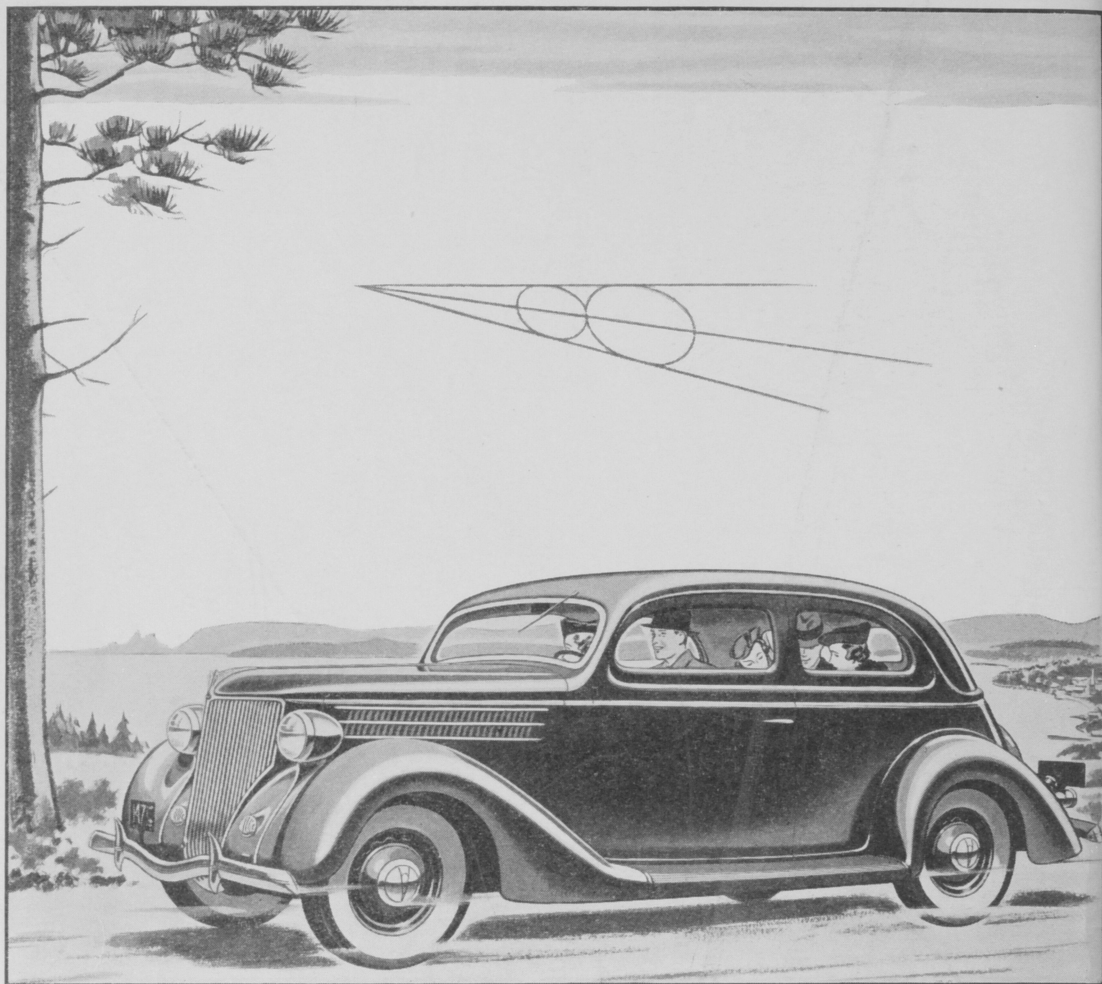




ROYAL CANADIAN MOUNTED POLICE QUARTERLY

JANUARY
NINETEEN THIRTY-SIX



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Royal Canadian Mounted Police Quarterly

VOLUME 3

JANUARY, 1936

NUMBER 3

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The Royal Canadian Mounted Police Quarterly is published by the Royal Canadian Mounted Police,
on the first day of January, April, July and October.

EDITORIAL OFFICES AT R. C. M. POLICE HEADQUARTERS, OTTAWA, CANADA.

Subscription, \$1.00 per year; single copies, 25c.

The Commissioner's Message

The Commissioner wishes all the readers of the R. C. M. Police Quarterly a very Happy New Year. He appreciates the work performed by members of the force during the year 1935 and wishes them every success, with the best of health, during 1936.

Editorial

Particulars of the tragic deaths of Reg. No. 11326—Sergeant T. S. Wallace; Reg. No. 10946—Constable G. C. Harrison, and Reg. No. 11582—Constable J. G. Shaw, caused as a result of violence encountered while carrying out their duties, is recorded in this issue. Without doubt, this is one of the gravest disasters that has overtaken the Force since the Fitzgerald catastrophe, when five members lost their lives on the McPherson-Dawson Patrol.

* * *

In the present issue we have reproduced a copy of a photograph of the memorial tablet recently unveiled at Regina to commemorate the passing of forty-eight members of the Force who met death in the performance of their duty. The tablet was unveiled by the Honorary Chaplain of the Force, in the presence of all Officers, N.C.O.'s, and men, available at Regina under the command of Asst. Commissioner S. T. Wood and Superintendent C. H. Hill.

* * *

Since the publication of our October issue, the Control of the Force has again returned to the Honourable Ernest Lapointe, P.C., K.C., LL.D. Our readers will recall with appreciation Mr. Lapointe's prior association with the Royal Canadian Mounted Police, when, for a period of nearly seven years — 1924 to 1930 — he was Minister of Justice.

* * *

November 7th, 1935, marked the Fiftieth Anniversary of the completion of the first line of steel across Canada and the event was an important one in Canadian history. Without doubt, as a result of the construction of this railroad, the Canadian Pacific Railway Company became one of the most important factors in the development of Western Canada.

It is significant to note that many years prior to this event one other great private organization, the Hudson's Bay Company, was also largely responsible for the early development of Canada.

According to statistics published recently, almost 40,000 persons have lost their lives on the North American continent during the year 1935 as a result of motor car accidents.

* * *

During November, 1935, the Second Annual Conference of Officers Commanding Eastern Divisions of the Force was held in Ottawa, when a lengthy agenda was discussed. A photograph was taken of all Officers present — twenty-six comprising the group. This was doubtless the largest group of Officers of the Force ever to be assembled together. The total service of those present would, it is estimated, total over six hundred years in the Force.

* * *

Published in this issue is an illustrated article by A/Sergt. H. W. Stallworthy, who has recently returned from Northern Ellesmere Island, where he had accompanied the Oxford University Expedition.

Expedition The base for the expedition was established at Etah, Greenland, from where sledge parties made various trips. Sergt. Stallworthy was a member of the party that proceeded to Grant Land. This trip occupied 55 days and covered a distance of approximately 900 miles.

The party reached a point within 8° of the North Pole; therefore Sergt. Stallworthy has the honour of having travelled farther north than any other member of the Force. All participants of the expedition are to be congratulated on the successful outcome of the undertaking.

An Arctic Expedition

by A/SERGT. H. W. STALLWORTHY

The Voyage North

ON THE evening of July 17th, 1934, a Norwegian sealing schooner left St. Catherine's Dock, just below London Bridge, and headed down the River Thames towards the open sea and the far North, amid the cheers of a host of friends and well-wishers. On board were five members of the Oxford University Exploration Club, eight hardy Norwegian seamen, and myself, representing the Canadian Government, and acting in the capacity of technical advisor to these ambitious Explorers who were embarking on a strenuous expedition, which would take them to the extreme limits of the Canadian Arctic Archipelago. Great interest centred around the departure of this Expedition due to the fact that one of its members was Edward Shackleton, son of a famous father, whose last voyage to the Antarctic started from this same dock. Although the *Signalhorn* was a very small boat for such an undertaking, our Captain, who was the only English speaking member of the crew, had no fears for her safety, either in the gales of the North Atlantic or in the heavy ice of the Arctic, which we were bound to encounter before the termination of our outward voyage.

