) you must walk on it.
2. Where there is no pavement you must walk as far as possible from the middle of the road. Always walk on the left-hand side of the road so as to avoid being taken by surprise by vehicles coming from behind.
- X 3. Before stepping down from the pavement into the road, for instance in order to cross the road, look carefully to the left and to the right to see if a vehicle is approaching. Do not cross unless the road is absolutely clear. Remember this: cars and lorries move very fast, and sometimes when you think they are far away they may reach you in an instant.
4. Where the traffic at a cross-road is controlled by a policeman or by traffic lights, you must not cross until the policeman gives the sign or until you see a green light only ahead of you.
5. If you want to get to the opposite side of a public square, do not walk across the middle. Be sensible and walk around it by crossing one by one the streets forming the square.
6. When there are markings painted on the road to indicate a pedestrian crossing, you should cross at that place.
7. You must always cross the road in a straight line so that you do not stay longer than necessary in the roadway.
- X 8. At night, take a torch when you have to walk on unlighted roads. However, you must use this light in such a way that it does not bother other persons using the road.
9. Parents must see that their children do not play in the public road. Teach your children, at a very early age, to respect the Highway Code.

✓

10. Never stop to chat in the middle of the roadway. Always remember that it is impossible to stop a car within a few ^{metres} metres. Be particularly careful at bends, near the top of a hill and at any place where the driver of a car may not be able to see you.

11. You must never enter a road which carries this sign:



Pedestrians, keep your eyes and ears open!
If you are careless,

DEATH AWAITS YOU

1654

SEC/13

SECONDE LISTE

(REG. 18 et 34 (1))

INFRACTIONS

Est réputé avoir commis une infraction, quiconque a :

1. Fait preuve d'insubordination
2. / Désobéi à un ordre verbal ~~donné~~ par écrit par un supérieur ou négligé ceux donnés lors d'un défilé.
3. Manqué de respect à un supérieur par ses paroles, ses actes ou son comportement.
4. Usé d'un langage obscène et injurieux à l'égard d'un membre quelconque de la Force ou lui a cherché querelle.
5. Adopté une attitude tyrannique envers un inférieur.
6. / Passé outre aux sommations d'une sentinelle.
7. Mis en gage, vendu ou disposé illégalement d'objets ne lui appartenant pas, perdu par négligence, volontairement endommagé ce qui lui a été confié ou négligé de signaler toute perte, détérioration de vêtements, d'armes et autres accessoires qui lui ont été remis ou de biens publics dont il avait charge.
8. A fait preuve d'inattention ou s'est conduit de façon inappropriée pendant un défilé
9. A manqué de se présenter sans raison valable ou est arrivé en retard à un défilé, tribunal ou tout autre endroit où il devait prendre son service.
10. S'est montré ~~pendant le service~~ dans un lieu public alors que sa tenue était négligée ou sale.
11. A été en état d'ébriété.
12. A consommé des boissons alcoolisées alors qu'il était de service.
13. Est entré dans un débit de boissons (autre que la cantine de la police) alors qu'il était en uniforme et de service. - à moins que la présence de l'intéressé dans ledit débit ne réponde à des exigences professionnelles.
14. A essayé de dissimuler ou de modifier son numéro matricule.
15. A fumé alors qu'il était de service.
16. A négligé d'inspecter comme il le devait son secteur de surveillance ou a effectué des rondes à intervalles irréguliers.
17. A paresse, tenu des propos, s'est assis ou s'est allongé sans raison ou dormi alors qu'il était de service.
18. A négligé de donner suite à toute demande formulée par qui que ce soit dans un lieu public.
19. A quitté sans permission ou raison valable le secteur de surveillance qui lui a été attribué ou tout autre endroit où il était de service.
20. S'est échappé du lieu où il était aux arrêts ou consigné sans attendre sa mise en liberté qui devait lui être accordée par l'autorité compétente.
21. S'est livré à des violences ou a brutalisé toute personne confiée à sa garde.
22. A laissé un prisonnier s'échapper par sa négligence ou a manqué de prendre les mesures nécessaires pour empêcher de telles évasions.
23. S'est montré négligent dans l'accomplissement de son devoir.
24. A procédé, sans raison valable, à des arrestations illégales ou arbitraires.

