

sued and continued relentlessly after Johnson fled his loop-holed, fortress-like stronghold. More than once he repulsed his attackers as they closed in on him, and in the below-zero cold managed cleverly for a time to elude them altogether. The rough bushy wilderness, the lack of daylight at that time of year along the Arctic circle, falling snow, high winds, and the passing of a great herd of caribou which obliterated his footprints over a distance of ten miles complicated the problem for the pursuers until on Feb. 7, 1932, a Ballanca aeroplane, piloted by Capt. W. R. "Wop" May of the Canadian Airways Ltd., a veteran Northern flier, spotted the fugitive in a clearing. With the aeroplane circling overhead the final episode of that notorious case unfolded on Feb. 17, 1932. Refusing to surrender, the wanted man defiantly kept up his fire and was shot to death in the effort to capture him.

During search of the country-side the posse's food supplies kept running low and had it not been possible to replenish them from the air, as was done, Johnson who was a skilled bushman might well have escaped to Alaska for which he was heading. Further, it is worthy of note here that Constable Millen's body was flown to Edmonton, and that later one of the wounded men, Staff Sergeant Hersey, was flown the 125 miles to the hospital at Aklavik for medical attention. This is the first Arctic man hunt in which flying played a direct role and it turned an historic page in the annals of Canadian law enforcement. The use of the aeroplane aided materially in many ways during the pursuit and as at least one daily Canadian newspaper commented at the time Johnson's career was brought to an end the value of the machine "goes to show that the effectiveness of the Royal Canadian Mounted Police would be enhanced by having an aerial unit attached to the Force".

The R.C.M.P. is the sole police authority in the Northwest Territories



Itinerary of Commissioner MacBrien's inspection patrol by air—July 5 to Aug. 3, 1936.

and the Yukon Territory and not the least annoying by-product of sub-Arctic flying development with which the Force had to cope in the next few years were the activities of renegade trappers who would fly out of a forbidden area with rich harvests of pelts.

IN 1937, the partial control of air patrol by the R.C.M.P., which had to depend upon the R.C.A.F., having failed to give entire satisfaction an embryo aviation section for the Force was established with the purchase of four de Havilland Dragonflies. The R.C.A.F. could no longer supply pilots and planes to cooperate with the Force's Preventive Service, and as a consequence