The Universities of Oxford, Cambridge and Nottingham were represented on this Arctic Expedition. Dr. Humphreys, the Leader, is a Surveyor, Botanist and Medical Doctor. One of his most notable achievements was his recent successful ascent of Mount Ruwenzori, the highest snow-capped peak in the mountain range of Central Africa, for which he was awarded the Murchison Grant by the Royal Geographical Society. On this expedition he was particularly interested in the opportunity to make a complete Botanical survey of Ellesmere Island. Edward Shackleton, Organizer, had previously been on an expedition to British North Borneo, where he climbed Mount Mulu, the highest peak in Sarawak. A. W. Moore, Biologist and Photographer, had also been a member of the Borneo Expedition. To Robert Bentham, Geologist, and youngest member of the party, Ellesmere Island presented a rich field for investigation. David Haig-Thomas, Ornithologist, had recently returned from hunting big game in Abyssinia, and was looking forward to hunting the big sea mammals to be found in Arctic waters. His scientific interest in the Expedition was the study of bird life. But apart from all these individual scientific interests, they were all looking forward to the main objective of the Expedition, namely, the crossing, mapping, and geological survey of Grant Land (Northern Ellesmere Island), the interior of which had not, at that time, been explored.

The Expedition had received the full support and some financial assistance from the Royal Geographical Society, the Oxford University and the Canadian Government. Other financial assistance came from many Educational organizations and private individuals interested in exploration and its scientific results. Many prominent British manufacturing firms presented equipment, provisions and fuel. Although most of the members had travelled in various parts of the world, none of them had previously ventured into the

Arctic or Antarctic regions, and were most anxious to gain some experience in the frigid zone.

Few people realize the Geographical position or the extent of Ellesmere Island. It is Canada's farthest north island and is some five hundred miles in length, with an approximate area of nearly eighty thousand square miles, or only slightly smaller than England and Scotland together. Cape Columbia, on the north coast, lies within four hundred and eighty miles of the North Pole. It was from this point that Peary, in 1909, made his final and successful dash to the Pole.

The *Signalhorn*, after passing through Pentland Firth off the North coast of Scotland, battled her way across the North Atlantic to Cape Farewell, South Greenland. During the whole crossing we had experienced a succession of storms with furious opposing winds. Many times during the twelve days which it took to make the crossing to Cape Farewell, we were at a standstill, barely holding our own against the mountainous seas. The ship was loaded to her utmost capacity before we started, with coal, provisions, clothing, equipment and oil, sufficient for a two years' sojourn in the Arctic. With heavy seas breaking over her, we were constantly in danger of losing our deck cargo. On one occasion, when some lash ropes were broken, a number of cases of pemmican and oil went overboard, but according to the Captain, they came aboard again on the next breaker. Some of the members not used to such rough travelling conditions, were quite ill on this part of the voyage, but off the West coast of Greenland we had calm seas and fine weather, and enjoyed the run of about fifteen hundred miles to the north end of Greenland.

The scenery along the west coast of Greenland is very impressive and the glaciers, gleaming in the sun, resemble gigantic immobile waterfalls, pouring down thousands of feet into the sea from the inland ice-capped mountains. The reflections in the water from these glaciers, and the immense icebergs which break from the active ones, floating in the calm sea, is a sight one does not easily forget.

Several calls were made at some of the Eskimo settlements along the coast to pick up dogs, Eskimo equipment, clothing, and dried fish for dog feed. We also took on board a quantity of lumber and other materials to build our winter quarters, which had been sent out from Copenhagen earlier in the season on a Danish supply ship. At Godhavn, on Disco Island, we met Dr. Rosendahl, the Colonial Governor, who entertained us at his home and showed us round this interesting settlement. Here we saw their Eskimo Parliament building, their well-equipped hospital and their school, where the native children are taught to read and write both the Eskimo and Danish language. Here, too, we met Dr. Porsild, father of the Porsild brothers, whose names are well known in Northern Canada in connection with their work in establishing reindeer reserves in the Western Arctic. Governor Rosendahl was our guest as far as Jacobshavn, where we found the Danish North Greenland supply ship had just anchored. We were entertained on board their ship, the *Dannebrog*, by the Administrator of North Greenland, and other officials, with whom we discussed Expedition plans. All the Danish authorities with whom we came in contact on this

and subsequent occasions, were extremely courteous and most helpful to the Expedition.

At these settlements seventy dogs were purchased to take north for our future sledging journeys. The Eskimos had plenty of dogs for sale, and I was able to select some very good ones. Collectively, they would compare very favourably with the best sledge dogs in our own Arctic areas of the Dominion and were all what are termed "Husky" dogs and had been raised by the local natives.

On continuing our voyage, the deck cargo had been increased so much with lumber, equipment, dogs, and about five tons of dried fish for dog feed, that there was no room to walk. We were lucky to meet with very satisfactory conditions crossing Melville Bay, where we saw only a few scattered ice floes. The "Melville Pack", so well and unfavourably known to Arctic navigators, has often beset ships for weeks at a time, and not a few exploration and whaling ships have been crushed and lost trying to force their way through the immense ice-pack, which usually moves to and fro with the tides during the summer months.

We were still favoured with splendid weather when we arrived at North Star Bay, and dropped anchor at Thule Settlement, which is the headquarters of the Cape York District. Here we were met by the missionary and Mr. Hans Neilsen, the local Governor, who invited us to tea. There were many natives at the settlement awaiting the arrival of the Danish supply ship, which was now a few days behind us. The Eskimos of the farthest North districts of Greenland only see a ship from the "outside" once a year, when they come to the settlement, consequently they have had very little association with white men. Their lives are dependent entirely on their skill as hunters. Their clothes, made from Polar bear, seal, Arctic blue and white fox, and Arctic hare skins, are very picturesque, and at the same time are the most practicable form of clothing for these happy people who reside farthest North on the globe.

Destitution is practically unknown amongst these Eskimos, although North Greenland certainly could not be termed a paradise for game. Apart from migratory birds, in the short summer, their food consists almost entirely of seal, walrus and narwhal, which accounts for all the men being such experts with kyacks and harpoons. The North Greenland Eskimo, unlike his brothers in Canada and further south in Greenland, cannot go inland to hunt caribou, or live at inland lakes where fish are obtainable. The whole of the country, excepting a few narrow fringes along the coast, is covered with inland ice or "ice-cap" as it is more popularly termed. To travel inland always means a hard climb to ascend the glaciers and generally necessitates the crossing of dangerous crevasses to an altitude of two to six thousand feet, before one can reach the interior, which is the home of the blizzards and, of course, is absolutely devoid of game. It is surprising indeed that even with all these disadvantages and the dark period of the mid-winter in this latitude, these natives are the most cheerful and carefree people one could wish to meet.

I was glad to see some of my old friends among the Eskimos, who had been my travelling partners when they were attached to the Police Detachments on Ellesmere Island. After trading for more native equipment, and

arranging for some Eskimos to join us at Robertson Bay, over one hundred miles farther north, we left Thule with the good wishes of Mr. Neilsen and the Eskimos, some of whom would have liked to accompany us.

The sun was a blaze of colour at midnight on August 12th as we steamed out into Smith Sound. Thus far, we had encountered very little ice, which could not be taken as a good indication of what might be in store for us. Robertson Bay, which is the most northerly Eskimo settlement in the world, was reached the next day. The arrival of an Expedition ship from "white man's land" is a great event in the lives of these people, some of whom had been with Peary, MacMillan and Rasmussen. Owing to the extremely short season of navigation in ice-infested Smith Sound and Kennedy Channel, we made only a short stay. Two Eskimos, Noocapinguaq and Inuatuk, and their wives, joined the Expedition. They were soon on board with their kyacks, kometiks (sledges), twenty-five dogs, and their household effects (which included a sewing machine and a portable gramophone), happy to be chosen to accompany us and to have the opportunity of seeing new land to the North.