25. Bien qu'au courant des faits et gestes d'un délinquant a négligé de les signaler qui de droit ou n'a pas pris la peine de faire traduire le délinquant en justice.
26. A négligé de prêter assistance à toute personne malade ou ayant été blessée dans lieu public.
27. A négligé de passer une écriture importante dans un document officiel, registre ou papier.
28. A rédigé ou signé une fausse déclaration dans un document officiel ou des archives.
29. A, sans raison valable, détruit ou tronqué des archives officielles, un registre un livre ou tout autre document ou a modifié et effacé des écritures.
30. A menti devant un tribunal ou au cours d'une enquête.
31. A caché ou négligé de signaler promptement toute plainte ou rapport établi contre un membre de la Force.
32. A négligé ou refusé d'aider à appréhender un membre de la Force auquel une infraction était reprochée.
33. A protégé, de ses créanciers, toute personne n'étant pas un agent de police en exerçant ses fonctions d'officier de police ou à protéger tout autre officier de police contrairement à la loi.
34. A rédigé ou a pris part à la rédaction d'une plainte anonyme.
35. A rédigé une plainte futile ou vexatoire.
36. A prêté de l'argent ou en a emprunté à un membre de la Force.
37. A accepté directement ou indirectement une gratification, un cadeau, un versement ou un certificat à l'insu du supérieur dont il dépend et sans l'autorisation de ce dernier.
38. A contracté une dette sans être prêt ou capable de la rembourser ou, l'ayant contractée, n'a fait aucun effort pour s'en acquitter.
39. A divulgué un renseignement qu'il devait tenir secret.
40. A transmis directement ou indirectement des renseignements à toute personne non autorisée à propos d'une sommation ou d'un mandat délivré ou devant être délivré contre une tierce personne.
41. A communiqué des renseignements sur la Force à toute personne non autorisée sans la permission du supérieur dont il dépend.
42. S'est absenté sans raison valable alors qu'il n'avait pas quartier libre.
43. A simulé une maladie sans raison; a gardé le silence sur une maladie vénérienne, infectieuse ou contagieuse ou a négligé de signaler qu'il en souffrait.
44. S'est adonné au jeu, a toléré ou a omis de signaler que le jeu était pratiqué dans les postes de police ou à la caserne.
45. A déchargé une arme à feu par négligence sans autorisation ou raison valable.
46. A manqué de politesse à son interlocuteur.
47. En sa qualité de membre de la Force a profité de sa position pour en tirer des avantages.
48. A négligé de rendre des comptes ou de restituer intégralement de l'argent ou des biens qui lui ont été officiellement confiés.

49. S'est servi sans raison valable ou sans autorisation d'un véhicule appartenant à la Force.
50. A fait montre d'un comportement qui risque de faire tomber la Force en discrédit.
51. S'est associé à une ou des personnes de mauvaises réputations ou à quelqu'un accusé d'infraction grave. L'officier de police incriminé devra prouver qu'il a fréquenté la ou lesdites personnes non sans raison.
52. S'est rendu coupable d'un acte ou d'une négligence qui nuisent au maintien de l'ordre ou de la discipline. *am*
53. A manqué d'observer les règlements de la Force ou les instructions périodiques éventuelles de l'Inspecteur général ou,
54. A tenté de commettre ou incité à commettre une des infractions mentionnées ci-dessus.

TROISIEME LISTE

(Règles 18, 23 (1) et 30)

PEINE AUTORISEE POUVANT PRONONCER LES PEINES ET PERSONNES CONTRE LESQUELLES LA PEINE EST PRONONCEE

PEINE	Inspecteurs	Sergent chef ou Sergent	Caporal ou caporal 1ère classe	Agent de police ou recrue
Révocation ;;;.....	Inspecteur général	Commissaire	Commissaire adjoint	Commissaire adjoint
Retrogradation	Commissaire	Commissaire adjoint	Sous Commissaire	Chef de la Police
Retenue et suspension de traitement	Commissaire adjoint	Sous commissaire	Chef de la Police	Commissaire général provincial
Réprimande sévère	Commissaire adjoint	Chef de la Police	" "	" " "
Amende ne dépassant pas 5 l. Sterl.	" "	"	" "	" " "
Amende ne dépassant pas 3 l. Sterl.	" "	"	" "	" " "
Amende ne dépassant pas 2 l. Sterl.	" "	"	" "	" " "
Amende ne dépassant pas 1 l. Sterl.	" "	"	Commissaire de la police provincial	Sous chef de la police
Réprimande.....	Chef de la police	Commissaire général provincial	Sous chef de la police	" " "
Consignation à la caserne de 14 jours	" "	"	" " "	L'inspecteur reçoit une autorisation par écrit à cet effet qui est délivrée par le Commissaire provincial
Primades, autres corvées ou exercices punitifs d'une durée maximum de 10 heures non consé- cutives.	" "	"	" " "	

QUATRIEME LISTE

- PERSONNEL SPECIALISE

Peines - Autorité pouvant prononcer les peines et personnes contre lesquelles la peine est prononcée.

P E I N E S

quartiers maître en
chef de vedette
pilote qualifié de vedette
mécanicien qualifié de
voiture

quartier maître de vedette
pilote de vedette
mécaniciens de voitures

Révocation	Commissaire	Commissaire adjoint
Rétrogradation	"	" "
Retenue et suspension de traitement	Commissaire adjoint	Sous Commissaire
Réprimande sévère	" "	Chef de la Police
Amende ne dépassant pas 5 livres sterling	" "	" "
Amende ne dépassant pas 3 livres sterling	" "	" "
Réprimande	Chef de la police	Commissaire général provincial
Consignation à la caserne pour une durée maximum de 14 jours..	Chef de la police	Commissaire général provincial.

INTERNAL SECURITY MEMORANDUM

Leopoldville, 31 January 1961

From: P. Potocki, "Lesse" Guest House
To: Mr. Riou, Security Office
Subject: Disappearance of refrigerator

We have received seventeen refrigerators from the AGOC firm of which four were received on 23 November 1960 for the villa located on 80 avenue Paul Nève, twelve on 3 December 1960 for the Itimbiri Building, and another on 5 December also for the Itimbiri Building.

The four refrigerators which we received first were put into the villa on 80 avenue Paul Nève. As one of them was not in working order it was sent for repair and replaced by another which we took out of our store. Once repaired this refrigerator was returned to us. In the meantime we put four other refrigerators in four apartments in the Lesse Building occupied by the Conciliation Commission. Last week we again put temporarily a second refrigerator in an apartment in the villa at 80 avenue Paul Nève.

