

Editorial

Poor health compelled Deputy Minister of Justice W. Stuart Edwards, C.M.G., K.C., to retire from public service on October 1, last year. His duties

were taken over by Frederick P. Varcoe, K.C.

The Former Deputy Minister of Justice

Mr Edwards was born at Thurso, Que., on July 14, 1880; his father was Charles Fraser Edwards of Clarence, Ont., and his mother was the former

Effie Kemp of Edinburgh, Scotland. He read law with the firm of O'Gara, Wyld and Osler, Ottawa, and was called to the Ontario Bar in 1909. Before his appointment in 1910 to the legal staff of the Department of Justice, he practised law with the firm of McCarthy, Osler, Hoskin and Harcourt, Toronto.

In 1913 he was made secretary of the Department of Justice. The next year he married Miss Leslie Macintosh Marshall of Kenora, Ont., and the year after that he was appointed assistant deputy minister of justice, and ten years later deputy minister, remaining in that post until his retirement. He was appointed King's Counsel (Dominion) on Jan. 7, 1927, King's Counsel (Ontario) on May 31, 1928, and in 1935 he was honoured by the King with the order of C.M.G.

Mr Edwards is held in high esteem by his colleagues and other deputy ministers of the Crown. His friendly assistance was one of the marked characteristics in his relations with other departments, and his abilities were always in great demand. In particular, his association with the Royal Canadian Mounted Police will always be cherished. We all join in extending best wishes to one who has served so faithfully and well during a long tenure of high office in the public service.

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The twenty-eight-month voyage of the R.C.M.P. auxiliary schooner *St Roch* from the Pacific to the Atlantic through the North-west Passage was a test of human courage and endurance, the severity of which

A Saga of Northern Duty can only be appreciated by the Arctic-wise. It writes a bright new page in marine history, adds another—perhaps the greatest—dramatic exploit to the record of the Royal Canadian Mounted Police.

The *St Roch* encountered almost intolerable conditions of ice, snow, fog, treacherous currents. Her winning through in the unequal struggle against the elements was indeed a proud performance, and, because it was done in the line of plain duty—without fanfare or elaborate preparation—it is an Arctic Odyssey outshining in many ways more carefully-planned scientific expeditions. On those who would pass through the ice-clogged sea route which men call the North-west Passage, Nature imposes a constant threat of death. To meet the terrible conditions, a ship must be strong, her crew daring and skilful. The sturdy little eighty-ton *St Roch*, her captain and her crew had what it takes—proved equal to the ordeal.

The captain, Sgt H. A. Larsen—a veteran of sixteen years' experience in polar waters—is unexcelled in skill as an Arctic navigator. His voyage through the North-west Passage will leave unchallenged his reputation as a northern skipper. Eight men, drawn from the ranks of the Royal Canadian Mounted Police, made up the full complement of the vessel.

From the sixteenth century on, men have sought the famed passage across the roof of the world, but for more than three hundred years all who did not perish were frustrated, driven back. Not until 1906 did the passage yield its secrets