A course was set for Bache Peninsula, where we had hoped to establish our winter quarters, but we were soon surrounded by heavy ice floes and, to our great disappointment, the next day the whole of the Sound between Greenland and Ellesmere Island was blocked with heavy ice. Advancing towards Ellesmere Island, we found ourselves confronted by a great barrier of pack-ice through which it was impossible to force a passage. We cruised along the edge of the pack, crossing and re-crossing the Sound, hoping to find a lead in the ice running towards the North. Kane Basin was packed tight and there was no water in sight as far as could be seen from the "Crow's Nest" with a powerful telescope. It was decided to drop back to Etah Fiord to a safe anchorage and to await more favourable conditions. On making further attempts for two days, we found the ice conditions unchanged and with no indication of any leads opening up, although these attempts were made during the period of "Spring tides". Very reluctantly we returned to Etah, where we were forced to establish our base, which is in Danish territory and was some four hundred miles south of our objective in Northern Ellesmere Island. We were at least within striking distance for sledging parties and in a comparatively good location to procure walrus, which we needed for dog feed in addition to the dried fish and pemmican that had been brought for this purpose on the vessel.

While cruising among the ice-floes in Smith Sound we had obtained eight walrus, which made a welcome addition of about five tons of meat and blubber. The walrus is very fond of sleeping on floating ice-pans during the warm days. They are easily killed by rifle fire. If they are killed instantaneously by an accurate shot through the neck they remain on the ice. Indiscriminate shooting of walrus on ice-pans or in the water results in the loss of many of these large mammals, unless a harpoon and line is used to prevent them from sinking. Walrus, seal and narwhal meat is by far the best food for sledge dogs in these latitudes, as land game and fish never have the percentage of fat which is so essential to dogs in the winter.

The unloading of our supplies had been rather slow with the ship's life-boat, assisted by our motor boat and a small dory. This work was completed

on August 22nd. The seventy dogs, apparently none the worse for their voyage, were temporarily placed on an island in the Fiord about a mile from the camp.

Since the ship's charter had now expired, and as further delay would entail the risk of her crew having to winter in the Arctic without adequate supplies and clothing, the Captain made preparations for their homeward journey. This was our last opportunity to send messages to those at home waiting anxiously for our letters. After a farewell party on the deck, at which one of the crew played an accordin, to the great delight of our Eskimos, the *Signalhorn* steamed slowly out of the Fiord and headed toward the South and civilization, sending a message of farewell in Morse Code on the ship's hooter. We watched her out of sight, then turned to the many tasks which had to be completed in the short time at our disposal before the coming of the long Arctic Night.

The Base and Preparations for Winter

The Expedition's work had now started in earnest and we began to look like explorers. Beards were very much in evidence, as our toilet requisites had not been in demand since leaving London. The most urgent work was the establishment of pemmican and other supply depots as far north on the Greenland coast as possible, and the construction of the Expedition house. I took charge of the building, assisted by Bentham, who was chief engineer for the motor boat as well as assistant carpenter. The others carried the heavy supplies, coal and lumber up the steep bank to the building site. Six tents of various types were pitched for the stores and temporary sleeping quarters and a mess tent was organized. Dr. Humphreys took first turn at culinary duties.

At the end of August, Bentham, Haig-Thomas and I, accompanied by Noocapinguaq, left for the North with two boats loaded with pemmican and other supplies to establish caches as far North as possible, but on reaching Cairn Point, a distance of about twenty-five miles, we found further progress impossible. The ice conditions in Kane Basin were still unchanged. The ice was pressed tightly against the cliffs and no water could be seen to the north. We cached the supplies well above high tide mark and returned to Etah with a view to taking more pemmican to Cairn Point at a later date and possibly proceed farther North if an opportunity presented itself. The establishment of depots well to the north would have meant so much to the future sledging parties. Six other attempts were made with the boat before the freeze-up in early October, but with such bad ice conditions, unfortunately only a minimum of success rewarded our efforts.

On one occasion Shackleton and Moore had remained at Cairn Point to relay supplies farther North with a dory and outboard motor. They had a somewhat exciting experience when they were returning from a short distance North, following an open lead some distance off shore. As a result of a temporary calm and the presence of so much heavy ice, some new ice quickly formed which prevented them from getting ashore. However, they were able to haul the boat on to a small ice-pan and drifted South for a considerable distance, passing the point where they had left their heavy sleeping robes and food. Fortunately an on-shore wind sprang up the next

day and broke up the new ice which enabled them to run their not too reliable outboard motor and reach the shore near Littleton Island. During these boat trips they were usually accompanied by one of the Eskimos. From a cache-laying point of view these trips were not very successful, but a number of walrus were killed and stored for future use on these trips.

The house was a two storey frame structure 24 by 14 feet including a porch. The construction had been a very slow process owing to the fact that it had been assembled in Copenhagen and each timber and board had been carefully marked and taken down again, but as the instructions for re-assembling it were written partly in Danish it proved to be quite a jig-saw puzzle. I would have much preferred bulk lumber to work with. However, it proved to be a well-planned and solid house, and was quite comfortable and warm, but rather cramped for six men. We later built a lean-to on the windward side which provided accommodation for some of the stores as well as a place to recharge radio batteries during the winter.

The dogs were then brought from the Island and divided into six teams, each dog being fitted with a harness and a sealskin trace approximately fourteen feet in length; winter quarters were also arranged for the teams.

We realized as a result of some bones being found on the Island that four of the dogs had been killed and eaten by the others, but there were now seventeen missing, some of which might have left the Island and become stranded on ice-floes. It is very difficult to make a fair division of food when feeding so many loose dogs. Unfortunately we lost a number of animals later in the year through feeding them shark meat, which acted as a poison. This meat evidently had not been properly dried by the Eskimos farther south from whom it was purchased.

Etah proved to be a most undesirable location to spend the winter. The days were now getting extremely short and with the dark period rapidly advancing, the winds blowing down the Fiord, so well known to the Eskimos and previous Explorers, seemed to increase. Our local sledging trips were curtailed as the prevailing Easterly winds, blowing with great force from the mountains of Greenland, continually carried out the ice along the coast both north and south of the Fiord, and left only the length of the Fiord on which to exercise the dogs. Regular trips were made to Brother John Glacier at the head of the Fiord, a distance of about four miles, to bring fresh water ice, this being our only water supply. Other short trips were made to walrus and seal caches near at hand to haul in feed for the dogs.

On the 23rd of October the sun did not show itself above the horizon at noon, and we settled down for the winter. Cooking proved to be one of the chief occupations, and an entirely new departure for most of the members of the expedition, especially the making of bread. However, they soon mastered the art and we were never without good bread at the Base Camp. On November 1st an attempt was made to reach Robertson Bay and Thule, with a view to getting more Eskimos to help us on the first stage of our journeys North after the dark period, but this had to be postponed until the end of January owing to the darkness, the continual blizzards on the ice-cap route, and the open water along the coast. Our chief pastime in the winter was reading and preparing for the spring journeys; the care of dogs;



GRANT LAND SLEDGE PARTY

- | | |
|---------------------------------|---------------------------|
| 1. Cape Calhound | 3. Sledging difficulties. |
| 2. Cape Hatherton. | 4. Crossing pressure ice. |
| 5. Good going on the shore ice. | |



MAJOR SLEDGE JOURNEYS MADE BY OXFORD UNIVERSITY ELLESMERE EXPEDITION 1934-35.

Grant Land Party —————

Scoresby Bay and Grinnel Party - - - - -

and making sledges, clothing, and a thousand and one minor preparations occupied a good deal of our time. The radio kept us in touch with world events. There was always a good supply of music available, in fact, between the radio and a portable gramophone, we generally had a continuous programme. Through the courtesy of The Canadian Radio Commission and Westinghouse Station KDKA at Pittsburg, we were able to receive news from our relatives and friends on Saturday nights. On December 23rd, we clearly heard some musical numbers especially directed to us by a dance orchestra at the Mayfair Hotel, London. We spent a most enjoyable Christmas, our Eskimos being the guests of honour. Through the kindness of Lady Shackleton, we enjoyed a splendid Christmas dinner which had been especially packed in England five months previously.

Dr. Humphreys and Haig-Thomas left at the end of January with Noocapinguaq and Inuatuk and two teams of dogs following the ice-cap route to Robertson Bay. They returned in the middle of March accompanied by a number of Eskimos. They had visited Robertson Bay and also Thule where they had communicated by wireless with England. A few days later some more Eskimos arrived with their dog teams to work for us. There was now a total of over 170 dogs in the camp, which presented quite a problem as our dog food supply was running very low. Many of the Eskimo dogs were very thin, and some of the Expedition dogs were only in fair condition for the long trek North.