About three weeks ago while I was making a checkup I noticed that a refrigerator was missing. It seemed impossible to me that such a heavy object could have been stolen and I thought at first that I had forgotten to record the removal of one of these refrigerators from the store. However, I had searches made in all the apartments or dwellings under Lesse control and nothing was found.

I am beginning to think that this refrigerator was stolen during the night of 1-2 December when a theft was committed on the ground floor left of the villa at 80 avenue Paul Nève where we had for a while stocked all the refrigerators received for this villa. It is

possible that this deficiency escaped my notice when I was there to make a report on this theft. For your guidance I am sending you attached a copy of this report.

cc. Mr. Marek - Chief of Accommodation Service.

3 December 1960

From: P. Potocki, Lesse Guest House
To: Mr. J. Lossky, Deputy Chief, Housing
Subject: Theft at No.80 Avenue P. Nève

I have enclosed in this letter a requisition for 2 curtains for the above-mentioned villa.

You will remember that a requisition had already been made for 3 curtains for the same villa on 24 October. These curtains had already been delivered by Home Decoration. However, I noted yesterday that a theft had been committed. Although I had checked the night before last that all the doors were closed and nothing was missing from the apartment, I noted yesterday that a door was open and that the pair of curtains in question were missing.

The keys to the villa were at the Lesse all night and were not given to anyone. It would therefore seem curious that someone could enter the apartment without even breaking a window or forcing a lock. However, I wish to draw to your attention the fact that the locks on the doors of this building are of a standard type and it is quite possible to open the doors with another key or a skeleton key.

1571

SEC/11

26 January 1961

To: Mr. C. Redman, Chief of Security

From: P.L. Rondot, Foreign Trade,
Civilian Operations

Subject: Theft Committed in Royal Building

On 4 January 1961 I was the victim of a theft amounting to about \$230 (\$150 plus 4,000 Congolese francs). Following is the theft report:

As I had to leave my office (Foreign Trade, No.210) for just a few minutes I left my handbag under the table. At that time there were two people in the office, Mr. Angehrn and Mr. Prieto, both Foreign Trade experts. For this reason I did not consider it necessary to take my money (kept in an opaque plastic purse inside the handbag) with me. Unfortunately when I returned about 10 minutes later, at 9.15, Mr. Angehrn and Mr. Prieto had left the office sooner than I expected and my handbag had disappeared.

I immediately notified the Security Office. A half hour later they found my handbag which had been forced open, in a kitchen adjoining Room No.210. The money, except for \$10, had been stolen but not my UNOC identity card nor my ticket which, along with the dollars, I was planning to turn over to the United Nations for safekeeping.

The Security Officers searched and questioned all the boys on the second floor without result.

Since this theft was committed during working hours in a United Nations office which I was obliged to leave momentarily to carry out an urgent task in the Thermofax Room (242) I would be grateful if the Administration would reimburse me for the stolen sum or for at least part of it.

Hoping for a favourable reply I wish to express my thanks in advance to the Administration for anything it can do in this matter.

1568

SEC/10

Destinataires : Listes A, B. et C

Origine : Le Chef du personnel militaire

Objet : SECURITE DU PERSONNEL

Des pourparlers politiques préalables à la Conférence de la Table Ronde qui se tiendra prochainement à Léopoldville sont en cours depuis le 25 janvier 1961. Il est recommandé ^{membres du} aux ~~personnel~~ de faire preuve de la plus grande circonspection dans leurs déplacements hors du secteur de leur unité ou du QG de l'ONUC. La circulation, de nuit, plus particulièrement, sera limitée au strict minimum.

Les précautions susmentionnées ~~seront prises en conséquence~~

~~seront prises en conséquence~~

~~seront prises en conséquence~~ s'imposent notamment pendant une semaine à compter d'aujourd'hui ou jusqu'à la conclusion de ces entretiens, si ceux-ci se terminent dans un délai inférieur à une semaine.

Le lt-colonel H. Haieebhoy

Le Chef du
personnel militaire

1460

SEC/9.

14 January 1961

To: Mr. Redman, Chief Security Officer
From: J. Rice, Security Officer
Subject: Investigation of housebreaking and robbery in
apartment 48 Royal Building (Entrance D, 4th floor)

On 6 January 1961, between 1800 and 1815 hours, Mr. Van Der Hulst came to the Security Office and informed me that a robbery had taken place in his apartment. I went with him to the apartment and noted the following:

1. The front door was ajar.
2. A pair of black ankle-boots, military type, were in the middle of the corridor, in a wet condition.
3. The first door on the left, in the corridor, leads to a balcony where there are two nylon lines used for drying clothes. The first line was broken at the extreme left of the balcony. On the tiled floor, there were several sheets which were still wet and a green plastic pail half-full of water.
4. On the right is a bedroom containing two beds, two chairs, a chest of drawers, a small table and several suitcases. The chest of drawers had been ransacked and most of the contents were scattered over the floor.
5. The second bedroom, contained two beds and a chest of drawers. The drawers had also been ransacked.
6. At about 1900 hours, we proceeded to the apartment, accompanied by Mr. Hobish, Security Officer, in order to pursue our investigations. From the balcony we noticed that there were some people in the Movement Control office on the floor below. We went to look, and found that there

were two Indonesian soldiers in the bathroom, entirely naked. We asked them to get dressed and to follow us to the Security Office. One of the soldiers had no shoes.

