

of justice and mercy, covering thousands of miles on horseback, in dogsleds, canoes and boats. Soon after the outbreak of the First World War the strength of the Force was increased but fell again due to the number of enlistments in the armed forces. It was not until 1918 that the Government authorized the despatch of two squadrons of the RNWMP for service in France and Siberia. After the Armistice, the establishment rose again to 1,200.

In 1918 the RNWMP was assigned the enforcement of Dominion legislation for the whole of Canada west of Port Arthur and Fort William and in 1920 its jurisdiction was extended to cover the entire country, its headquarters were transferred from Regina to Ottawa, and it was renamed the Royal Canadian Mounted Police. At this time, the Force entered a new territory east of Hudson Bay and aeroplanes came into use. Famous Arctic patrols, in 1924, pushed deep into the Eskimo domain. The most important exploration since then was the forcing of the North West passage in 1942 by the RCMP schooner St. Roch. The historic trip from Vancouver to Halifax lasted 28 months. Most of the pioneering is over now, but the Mounted Police continue to push back the frontiers.

In the period between 1932 and 1934 a Marine Section was established. Today the Mounted Police has under its jurisdiction an area as large as the whole of Europe, while its many duties involve operations by air, sea and land.

The long and tedious journeys overland through difficult terrain became less frequent when the Force began to use aeroplane; at first through the co-operation of the RCAF, and since 1937 by the formation of the Aviation Section. As the Second World War opened, the "Air" Division was establishing its headquarters at Rockcliffe. Although the RCAF took over most of its personnel and equipment, it continued to make many flights in the northern country on police and defence missions until it was re-formed in 1946. It performs various tasks of service and rescue, and helps the Mounted Police to be more efficient than ever. Food can be taken by air to distant detachments and the injured and sick brought out. On the prairies, the transfer of personnel and prisoners is effected more rapidly. Moreover, air patrols make for more rigid control of hunting and fishing.

At sea, the Marine Division played an important part before the Second World War in cutting revenue losses through smuggling. These losses had cost the federal Treasury uncounted millions of dollars. When hostilities broke out, it numbered only 209 officers and men and some 33 ships and boats. They were immediately transferred to the Royal Canadian Navy, and assisted in organizing examination sections and in controlling merchant shipping by means of coastal and seagoing patrols. Members of the Marine Division filled key positions in the rapidly expanding naval service. Casualties amounted during the war years to 41 per cent of the establishment.

After the end of hostilities, a new fleet (comprising eight minesweepers converted for escort duties, four motor launches and 13 small patrol vessels) was put in operation. With added strength, the Marine Division resumed its policing of the Atlantic and Pacific coasts and certain inland waters.

The RCMP further contributed to the armed forces a Provost Company, which became a unit of the First Canadian Division, charged with enforcing discipline, manning traffic points and giving information on convoy movements and unit locations. This body provided the bulk of provost officer personnel posted to the staffs of formations.

Members of this group were also employed at detention barracks, field punishment camps, training depots and special investigation sections. In co-operation with the Allied Military Government in occupied countries, they helped to reorganize and direct civilian police systems, fire departments and civil defence.