Owing to the fact that we had to winter so far from Grant Land and to the fact that many of the dogs were not fully equal to such a hard trip, it was decided to change our plans and split into three parties. It was arranged that Moore, who was very keen on travelling, should accompany me to Grant Land, where, if possible, we were to explore the interior and cross to the North Coast. Shackleton and Bentham were to visit Bache Peninsula and carry out a survey as far North as possible on the East coast of Ellesmere Island, while the Doctor and Haig-Thomas would attempt a crossing of Grinnel Land where they expected to do some plane-table mapping. The six dog teams were then made up into three teams. Bentham was very considerate in giving his best dogs to Moore and myself; he was to have been my partner in a previous arrangement, and our dogs had worked well together, but owing to the change of plans it was considered that more time for Geological work would be available if Bentham did not go on the longest journey. At the request of the Doctor, I made the distribution of the Eskimos and dogs for the three parties. There were now twelve Eskimos available with dog teams, which gave each party two Eskimos for the duration of their journeys and two Eskimos with support teams, making five sledges to each party. For the next few days each party was very busy working individually and getting their dog feed and rations advanced along the trail. By April 3rd we had all started on our long journeys and were glad to be on the trail after a somewhat monotonous and inactive winter.

Sledge Journey of Grant Land Party

As I am not thoroughly conversant with details of the other sledge journeys made during the course of the Expedition, and as space will not, in any case, permit me to do them full justice, in the following account I must

necessarily confine myself solely to the experiences of the party which travelled to Grant Land and of which I was a member; this party consisted of Moore and myself, assisted by Noocapinguaq and Inatuak, who went all the way with us, and Eko and Rasmise who acted as our support party.

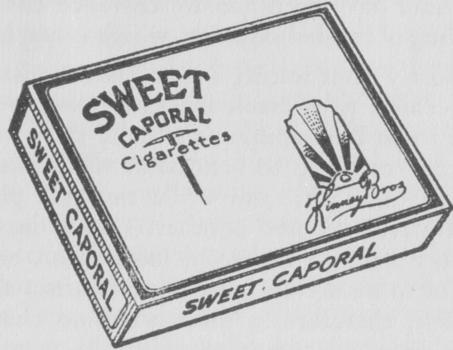
On April 3rd, in the early morning, we finished carrying the last of our outfit up the hill and then took up three empty sledges with the fifty-nine dogs. There was a very cold wind and drift as we loaded the five sledges and set out over the rough going across country to Cape Hatherton.

We had some trouble in lifting our loads over boulders before we descended to the shore ice a short distance north of Littleton Island, where we picked up some pemmican from one of the depots. On nearing Cape Hatherton, where the ice foot (shore ice) was hanging precariously to the cliffs, we decided to wait until high tide to travel along this narrow shelf, which stood about twelve feet above the open sea at low tide. Inuatuk shot a seal here in the open water, which drifted towards the shore. By utilizing an ice pan for a raft, we got it ashore and had a good meal of boiled meat, which was very acceptable, as the weather was cold and we had plenty of time to spare. The Grinnel Land Party had built an igloo here and had stayed for the night.

The going on the shore ice proved to be quite good, although in some places it was only just wide enough to edge the sledges around the cliffs. At the point of Cape Hatherton the ice was piled up about 25 feet high against the cliffs, and skirted on the outside by open water. The Grinnel party had done a lot of work here in chopping their way over the high ridges, a distance of about one hundred yards. Four of us took the sledges over, one at a time, without accident. It would have been a very easy matter to drop a heavily loaded sledge into the sea when passing over some of the ridges. The Eskimos show remarkable skill and patience at this work. A little further north we picked up ten more cases of pemmican, and reached the main depot at Cache Point in the early hours of the morning. The Doctor's party was encamped on the shore ice with two tents and we pitched our tent as well, there being no suitable snow to build an igloo, which we would have preferred with the temperature at 32 degrees below zero and a fresh wind blowing from the open Sound.

At noon the Doctor's party left to cross Smith Sound. Their head native told me that some of their dogs were very hungry and needed seal meat as the pemmican was "not alright". After seeing them off, we brought more dog-pemmican, coal oil, and sugar from the cache to our camp, and loaded up the sledges. The total weight of our outfit was not far short of 3,000 pounds, the heaviest item being, of course, the dog-pemmican of which we had 1,500 pounds. Rations 480 pounds, coal oil 240 pounds, robes, skins, spare clothing, etc., arms, ammunition and hunting gear amounted to approximately 750 pounds. When distributed, the dead weight on four sledges was about 650 pounds each and the fifth sledge, driven by Rasmise with a small team, had a load of 400 pounds. We left a note for Shackleton's party, which we expected would arrive at this point later in the day. We then left to follow the Greenland coast north.

We were now embarked on a long journey, full of determination to travel into unknown Grant Land as far as possible. With Noocapinguaq in



"The purest form
in which tobacco
can be smoked"
Lancet

SWEET CAPORAL

CIGARETTES

the lead we made short work of crossing Force Bay on the hard packed snow. Before reaching Rensselaer Bay, where the snow was loose and deep, we climbed on to the shore ice between the tidal hummocks and the gigantic cliffs. Here we found a good right of way, covered by a recent snow fall, where we maintained a steady trot. As we advanced along the shore into Kane Basin we saw that there was crusted snow and irregular patches of rough ice.

We were indeed fortunate to have level going for our heavy loads along the shore ice, although we had to follow every indentation of the coast line to Cape Russell, which we reached after three days of steady travel. At this point we met two Eskimos who had been north on a bear hunt, with two dog teams. They were not a very prosperous looking pair and had certainly had a lean time. Having seen no bear and having only obtained one seal in two weeks, their dogs were in very bad condition. They had been obliged to kill five and had just killed two others when we arrived at their camp. One man had only four dogs left and the other seven. To add to their troubles one man was a cripple and the other had frozen his face badly. We gave them a good supper and a feed of pemmican for their remaining dogs. These two Eskimos were returning south after visiting Cape Calhoun where they had expected to obtain seal in the open water at the Cape but unfortunately, contrary to their expectations, had found the ice pack solid.

It was useful information for us to know that there was deep snow on Peabody Bay, where we planned to cross. We left the next morning, keeping

well out into Kane Basin, and found the going slow, but not nearly so bad as it would have been had we travelled further in on the Bay along the foot of the huge Humbolt Glacier, which is not less than fifty miles across the foot.

Shortly after setting out on the 70 mile trek across to Cape Calhoun, we came across a tidal crack in the ice, where the dogs soon scented seal. This seemed to be Noocapinguaq's lucky day, for he got three without any delay when they came up to breathe at their holes in the crack, which was frozen over with new ice; and while we were pitching the tent to camp for the night Inuatuk secured another. After leaving the shore ice, the going had been very hard in the deep, loose snow, and with the low temperature the dogs had to be driven hard to maintain a slow walking pace. The fresh seal meat was, therefore, a most welcome change for them, as they were not getting proper satisfaction from the pemmican ration. Although we had not been on the trail long they were becoming very thin and tired.

Opposite Scoresby Bay we found the fresh track of a polar bear near a large iceberg. It was just about time to end our march for the day, so Moore, Rasmise and I established camp, while Inuatuk, Noocapinguaq and Eko left at once following the bear tracks with empty sledges and taking only their rifles, knives and a primus lamp. About 12 hours later they returned with their bear. It was an animal of average size and made a fair feed for the 59 dogs, considering that they had recently been given a good feed of seal meat, and what was perhaps more important from an Eskimo point of view, they had also obtained a fine skin for making two pairs of trousers.

We stayed at this camp long enough to rest the dogs. Most of the day was spent drying our sealskin footwear and mitts over the primus lamps in the tent and eating the heart and other delicacies of bear meat. The bear skin was cached by suspending it on a sealskin line about 30 feet above the ice on the perpendicular wall of a large iceberg.

The dogs were feeling better after a good feed and rest and the forty miles or so to Cape Calhoun were covered at a good trot. After climbing on to the shore ice again we made lunch. Here we found a good many fossils embedded in limestone. We collected a number of these, which we thought were interesting corals; they were left to be picked up on our return.