Mr. Redman and the Canadian Military Police, to whom the incident had been reported, began investigation at the Security Office.

1344

SEC/8

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

Leopoldville, 27 December 1960

To: Mr. Redman, Security Lieutenant

From: Security Officer, J. Riou

Subject: Investigation concerning Mr. Macauley employed in Finance Office

Mr. Alexandre	"	"	"
Mr. Francis	"	"	"
Mr. Mahungu	"	"	"
Mr. Fugar	"		Mail Room
Mr. Muanza	"		Procurement

At 10 a.m. on 17 December 1960 Messrs. Macauley, Alexandre, Fugar and Francis called at the Security Office, requested an interview with Mr. Redman who, being available, agreed to receive them.

They declared that Mr. Muanza was most desirous of knowing their addresses simply to send them invitations for Christmas and New Year. Not being of Congolese nationality, the four employees mentioned above were on their guard and refused to give their addresses. Before ~~they~~ leaving the ~~office~~ office, Mr. Redman asked them to keep him fully informed of the situation.

At 3 p.m. on 22 December 1960, whilst I was in the Finance Office to complete this investigation, Mr. Macauley said to me "Fortunately I arrived home late yesterday evening, for six Congolese policemen came to arrest me, my father explained to them that I had not yet returned. They waited a short while and then left. They were in possession of a charge made against me and, suspecting Mr. Mahungu, I asked him if ^{he} had any knowledge of this charge and he said 'Yes, I did it, I made three complaints to the Police against ~~Mr. Mahungu~~

Messrs. Macauley, Alexandre and Francis, because I have had quite enough of being treated and insulted every day as a "macaque", good-for-nothing etc.'

I warned him that he had acted wrongly in causing the Congolese Police to intervene in this matter and that in all cases of this kind it was better to get in touch with the Security Office at once. I asked him to go to the Police next day to withdraw the complaints."

An affidavit is attached hereto proving that Mr. Mahunga withdrew his complaint on 27 December 1960.

1304

SEC/7

UNITED NATIONS ORGANIZATION IN THE CONGO
Leopoldville, 22 December 1960

To: Mr. Redman

From: Security Officer J. Riou

Subject: Enquiry relating to Mr. Alfred Asukela, employed
as house-boy by Miss Mary Tabachnick, resident at
Cinquentenaire Building (3rd floor), Leopoldville

Miss Mary Tabachnick, a United Nations secretary who does not speak French, called me to her office and told me that ~~the behaviour of~~ her house-boy had for some time been ^{acting} strange, and on occasion had displayed aggressiveness and deceitfulness. Some days previously, he had become menacing, and had brandished a knife. Miss Tabachnick had therefore decided to dispense with his services, but Mr. Asukela could not understand the reason for this and was unwilling to leave. At 1.15 p.m. today, accompanied by Sergeant Julien, of the Security Office, and Miss Tabachnick, we met Mr. Asukela and asked him to follow us. After having explained to him the reasons for his dismissal and having paid him his monthly wage, I warned him not to bother Miss Tabachnick again, and told him that if he did I would take strong measures against him.



BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC. LEOPOLDVILLE

Leopoldville, le 22 Decembre 1960.

To : Mr. Redman
From : S/O. J. Riou
Sujet : Enquete concernant Mr. ASUKELA Alfred, employe comme
servant a Miss Mary TABACHRIEK, demeurant Leopoldville
Immeuble Cinquentenaire 3e etage.-

Miss Mary TABACHRIEK, Secetaire a l'ONU, ne parlant pas francais me convoqua a son bureau et m'expliqua que le comportement de son servant etait douteux depuis un certain temps, quelquefois regard agressif et trompeur. Quelques jours auparavant il etait menacant un couteau a la main donc Miss Mary TABACHRIEK prit la resolution de se separer, mais Mr. ASUKELA ne comprenait pas pourquoi et ne voulait pas partir. Ce jour a 13 h.15 accompagne de Mr. Julien, Sergeant S/O. et Miss TABACHRIEK nous avons rencontre Mr. ASUKELA et l'avons prie de nous suivre. Apres lui avoir fait connaitre les raisons de son renvoi et avoir percut son traitement mensuel, je l'avertis de ne plus deranger Miss Mary TABACHRIEK, en cas contraire je prendrai des mesures energiques a son egard.

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC. LEOPOLDVILLE

Leopoldville, le 22 Decembre 1960.

To : Mr. Redman
From : S/O. J. Riou
Sujet : Enquete concernant Mr. ASUKELA Alfred, employe comme
servant a Miss Mary TABACHRIEK, demeurant Leopoldville
Immeuble Cinquentenaire 3e etage.-

Miss Mary TABACHRIEK, Secetaire a l'ONU, ne parlant pas francais me convoqua a son bureau et m'expliqua que le comportement de son servant etait douteux depuis un certain temps, quelquefois regard agressif et trompeur. Quelques jours auparavant il etait menacant un couteau a la main donc Miss Mary TABACHRIEK prit la resolution de se separer, mais Mr. ASUKELA ne comprenait pas pourquoi et ne voulait pas partir. Ce jour a 13 h.15 accompagne de Mr. Julien, Sergeant S/O. et Miss TABACHRIEK nous avons rencontre Mr. ASUKELA et l'avons prie de nous suivre. Apres lui avoir fait connaitre les raisons de son renvoi et avoir percut son traitement mensuel, je l'avertis de ne plus deranger Miss Mary TABACHRIEK, en cas contraire je prendrai des mesures energiques a son egard.