A large bearded seal was lying on the ice about a mile from the cape, but unfortunately it slid into its hole when Noocapinguaq was approaching for a shot. We continued along the shore ice on excellent going for about eight miles, and camped where we encountered some more high pressure ice at the northern point of Morris Bay. The weather thus far had been quite good. The mean temperature, since leaving the open water further south, had averaged from 33 to 39 degrees below zero.

On the following morning, April 14th, we made a cache of dog feed and provisions for our return, and re-arranged our sledge loads. Since we had expended some of the supplies and had laid two caches, we decided that this would be the best time to send our support teams back, rather than risk their accompanying us farther north, where there was expected to be a shortage of seal at this season. They were issued with enough supplies to take them back to the Base. We then continued north with our three

large sledges, carrying loads of about 900 pounds each. Our stock of dog feed was now 1,048 pounds of pemmican and a small quantity of seal blubber.

We found travelling on the shore ice much better than on the ice of Kennedy Channel, although getting around some of the high capes necessitated a great deal of work chopping our way through, or over the huge piles of ice pressed up against the cliffs. The shore from Cape Calhoun to Cape Bryan is by no means as straight as the present maps would lead one to believe. From Cape Constitution, for a considerable distance north, there was a complete absence of snow on the ice, which was all of new rubble variety and blue in colour. The rough nature of the ice showed that the Channel must have been very choppy when it was freezing up in the fall. At Cape Constitution we saw the large seam of coal which was investigated by Dr. Lauge Koch, Danish Geologist, in 1921, and I was fortunate enough to obtain a photograph of the Cape which shows the seam running parallel with the coast, a short distance above the high tide mark.

We had quite a lot of trouble in rounding some of the cliffs before we finally got to Cape Bryan. At some points the pressure ice was piled 30 to 50 feet above the sea level, against the cliffs, giving every evidence that the currents in Kennedy Channel are very strong. After staying over for two days during a terrific wind, where we sheltered behind a pressure ice ridge, on April 19th we started across the rough ice to cross the Channel to Ellesmere Island.

Our camp had been anything but comfortable on the windswept shore, where there was no snow with which to build an igloo. The wind died down during the first part of the march, but the ice was rough and the going consequently slow with the heavy loads. The weather suddenly became calm and a thick fog descended and at times we could not see the other teams. The ice conditions improved and we were able to break into a slow trot, with Noocapinguaq appearing at times in the fog ahead of us. We were glad to see, when the fog cleared, that we had almost reached Ellesmere Island. Inuatuk had lost sight of us, but he soon caught up when we got clear of the rough ice. Owing to the good judgment of Noocapinguaq, we had travelled more or less in a straight line from Cape Bryan. After lunch we made fair progress on the level ice, and pitched the tent a short distance from Cape Baird.

A strong breeze arose, with the result that this also proved to be a very uncomfortable camp. One of my dogs was badly lamed as a result of a general fight at feeding time. Owing to the cold winds and the fact that there had been no snow to lie on and also to the fact that the dogs had necessarily been tethered on the glare ice for several consecutive nights, they were becoming very thin and weary. One female in my team was quite played out and had to be destroyed.

We were now a comparatively short distance from Fort Conger, and we expected that it would be an easy march to cross Lady Franklin Bay, but it proved to be the most strenuous day of the whole journey. The Bay was filled with an old polar ice pack covered with snow, waist deep in some places. To avoid as much of this as possible, we kept outside the pack on Robeson Channel, but we had to cross approximately fifteen miles of it to get into Discovery Harbour. The snow between what appeared to be rolling hills of

old ice, was very deep and crusted, and although the crust was about six inches thick, the loaded sledges continually broke through and had to be dug out.

This march of about twenty miles had taken us as many hours before we reached Discovery Harbour, the winter quarters of the British Arctic Expedition of 1875 and 1876 under Captain Nares. The large house built by the Greely Expedition, and named Fort Conger, had later been taken down and built into three small huts by Peary. Moore and I occupied the one known to the Eskimos as "Peary's house". There was a stove and some coal from the local deposit. This proved to be very useful to dry out our clothing and sleeping bags which had become "iced up". We were also able to make bannocks and so conserve our supply of coal oil. The two Eskimos slept in one of the other small huts. The third hut is in a very poor state of repair. We were unable to find the tablets erected to the memory of C. W. Paul and J. J. Hand of H.M.S. *Discovery*, British Arctic Expedition. They were, no doubt, under the deep snow drifts.

The last visitor to Fort Conger was Dr. Lauge Koch, in 1921, on his journey around the north coast of Greenland. The year previous to Dr. Koch's arrival, Captain Godfred Hansen had established a cache of provisions for Roald Amundsen in connection with his plans to fly over the North Pole. About 60 pounds of pemmican were found to be in good condition, considering that it had been there for fifteen years, but other supplies consisting of canned meats, chocolate, sugar, tobacco and clothing had been spoiled by the dampness.

During our stay Moore took a number of photographs, a subject in which he is very interested. He also climbed to a cairn on the top of a hill, a short distance inland, and deposited a record of our visit. We had expected to obtain plenty of Arctic hare in this district, but after a walk inland I could not see a single track. Noocapinguaq had expected to see muskoxen on the hills, but the absence of land game here was undoubtedly due to the heavy snow.

On April 23rd, in the early hours of the morning, we left for Lake Hazen, travelling through Black Rock Vale in preference to the longer route via the Ruggles River. The going was very slow until we reached the height of land, where there was less snow. In Lady Franklin Bay we travelled along the shore of Mount Belloc Island and the north shore of Sun Peninsula, amongst the ice hummocks, rather than on the Bay, where the snow was about a foot deep.

On the south side of the Peninsula we saw the first muskoxen, with the aid of binoculars. I could see four cows and three young calves. It seemed to me that this was rather early to see calves at foot (April 23rd). We made camp between two small lakes in Black Rock Vale, and found it extremely cold, although the thermometer registered only 30 below zero at midnight, when the sun was just above the horizon. We had travelled a long day but had not gained much distance.

The dogs had been given a straight ration of one and one-half pounds of pemmican per day and were getting into very poor condition. We were now

very anxious to get to Lake Hazen, with a view to obtaining plenty of fish for them. At this camp, when shovelling snow from a gravel bar, we found small pieces of coal, and a kind of resin, which burnt readily when a match was applied.

The next day proved to be a very hard one for the dogs, over bare rocky patches and loose snow, and we had to camp when the dogs played out only a few miles from the lake. During the day we saw a herd of 16 grown muskoxen and also a number of small calves. When we approached they went over a hill on the south side of the valley.

We found a depth of fourteen inches of snow on Lake Hazen, which we reached about noon the next day. The exhausted dogs, whose feet were sore and bleeding owing to the rock surface and crusted snow over which we had just travelled, were just able to pull the sledges across a bay in the lake to a point where we decided to camp and fish. We had seen no signs of caribou or Arctic hare, and our only chance of getting enough feed to condition our dogs for the strenuous trip into Grant Land would depend on the success of our fishing. We were naturally excited and somewhat impatient to start fishing. While we were chiselling the first holes through the ice, Moore and I had visions of pulling out large salmon trout (char) and feeding the dogs all the thawed fish they could eat.

Water was struck at four feet seven inches. We had expected the ice to be much thicker. The heavy snowfall on the ice, which had apparently been early in the fall, had prevented the ice from becoming very thick. Ice to the depth of ten feet or more has been known to the Eskimos at Lake Hazen in the past. I have personally seen seven feet of ice on Baker Lake, which is over 1,200 miles south of this point.

To our great disappointment, only a few small fish were hooked at these holes. We made another hole over deeper water and cleared a large patch of snow around the hole to let more light into the lake, but the fishing did not prove to be any more successful. We cut new holes and fished for about six hours, and then pitched the tent on the ice and tethered the dogs. After a meal we continued to fish for about 24 hours with the same disappointing results, although we hooked two fish about two feet six inches long. All the fish we caught were very thin. Collectively, we had not caught enough to give the ravenous dogs a pound each, and we had to feed pemmican as well. The fishing method employed was known as "jigging", with baited spoon hooks. The top of the fishing holes had to be stirred often to prevent the water from freezing over. We "jigged" almost continuously for three days, and our average catch did not exceed 36 pounds per day, which amounted to rather less than a pound per dog.

We could see that the first part of the journey into Grant Land would be a hard climb through the Garfield Range, which skirts the north side of the lake, and the prospects of obtaining game would be very small. For four days we had seen two muskoxen grazing on some foothills on the north side of the lake, but owing to the Game Laws, a part of which is framed for the express purpose of preservation of this extremely rare and almost extinct species of animal, it was decided that they should not be molested notwithstanding the very meagre rations of the party.

We had left a small cache of pemmican at Fort Conger, and the next cache on our homeward journey was across Lake Franklin Bay on the Greenland coast, just to the south of Cape Bryan. On our return journey we could not rely on getting seal until nearing the south end of Kennedy Channel, a distance of not less than 100 miles. We therefore found ourselves in a difficult if not a dangerous position, as regards making any further progress. I am sure that, at this stage, if our dogs had been subjected to absolute starvation, we should have found ourselves without any means of transportation. It was quite evident, then, that the whole party could not venture into Grant Land for any length of time without starving a number of dogs (unless we resorted to killing muskoxen), which would have made it very difficult, perhaps impossible, to get out of the country. It was therefore decided that Moore and Noocapinguaq, with the pick of the dogs and one sledge, should travel as far as possible into the unknown country, while I stayed at the lake with Inuatuk to fish at various places, with a view to getting sufficient fish ahead for their return, and if possible, to get the thinnest dogs into condition for the return journey.

I volunteered to remain at the Lake in order that Moore (who had not previously been in the Arctic), should have the opportunity of travelling as far North as possible, knowing that he would probably obtain some good panoramic photographs of the unknown country. He also had more practice than I in taking Aneroid readings. It was naturally a disappointment to me not to travel north from Lake Hazen, after our strenuous work in getting this far. I had every confidence in Noocapinguaq's judgment and ability to take Moore as far as possible, consistent with safety under these adverse conditions; while I felt keenly my responsibility in the safe return of the party. I may say that Moore, although very ambitious to go on himself, very sportingly offered to cast lots as to which of us should proceed, but on taking everything into consideration, I felt that it was better for me to remain at the Lake and act as a support party in case of emergency.

Having decided that these plans best suited the exigencies of the situation, Moore and Noocapinguaq left in the afternoon to climb the Gillman Glacier, which appeared to be the only Pass through the Garfield Range to the interior. They had 17 of the best dogs, 136 pounds of dog-pemmican, and a small quantity of fish. The weight of their equipment and rations, including one and one-half gallons of coal oil, had been reduced to a minimum.

The weather, during our stay at the Lake, was very good, but decidedly cold about midnight when the sun was shining in the North. It may be interesting here to note the variation in temperatures, which ranged from minus 28 to plus 30, between midnight and midday. During the following four days Inuatuk and I continued to fish. We moved camp three times, hoping for beter luck in different places, finally locating at the northeast end of the Lake. We fed the dogs about 1 pound each per day, and were only able to put aside about 60 pounds of fish, which together with 96 pounds of pemmican (that had been retained at the Lake) would at least get the whole party as far as Fort Conger on our return journey. We had cut 23 fishing holes in the ice since we arrived on April 25th, and the fishing had been going on almost continuously, but we were never able to give the dogs a full feed. However, the amount we did procure enabled us to make a short

stay in the country. I had retained less than two pints of coal oil at the Lake, in order that Moore and Noocapinguaq should have enough to carry them over their difficult journey for at least six days. After a few meals of raw, frozen fish, we found that even the best of them were very unpalatable, being practically tasteless; but we could not afford to use our scanty supply of coal oil more than once a day to make cocoa, which we found very beneficial before turning in to our sleeping bags after the long cold days spent lying on the ice "jigging" at the fishing poles.

At midnight on May 5th we saw the explorers returning. They were travelling slowly along the Lake towards our camp. Inuatuk had just returned from a short excursion on the north side of the Lake, and had bagged two Arctic hare. I immediately began preparations for a hot dinner (using the last of our coal oil), thinking that the travellers would be cold and hungry. But before they reached us, Noocapinguaq called out in his own language, "We have caribou meat". When they arrived in camp they were full of news concerning the new country they had seen, and of the new range of mountains, which, it is believed, had never been seen before. They had found a good pass via the Gillman Glacier, and had to bear a little to the west before turning north. They had found the United States Range to be entirely out of place as shown on the maps. The party's furthest north position was approximately Latitude 82.25, and Longitude 71.45, where they climbed a mountain, and could see through to the mouth of Markham Inlet, and to the ice hummocks in the Arctic Ocean. Many peaks of the Challenger Range were also seen, as well as many important peaks showing through the ice-cap of central and north-western Grant Land.

Noocapinguaq stated that the whole area is very rough and mountainous, and very difficult for sledge travel. It is quite apparent that a ground survey could not be carried out successfully by sledge parties without a Base and adequate supplies, either at Lake Hazen or on the north coast. Moore took a number of photographs on this journey and is also writing a detailed account which, it is understood, will be available later. He reports having seen one very aged muskox; evidently an old bull which had become separated from a herd. Noocapinguaq had obtained three caribou (of the small Arctic species), the meat of which proved a welcome addition to their rations, and to their meagre supply of dog feed. This game was obtained on their return journey, and they brought some meat back to the camp, which was appreciated very much.

After fishing most of the following day (May 7th) without much success, we left our camp, following a small river bed southwards from the east end of the Lake. We soon reached our old trail and found the going up grade very slow. The dogs started well from the camp, but in a few hours, they were pretty well exhausted, and the next day, in travelling to Fort Conger, they could not exceed a walking pace even when they were going down hill on good snow. Four of the dogs in my team, which had been resting at the Lake, were so exhausted that they were staggering with weakness before reaching Conger. Inuatuk killed two of his dogs before we reached Fort Conger and Noocapinguaq was also forced to kill two of his. In passing through Black Rock Vale we saw three muskoxen, and later the track of a lone wolf, which had followed our trail and had paid a visit to

Fort Conger. My four exhausted dogs, which on the outward journey had been the best in the team, were now too far gone to work; but we decided not to destroy them, because within a few days it might be possible to get seal.

In order not to lose more time than absolutely necessary in getting south to the location where seal could be found sleeping on the ice, we arranged the dogs into two teams and discarded one sledge and some of the equipment. Our team was divided between the two Eskimos, making 16 dogs in each team. During our short stay at Fort Conger, I obtained some samples of the coal from the large deposit, which has been well described by the British Arctic Expedition and also by the Greeley Expedition. I have retained a small sample of this coal to bring to Ottawa, which might be of some interest.

As the weather was becoming warmer during the day, we decided to travel at night for the benefit of the dogs and to make longer marches. Before leaving, we fed them a small quantity of the canned meat from Amundsen's cache, together with sealskin footwear and dog harness cut into small pieces. Moore left an Expedition record in the form of a brief report, giving some useful information in regard to the route we had taken and the fishing possibilities at Lake Hazen. Since this was the farthest North patrol by a member of the Force, I wrote a short official record of our visit, with a request that the finder forward it to Headquarters at Ottawa.

We camped about seven miles from Conger in order that the dogs should not be exhausted in crossing the crusted snow on the old Polar ice in one march. Our progress the next day was slow, with Moore and I walking ahead of the Eskimos who drove the teams. At Cape Leiber, to the south of Cape Baird, we collected a few specimens of rock. Before reaching Cape Bryan we were reduced almost to a crawling pace, although we had good sledging across the North end of Kennedy Channel, excepting a few patches of rough ice. We found the case of pemmican intact at our old camp site, as well as a small quantity of sugar and some tobacco. It was after two long days of slow travel, with Moore and me walking ahead, that we reached Cape Constitution, where we got our first small seal; but this was only an appetizer for the thirty-two hungry dogs. The first two attempts at hunting seal were unsuccessful; one failure being the result of bad marksmanship, which often proves to be the case when there is a scarcity of food and one is in dire need.