1278

SEC/6

UNITED NATIONS ORGANIZATION IN THE CONGO

Leopoldville, 19 December 1960

To: C.G.J. Redman
From: Security Officer J. Riou
Subject: Statement by Mr. Dosthe ILO
Employed as messenger by UNOC

At 8 a.m. on 6 December 1960 I went to the first floor, where I work as messenger in offices Nos. 141 and 142.

Following my usual practise, I enquired at offices Nos. 141 and 142 if there was anything for me to do, and from office No. 142 I was sent to Movement Control to deliver some documents. Office No. 141 was unoccupied at the time, and on my return I went to the kitchen accompanied by Jean (messenger) and Thomas (clerk) to prepare tea. I remained in the kitchen for about half-an-hour when Mr. Mertens came in and asked me to go immediately to Miss Dowling's office. On asking him the reason for this, he replied that there some money had been stolen. On reaching the office Colonel Nyby began to search my pockets and to examine my wallet, but nothing was found on me in relation to the theft. I then returned to my work.

1222

SECC/5

RED CROSS OF THE CONGO

Junior Red Cross - Boy Cadets - Girl Cadets

Leopoldville, 9 December 1960

Mr. J.A. Olver,
Chief Administrative Officer, UNOC,
Room 613, Royal Building,
Leopoldville-Kalina

Dear Sir,

Further to the interview you had with Mr. Borsinger, representative of the International Red Cross Committee in the Congo, we take the liberty of approaching you to ask if you would be good enough to authorize a delegation of two young members of the Congolese Junior Red Cross to visit the UNOC offices in Leopoldville in order to collect funds for the organization of end-of-year festivities.

Every year at this season, in fact, the Junior Red Cross organizes a collection the proceeds of which enable it to hold festivities for the St. Nicholas, Christmas and New Year holidays on behalf of the children in greatest need.

We hope you will have the kindness to consider this request, and that you will be able in due course to announce that our representatives will be calling at the offices under your administration.

Thanking you in advance on behalf of the little children we are caring for,

Yours faithfully,

(signed) J. SIMBU
for the Provincial and Regional Commissariats
of the Junior Red Cross, Boy Cadets and Girl
Cadets

UNOC Hq. Security Unit

12 December 1960

To: Mr. C.T.J. Redman, Chief Security Officer
From: Mr. S. Colli-Vignarelli, Security Officer
Subject: Accident Report

Statement received in the Security Office, 12 December 1960,
at 1645 hours.

I, the undersigned, Mr. Kasongo Barthélemy, Identity Card No. 166576, residing in Bandalungwa quarter, Leopoldville, driver in the employ of the UN, declare that at about 1630 hours on Monday, 12 December 1960, I was delivering building materials to the Royal in my large truck. I noticed, after I had unloaded the goods, that I was unable to back up in order to take the road I had come by, so I decided to pass in front of the Royal and go out past the barrier on the way to Boulevard Albert.

Due to the height and width of the ^{truck} lorry, while thus manoeuvring I ran into the horizontal bar which was in position. I stopped immediately and realized that the bar was twisted and torn out. I thereupon parked my truck in the compound and went to the Security Office. I declare, furthermore, that I was driving at normal speed.

Truck No. 7814

UNCC

Leopoldville, 12 December 1960

Read and forwarded to
Security Office by Lieutenant Elmansouri

From: Private Haddou ou Driss, Roll Number 50
Paratroop Company, Moroccan Contingent

To: Lieutenant Elmansouri, Commander of the
Royal Building guard.

Subject: Damage to equipment

I beg to make the following report:

At 1630 hours, a UN truck struck and broke the barrier at the southern gate. The Chief Security Officer, who was there at the time, saw the accident and took the driver to his office in order to establish his identity. It should be noted that the truck went through the passageway at high speed.

Leopoldville, 6 December 1960

To the Chief Security Officer, UN

On my arrival at work this morning at 0840 hours, my Chief sent me twice to the Supply Office and once to the Equipment Office, and at about 0915 hours I began to make tea. I noticed that there were some burned-out light bulbs in the corridor. As the telephone in Room 142, where I work, does not function properly, I went to telephone from the Colonel's office, where Miss Dowling works. I saw the wallet next to Miss Dowling's handbag. As I was dialling the number, Miss Rutter came in and asked me why Miss Dowling had left the money on the table. I replied that I was going to ask her.

I had started dialling again when Miss Dowling came in. I asked her, "Why did you leave the money on the table?" She answered, "No, I didn't leave it on the table." She checked and found that 10 dollars were missing. I told her that I was going to ask Doustin, and went to call him from the kitchen. We came back to the office, and there I asked Doustin if he had touched Miss Dowling's handbag, to which he replied "No." I then emptied all my pockets to show that I did not have the money on me.

MERTENS

1. NOM

Mademoiselle EVOLOKO Thérèse

4. ADRESSE

EALA, n°13, Quartier de l'Université, N'DJILI

7. diagnostic.

A été ramenée morte à l'hôpital de l'ONUC, Léopoldville le 4 décembre 1960 à 19 h.40 par le Capitaine Knut Hallingen, Officier pilote, affecté à l'aérodrome de N'Djili. Le Capitaine a expliqué que Mademoiselle EVOLOKO venait d'être victime d'un accident automobile.