Our next camp was south of the Franklin Islands, where we had parted from our supporting party. We were glad now that we had left two cases of dog-pemmican here. We also found the small cache of rations and spare clothing in good condition. Leaving here the next morning, we were pleased to find a large patch of open water at the point of Cape Calhoun. Our Eskimos obtained a very small seal after we made our camp on the shore ice. In the morning Inuatuk shot a bearded seal (Ukjuk) in the water, quite close to the tent. There was a frantic scramble to save it from sinking. As it floated towards the ice in the strong current, we pulled it up on a floating ice-pan, cut it up, and quickly hoisted it with ropes to the shore ice about ten feet above the water level, only just before the pan was turned up on its edge by the current, and disappeared under the main pack.

Our concern over dog feed, which had been a serious problem on this journey, was now at an end. The meat and blubber weighed about eight

hundred pounds. The dogs fed to their entire satisfaction, in fact, this was the first time I had seen our dogs with more than they could eat since they had joined the Expedition. A portion of the seal blubber was kept for cooking as we were out of coal oil. It was now May 17th and the days were warm and pleasant. Inuatuk walked a considerable distance back on our trail for one of his dogs, which was in too starved a condition to keep up with the remainder and should have followed after a rest; but unfortunately he could not find him.

We made a more thorough search for fossils along the cliffs to the north of Cape Calhoun and found that corals were very numerous. I photographed some of the largest ones which we could not have transported, also some other good specimens embedded in the rock. Some of the broken rock at the foot of the Cape seemed to be a conglomeration of nothing but fossils. We gathered what seemed to be the best specimens, which I later handed over to Bentham, at the Base, with a few other geological specimens.

After a good rest, we left to cross Peabody Bay, again finding it expedient to keep a considerable distance from the Humbolt Glacier to avoid the deep snow. The going was very heavy before reaching Cape Kent, but seal were plentiful and the dogs well fed. One could hardly believe that these dogs, which were on the verge of staggering with weakness a week ago, were the same animals that now strained on their traces with their bushy tails curled over their backs, apparently enjoying their work, while we rode on the sledges.

At Rensselaer Bay I visited a small island with Noocapinguaq, where we saw an arrow engraved in the rock which apparently indicated the position of the ship of the American Expedition, led by Dr. Kane in 1853, when their vessel was frozen in.

We found the going excellent on the broad shore ice. Our sledges were now light and, with fine weather, we found a sixty to sixty-five mile march quite enjoyable. While crossing Force Bay we obtained another good sized seal. This, with one of the two killed the day before, would be ample to last for the remainder of the journey. At the site of the main pemmican cache we saw the tracks of the other two sledge parties, which had returned from Ellesmere Island. After a careful study of the various tracks, our Eskimos concluded that they had all returned safely and that their dogs were not hungry.

On May 25th, we made our last camp at Cape Hatherton cache, where we found a note written by Shackleton. The weather was stormy and the sky over-cast when we left the next day for Etah, after picking up two boxes of geological specimens, and a field radio set. On leaving Hatherton Bay and climbing the hills on the land crossing to the Base, we had to travel into a very strong blizzard, and we were soon covered with the wet driving snow. It was a relief to get down into Etah Fiord, where there was not so much force to the wind.

We narrowly escaped a serious accident here, when descending the very steep incline. I was helping Noocapinguaq in letting our sledge down, when a large boulder became dislodged and started to roll down, following an impression directly towards Moore and Inuatuk, who were several hundred

feet further down. We ran forward to shout to them, when I noticed our sledge coming down backwards over loose rock, dragging the dogs behind. They heard our warning, however, just before the boulder bounced past them, missing them by a short distance.

We arrived at the Base in the afternoon, May 26th, and were welcomed by the Doctor, Shackleton and Bentham. Thomas had left with the Eskimos for Robertson Bay to do Ornithological work, during the early summer. We had been on the trail for fifty-five days, during which time we had travelled nine hundred miles. This mileage was compiled by Moore and myself as accurately as possible, by comparing diaries and making calculation with the aid of an Admiralty Chart, making allowances for the extra distance travelled in following the winding shore line on the Greenland coast and detours necessary when hunting or avoiding difficult sledging. The two Eskimos, both of whom I had travelled with on long journeys before, are good hunters and dog drivers, particularly Noocapinguaq, who has had vast experience and knew most of the country over which we travelled. With these two natives and average luck as regards game on the trail, and better dog pemmican, I am sure we could have crossed Grant Land to Cape Columbia and return without any serious difficulties.

The Short Summer at Etah

After giving their dogs a day's rest, Noocapinguaq and Inuatuk left to join their wives at Robertson Bay, and we were without Eskimos until Noocapinguaq returned with some of his relatives at the end of June. For the next few days we had much to tell each other about our journeys. Both of the other parties had visited Fram Havn and the Police detachment house at Bache Peninsula. Shackleton and Bentham had made a good collection of geological specimens in the Bache Peninsula district. They had also travelled as far north as Scoresby Bay, where they made the first rough survey of the Bay which has so far been accomplished. They were fortunate in obtaining seal in the open water near Bache Peninsula. Their dogs were kept in good condition and were able to haul the heavy rock specimens back to Etah.

The Doctor's party had not been able to reach the interior of Grinnel Land, owing to the very heavy snow they encountered on the ice-cap after climbing the glacier from Princess Marie Bay. They then returned to Bache Peninsula and made a journey through to the West coast of Ellesmere Island. This party saw a number of muskoxen and caribou on Bay Fiord, and killed a Polar bear during the course of their expedition.

One of the most interesting Eskimos I met was Ootah, who is proud of the fact that he stood at the North Pole with Peary in April, 1909. He still supports a good team of twelve dogs, and although advanced in years, he is quite able to wrestle with a heavily loaded komatik in rough ice or to climb a steep hill with a hundred pounds of pemmican on his back. He informed us that he and Matt Hansen (Peary's negro assistant) are the only two survivors of the party who attained the North Pole.

As the Expedition did not now require a large number of dogs, most of them were given to the Eskimos. Only one team of ten was kept at Etah for hunting seal and local trips.

In the latter part of May and the whole month of June, we enjoyed the "Eskimo Summer". The weather was very warm with the sun shining overhead day and night. Due no doubt to the strong reflection from the ice, the sun seems to have more effect in these latitudes, or perhaps it is because we appreciate its health-giving rays after the long months of dark and cold during the winter. We became quite tanned at this season and the Eskimo complexions became very dark, even the colours in the dogs' coats were faded by the fierce light of the sun. Seal and walrus lay on the ice to bask in the sun and thousands of little Auk swarmed along the fiords where they nest in the rocks. Arctic flora is also very much in evidence. All of this, for the time, seems to make life in the Arctic well worth while.

During this season biological specimens were collected from the sea by means of dredging, and Doctor Humphreys was absorbed with his large botanical collection. During the first two weeks of June, Moore, Bentham and myself, after being assisted by the Doctor and Shackleton to get the boat out to an island with a dog team, left for Littleton Island on an egg collecting trip, which we had been looking forward to for some time. We had a flat calm sea, and with the outboard motor recently overhauled by Bentham working satisfactorily, we soon reached a small island near Littleton Island. It was not long before we had gathered two thousand fresh eggs, and had eighteen in the cooking pot over the primus lamp. The three of us made short work of them, an excellent meal after a prolonged diet of canned foods and occasional seal meat. We now had an ample supply of fresh eggs, sufficient to last until the arrival of our relief ship which we expected towards the end of August.

Thousands of Northern and King Eider ducks nest in this vicinity. Their eggs are pale green and somewhat larger than domestic duck eggs. The ducks themselves are protected from the time they arrive until September 15th, and as far as North Greenland is concerned, the open season automatically closes itself when they migrate South in October. Insofar as the eggs are concerned it is contrary to existing regulations to take these eggs after June 17th, as the ducks would continue to lay as long as their nests were being robbed, with the result that the young ones would be hatched so late in the season that they would not be able to fly South before the sea freezes over. Arctic foxes could then reach the islands and the young ducks would become easy prey for them. During an unusually early freeze-up, thousands of young ducks have been known to be frozen into the ice.

Early in August, the Doctor, Shackleton and Bentham left with one Eskimo in the motorboat to visit Robertson Bay and locate Haig-Thomas. Moore and I remained at the Base and engaged ourselves making preparations to leave. We dismantled the storehouse and made boxes for packing the Expedition's specimens and equipment which were to be taken to England.