M. LINCK Jean, de Freesia, domicilié à Limeté, n° 310, a identifié le corps comme étant celui de Mademoiselle Thérèse EVOLOKO, domiciliée à Eala, n° 13, Quartier de l'Université, N'Djili.

L'examen médical de la victime a permis de constater les blessures suivantes :

A saigné très abondamment par la bouche, le nez, les yeux et par les blessures qu'elle portait à la tête.

1) Traumatismes de la tête:

- a) profonde déchirure jusqu'à l'os d'environ 10 cm sur 1 cm 25 dans la région frontale;
- b) profonde déchirure jusqu'à l'os de 7 cm 5 sur 2 cm 5 dans la région occipitale gauche;

2) Fracture compliquée et esquilleuse du tibia et du péroné droit (tiers supérieur).

3) Fracture esquilleuse du tibia gauche (tiers supérieur).

4) Fracture esquilleuse de l'humérus gauche (tiers supérieur) accompagnée d'une déformation prononcée du bras.

5) Multiples écorchures - grandes et petites - sur le visage et les deux extrémités.

Cause du décès

La mort a été occasionnée par une commotion et une hémorragie provoquée par de graves blessures à la tête et autres traumatismes décrits ci-dessus.

Hôpital de l'ONUC
LEOPOLDVILLE
le 4 décembre 1960

Major (A.K. BASU)
Médecin de service

DECLARATION DE :
NUMERO MATRICULE : 12668
GRADE : SERGENT CHEF
NOM : BJERKE Thor
UNITE: N° 1 SGN C-119 NDJILI AIR BASE
NATIONALITE : NORVEGIENNE

HEURE : 20 h.30
DATE : 4 déc. 1960
LIEU : QG DE L'ONUC
ENREGISTRE PAR:
425795 SGT HEY H.

J'étais assis sur le siège arrière à côté du sergent SVENKERUD, Terje, je n'ai rien à ajouter à la déclaration que SVENKERUD a faite dans son rapport. Fin 20 h.55.

Témoin: HEY H (Sgt)

Signé: BJERKE T.

DECLARATION DE:
NUMERO MATRICULE : 11660
GRADE : Sergent
NOM: THOMASSEN Finn Moe
UNITE : N° 1 SQN C-119 NDJILI AIR BASE
NATIONALITE : Norvégienne

HEURE: 20 h.30
DATE : 4 déc. 1960
LIEU : QG DE L'ONUC
ENREGISTRE PAR:
425795 SGT HEY H.

Rapport sur l'accident survenu le 4 décembre 1960 près de l'aérodrome de
NDOLO.

J'étais assis derrière le conducteur, à sa droite. J'ai aperçu la
femme juste avant la collision. Nous roulions à une allure très modérée,
que j'évalue à 40 ou 50 à l'heure. J'ai eu l'impression que la femme cou-
rait. Fin 21 h.

Témoin: HEY H. (SGT)

Signé: THOMASSEN F.M.

DECLARATION DE:
NUMERO MATRICULE: 13098
GRADE : SERGENT
NOM : SVENKERUD Terje
UNITE: N° 1 SQN C-119 NDJILI AIR BASE
NATIONALITE : Norvégienne

HEURE : 20 h.30
DATE : 4 déc. 1960
LIEU : QG DE L'ONUC
ENREGISTRE PAR:
425795 SGT HEY H.

Rapport sur l'accident survenu près de l'aérodrome de NDJILI, le 4 décembre 1960 à 19 h.17 (heures locales).

Assis sur le siège arrière, du côté gauche, je n'ai rien remarqué jusqu'au moment où nous avons brusquement heurté la jeune fille. Après avoir arrêté notre bus, nous sommes précipamment descendus et avons aperçu la jeune fille, gisant inanimée sur la chaussée, juste derrière la voiture. Fin 20 h.45.

Témoin: HEY H. (SGT)

Signé: SVENKERUD, T.

DECLARATION DE :
NUMERO MATRICULE: 17208
GRADE : Sous-Lieutenant
NOM : HESTFLATT, Dagfinn
UNITE : N° 1 SQN C-119 NDJILI AIR BASE
NATIONALITE: Norvégienne

HEURE: 20 h.30
DATE : 4 déc. 1960
LIEU : QG DE L'ONUC
ENREGISTRE PAR:
425795 SGT HEY H.

Rapport sur l'accident survenu avec le bus VW de l'ONU N° 8, le 4 décembre à 19 h.17, à proximité de l'aérodrome NDOLO.

Je venais de LIMETE à bord de la Volkswagen N° 8. Nous nous dirigeons vers la ville, quand, tout-à-coup, nous avons heurté une femme qui traversait la route en courant. J'étais assis sur le siège du milieu, derrière le conducteur, et je n'ai pas pu voir comment les choses se sont passées car je ne regardais pas devant moi au moment de l'accident. L'accident s'est d'ailleurs produit juste après un tournant. Nous roulions, selon moi, à une vitesse d'environ 45 km/h. Fin 21 h.

Témoin: HEY H. (SGT)

Signé: HESTFLATT, D.

DECLARATION DE :
NUMERO MATRICULE : 14435
GRADE : SERGENT
NOM : HERNES JOHN
UNITE : No 1 SON C-119 N'DJILI AIR BASE
NATIONALITE : NORVEGIEN

HEURE : 20 h 30
DATE : 4 décembre 1960
LIEU : QG de l'ONUC
ENREGISTRE PAR : Sgt HEY H.
matricule 425795

DEBUT : Rapport sur l'accident occasionné par le bus VW de l'ONUC, No 8, le 4 décembre à 19 h 17, à proximité de l'aérodrome N'DOLO. J'étais assis sur le siège arrière sur le côté droit. J'ai remarqué la VW garée sur notre gauche tous phares allumés. Je n'ai pas vu de quelle façon l'accident s'est produit, ayant simplement entendu que nous venions de heurter quelque chose. Notre bus s'est arrêté. J'ai alors aperçu une femme indigène, étendue au milieu de la chaussée, derrière notre bus. Nous l'avons transportée dans notre véhicule, puis au QG de l'ONUC. Fin 21h10.

Témoïn : Sgt HEY H.

Signé : HERNES, J.

DECLARATION DE :

NUMERO MATRICULE : 14771

GRADE : SOUS-LIEUTENANT

NOM : SASTRE, ODD

UNITE : No 1 SON C-119 N'DJILI AIR BASE

NATIONALITE : NORVEGIEN

HEURE : 20 h 30

DATE : 4 décembre 1960

LIEU : QG de l'ONUC

ENREGISTRE PAR : Sgt HEY H.
matricule 425795

DEBUT : Rapport sur l'accident d'automobile survenu le 4 décembre 1960. Heure : 19h17.
Lieu : devant l'aérodrome de N'DOLO. Le bus VW de l'ONU No 8 venait de LIMETE et se dirigeait sur la ville. Une petite conduite intérieure VW nous faisant face était garée sur le côté gauche de la route, à la sortie de l'aérodrome de N'DOLO. La conduite intérieure en stationnement tous phares allumés. Nous roulions à une vitesse d'environ 40/50 km/h. Une femme a débouché de derrière la voiture en stationnement, courant au milieu de la route. J'estime que nous n'avions aucune chance d'éviter l'accident. Notre voiture l'a heurtée de plein ~~front~~ fouet, l'a projetée à terre et lui a passé sur le corps. Nous nous sommes immédiatement arrêtés, avons relevé la femme et l'avons transportée au Royal. Fin 20h57.

Témoin : Sgt. HEY H.

Signé : SASTRE, O.

DECLARATION DE :
NUMERO MATRICULE : 13473
GRADE : LIEUTENANT
NOM : JACOBSEN GUNNAR
UNITE : No 1 SON C-119 N'DJILI AIR BASE
NATIONALITE : NORVEGIEN
DEBUT : Rapport sur l'accident survenu le 4 décembre 1960 à proximité de l'aérodrome
N'DOLO

HEURE : 20 h 30
DATE : 4 décembre 1960
LIEU : QG de l'ONUC
ENREGISTRE PAR : Sgt HEY H.
matricule 425795

J'étais assis derrière le conducteur. J'ai aperçu aux abords de N'Dolo une voiture en stationnement, phares allumés, sur le côté de la route. Comme nous approchions, la lumière de ses phares m'empêchait de distinguer quoi que ce soit derrière elle.

Au moment où nous la dépassions, je vis une femme sortir en courant de derrière la voiture et se jeter sur la nôtre. Il est impossible que notre voiture ait été élevée, car la route en cet endroit est pleine de virages. Nous nous sommes arrêtés, nous sommes sortis de notre véhicule, et avons transporté la femme dans notre bus VW jusqu'au QG de l'ONUC. Fin 20h50.

Témoin : Sgt. HEY H.

Signé : JACOBSEN, G.

DECLARATION DE :

HEURE : 20 h.30

NUMERO MATRICULE : 13116

DATE : 4 décembre 1960

GRADE : CAPITAINE

LIEU : QG de l'ONUC

NOM : HALLINGBY, Knut

ENR GISTRE PAR : Sergent HEY H.

UNITE : n°1 SON-C-119, Base aérienne de N'Djili

N° Mle : 425795

NATIONALITE : Norvégienne

DEBUT :

Rapport sur l'accident survenu le 3 décembre 1960, à 19 h.17 à proximité de
l'aérodrome de NDOLO :

Je venais de dépasser une voiture en stationnement, tous phares allumés, garée de l'autre côté de la route. Je roulais à une vitesse de 40 à 50 km/h. lorsque, tout à coup, je heurtai quelqu'un. Je suppose que la personne que je venais de heurter avait débouché en courant de derrière la voiture en stationnement. Il m'a été impossible de donner un coup de frein ou de volant pour éviter la personne et le choc s'est produit. J'ai arrêté mon véhicule aussi vite que j'ai pu et j'ai aperçu une jeune fille, gisant sur la route, inanimée. Elle a été relevée immédiatement et conduite à l'hôpital de l'ONUC via LE ROYAL. FIN 21 h.

Signé : HALLINGBY, K.

Témoin : HEY, H. (Sergent)

CONFIDENTIAL

Annex B to
OF/60/11
Dated 26 October 1960

Statement by:

Name: Valentin EBOMA

Address: 47, rue de Nzumbu,
Leo-Zili, Leopoldville

Employed as: Driver, UNOC HQ

Time: 1720 hours

Date: 25 October 1960

Place: Leopoldville

Taken by: L/Cpl LABELLE MOM

Begun at 1720 hours. At about 1350 hours on 25 October 1960, I was driving a UN car, No.141, 1960 Simca, assigned to Mr. Eshag, Finance Department. I was on my way back from Limete to the Royal Building and was proceeding along Avenue Prince Baudouin. On reaching the intersection with Avenue Kambambare, a Congolese soldier signed to me to stop. I stopped the car, and the soldier made a thorough inspection of it. He then asked me for my red card (registration card for the car). I told him that it was a UN car, and that the red card was at the UN office. The soldier replied, "I don't give a damn for the UN", and ordered me to come with him to Kinshasa Commune to see the lieutenant. The soldier got in the car and escorted me to Kinshasa Commune, where he told the lieutenant that I had not got a red card. "Since you have not got a red card, you must leave the car here with the driving licence and keys," I was told. I explained to the lieutenant that it was a UN car. "To hell with the UN," he replied, and told me to go and find the Head of the UN if I wanted to get the car back. I thereupon got on a bus and came back to the Royal Building.

Statement concluded at 1735 hours.

Witness: L/Cpl LABELLE MOM

Signed: Valentin EBOMA

CONFIDENTIAL

Annex A to
OR/60/11
Dated 26 October 1960

Statement by:

Time: 1630 hours

Name: Simon BADILAZO

Date: 25 October 1960

Address: 57, rue Lac Lee II

Place: Leopoldville

Employed as: Driver, UNOC H"

Taken by: L/Cpl LABELLE MOM

Began at 1630 hours. At about 1350 hours on 25 October 1960, I was driving a UN car No.139, assigned to Mr. Terver, Agriculture Section, UNOC HQ. I was on my way back from Limete to the Royal Building and was proceeding along Avenue Prince Baudouin. On reaching the intersection with Avenue Kambambare, two Congolese soldiers signed to me to stop. I stopped the car, and the soldiers started searching it, without finding anything. One of them asked me for my red card (registration card for the car). I told him, in reply, that the UN had not given it to me. One of the men retorted that it was not the UN that gave orders here. They then asked me for the car keys. A soldier got in the car and escorted me to Kinshasa Commune, where an officer asked me for my driving licence and the car keys. "You can go and find your Chief, for all I care," he told me. I thereupon took the bus and went to the Royal Building, where I reported the matter to Mr. Sadry. Statement concluded at 1650 hours.

Witness: L/Cpl LABELLE MOM

Signed: Simon BADILAZO

UNITED NATIONS ORGANIZATION IN THE CONGO

MILITARY POLICE
Canadian Section

246 Rue Major Ruwet, Leopoldville.
5 October 1960

To: The Chief Commissioner,
Division I

Subject: Theft of a wallet containing American Express travellers' cheques
Nos. T94-367833, T94-367834, T70-962779 and T70-962780, £40
sterling and 7,000 Congolese francs, Hotel Royal 18 August 1960

1. I beg to inform you of the above-mentioned theft, the owner of the wallet being Mr. David Dinour, UN Adviser, Hotel Royal. The wallet also contained an Israel passport and a UN laissez-passer.
2. Somewhere about 20 August 1960, the four travellers' cheques, representing a total of \$140, (two at \$50 and two of \$20), together with an English £5 note, were presented by the suspect, Camille TUMBA, S.D. 106102, resident in Avenue KIGOMA, Cité Indigène, employed as ~~chauffeur~~ ^{the} driver and attendant at Hotel Royal (UN) since 6 July 1960, to Mrs Andrée HOSIAUX, employed by Maurice Michau & Co., General Foodstores, Rue du Port, LEC. Mrs. HOSIAUX changed the English money and the travellers' cheques, although the latter had not been countersigned. The cheques bore the signature of Mr. David DINOUR. She gave TUMBA the total sum of 7,000 Congolese francs.
3. A few days later, the empty wallet, with the Israel passport and the UN laissez-passer, were found in the bathroom of Apartment A-42, where TUMBA is employed as an attendant.
4. A statement by TUMBA is attached.
5. The suspect is handed over to you for whatever action you see fit.

(signed) MARTIN E.L., Sgt.,
Canadian Section,
Military Police, ONUC.



INTER - OFFICE MEMORANDUM

..... 196

TO :

FROM :

SUBJECT :

Statement by Mr. Camille TUMBA, residing at 164, Avenue Kigoma, Cité indigène, Leopoldville, S.D. 106102, employed as driver and attendant at ONUC, Hotel Royal, Leopoldville.

About a month and a half ago, at about 11 a.m., I left the Hotel Royal with my car in order to go into town. In front of the Sabena building, I saw several boys in the street, two of whom were quarrelling about some pieces of paper. I stopped and asked them to show me the papers. There were five of them, and I saw that they were English money. I gave the two boys 100 francs, and I kept the English money. The same day, I asked one of my friends what sort of money it was, and he told me it was English, and that it had to be changed at the bank. I went to the Banque du Congo Belge, where they told me that the notes had not been signed and that they couldn't give me Congolese money in exchange. About 3 or 4 days later, it was on a Saturday afternoon, I went to the Maurice Michaux & Co. General Foodstore, Rue du Port, to buy some cigarettes. I showed the money to a white lady, who told me that she would give me 60 francs. I am not quite sure whether it was for an English pound or an American dollar. For the five notes I had, she gave me 7,000 francs. She did not ask me to sign the cheques. There was also another African gentleman who told the lady that the money was good and that she could change it. I exchanged a few words with this gentleman and told him where I worked. I don't know what his nationality was. After changing the money, I left on my own. I am unable to recognise the boys from whom I bought the five English notes.

(signed) TUMBA

Leopoldville, 5 October 1960.