It was August 22nd when the Danish Motor Schooner *Dannebrog* arrived at Etah. They had located Haig-Thomas at Robertson Bay where they had all joined the ship. Captain Petersen, the veteran ice pilot, was master of the ship, and Mr. Hans Neilsen, a good friend of the Expedition, was on board. The Missionary had also arrived, and some Eskimos who had brought their kyacks to hunt walrus in Smith Sound while the ship was in

the vicinity of Etah. The next day they secured ten large walrus which made their excursion quite a profitable one. The walrus were hoisted on board to be taken back to Thule where there was a shortage of dog food. The Expedition's surplus stores were taken on board to be stored at Thule station in case they should be required by future Expeditions.

The Homeward Voyage

On leaving Etah on August 25th, there remained only Noocapinguaq and his family, who, I believe, are the most northerly residents of the world. Noocapinguaq now owned the Expedition's motor boat and was left with sufficient supplies to last for several months. Farewell shots were heard from rifles on shore, to which the Captain responded with the ship's hooter. We were on the first stage of our long voyage from the Arctic back to civilization "and all that it means". Turning south from the fiord we had the last glimpse of the house. We reached Robertson Bay the next day and said goodbye to Inuatuk, who had been very popular with the Expedition members. A very strong wind was blowing from the shore when we left the Bay and the next day we were hove to in a heavy gale, having drifted a considerable distance away from Thule settlement. After a change in the wind we reached Thule on August 27th and stayed for a few days. Here we visited the school and hospital, and were entertained by Mr. Neilsen and Dr. Holm. We also attended a farewell dance at the invitation of the Eskimos.

Ice conditions were good when crossing Melville Bay, but we were prevented from calling at Upernavik on account of the heavy fog along the coast which denoted ice near the shore. We next visited Jacobshavn and Godhavn, where we renewed our acquaintance with the Danish officials, while the crew, assisted by some Eskimo women, loaded about forty tons of rock on the ship for ballast. The last call was made in South Greenland at Ivitut. We were rather surprised to see an up-to-date mining settlement and a ship being loaded with electric hoists at a concrete dock. We were given a friendly reception by the mine officials, who invited us to make use of their baths and a very well appointed club house. We were shown around the mine and the electric plant by the Manager, and found much to interest us. We were then entertained at lunch and dinner by the staff. I was informed that the Ivitut Mine is the larger of the only two Cryolite producing mines in the world, and is operated by the Danish Government. We were given samples of Cryolite, some of which is pure. This is an important mineral used in the making of Aluminum.

During a north easterly gale on September 20th, we rounded Cape Farewell and said goodbye to Greenland. A course was set for the North of Scotland. We expected a fair wind to that point which we should have reached in twelve days' time, and hoped to arrive in Aberdeen in another two days, where the Expedition would disembark before the ship proceeded to Denmark. The gale increased, with very heavy seas. We appeared to be proceeding slowly stern foremost towards Newfoundland instead of making any headway, and after two days of this weather also found that we had travelled a considerable distance south of our course. The wind then changed to the north and we made good progress for several days until we encountered another north easterly gale, which blew with such force that the Deisel



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engine had to be run full speed ahead into the wind to hold our own. After two days of this the propellor was broken, due probably to coming in contact with an ice floe, and one blade dropped off. It was then found that the vibration from the propellor shaft had caused a leak in the stern, which prevented any further use of the engine. We finished the crossing under sail.

We were now about seven hundred miles from Scotland and for another two days we were hove to before the storm subsided. A welcome change in the wind took place at this juncture and with all sails set our progress was good until we sighted the small island of St. Kilda, where the wind died down, leaving a heavy swell to remind us of the storm we had experienced. For the past ten days, conditions had been rather bad on board, and as the date of our landing was so indefinite, the captain had found it necessary to ration the fresh water. Our food consisted mostly of salt pork, salt beef and salt fish, which was most unpalatable without sufficient water to prepare it properly. After seventeen days of bad seas and worse food, we were thankful to know that we were almost within sight of Scotland.

As a result of being blown to the south and the ship being partly disabled, our course was changed from Pentland Firth to Stornaway, and the next day with a fresh wind from the northwest, it was decided to put in to Barra Island, where it was hoped that repairs to the vessel could be effected. On the succeeding morning we ran before the wind towards Barra Island, which is the most southerly of the Outer Hebrides, and put in to Castle Bay.

While entering the harbour at a fast clip, we narrowly avoided being wrecked on a hidden reef.

After anchoring at Castle Bay, we were glad to get ashore where we quickly found our way to the hotel in the fishing village. We first sent messages to our anxious relatives, who had no idea of our whereabouts, as the *Dannebrog* carried no wireless and we were now long overdue. We then made a raid on the hotel dining room where we enjoyed great quantities of the wholesome Scottish fare. In the next few days, several attempts were made to beach the *Dannebrog* to make repairs and fit a new propellor. Two fishing boats were used in this work, as well as a life boat which was loaned by the British Admiralty, but owing to stormy weather and insufficient variation in tides, all attempts were unsuccessful. It was therefore decided to send to the mainland for a tug to tow the ship to a dry dock at Oban.

During our enforced stay at Castle Bay, we were entertained at a dance by the hospitable inhabitants, who were greatly interested and amused at the unexpected arrival of a somewhat rough looking party of Arctic explorers in their quiet fishing village. It was almost like being in a foreign country, as all the Islanders spoke Gaelic in preference to English, but we greatly enjoyed trying to dance in the eightsome reels and other Highland dances to the tune of the bagpipes.

When it was found, on October 11th, that the *Dannebrog* would be delayed much longer than we had first thought, it was decided that we would cross to Oban by mail steamer, where connections could be made with London trains. Bentham volunteered to stay with the ship until she crossed to Oban, to attend to the forwarding of the Expedition specimens and stores. We were sorry to leave Captain Petersen and his Danish crew at Castle Bay. They all spoke English and we had become very friendly on the long, trying voyage.

Arrival in London meant the end of my long and very enjoyable association with the members of the Expedition, who now had to their credit an excellent knowledge of Arctic conditions and valuable experience gained in the technique of Arctic travel. Unless I am very much mistaken, a further five individuals may now be added to the list of those who know and understand the "call of the North". Exploring for new lands, to a major degree, in the Arctic, is more or less complete, but there still remain many thousands of square miles in these regions to be covered by Exploration parties, particularly in the fields of Geological and Geographical survey, besides many other branches of scientific investigation. Some of the explorers of our party will undoubtedly, it is felt, at some future date, respond to the desire to return to the Arctic to carry on this work. I appreciate the opportunity afforded me by the Force, which enabled me to accompany this Expedition and to associate with its members who, after the rigours experienced in the Arctic, have been successful in bringing back to civilization a wealth of extremely valuable information.

Review of Preventive Service

by SUPT. M. H. VERNON

IT MAY possibly not be a matter of public knowledge that there has been a "Preventive Service" for the protection of the Revenues since the year 1897. This branch of the old Customs Department, during the very early period of its beginning consisted of about a dozen Enforcement Officers, and one or two patrol vessels, which were chartered for operation during the open season of navigation for duty in the Lower Gulf of St. Lawrence and along the Atlantic seaboard.

The Preventive Service, in its initial commencement, made no serious attempt to cover the entire international boundary, or the seaboard, but one or two men were situated at the larger ports of entry, such as Montreal, Winnipeg, Vancouver or Halifax, and acted in conjunction with, and as a second line of protection to, the port staff at these points.

Assuming the incentive to bring goods into Canada, without the formality of paying the duties and taxes, existed in those days, and also the taste for "Black Diamond" rum in certain of the Maritime provinces, it is probable that a considerable amount of goods entered the country at points, other than ports of entry, and that an appreciable amount of revenue was lost thereby.

This early preventive Force described, operated on a small scale, with little increase in personnel until 1921, when the Inland Revenue Department merged with the Customs Department, forming the Department of Customs and Excise, the name being more recently changed to Department of National Revenue.

Such an amalgamation, entailing the enforcement of the Customs and Excise Acts, resulted in a moderate increase in the number of full time Preventive Officers, bringing the complement to about fifty with, in addition, some members of the R. C. M. Police, and Provincial Police, appointed as Enforcement Officers without salary.

As a result of conditions revealed at the Customs Enquiry of 1926, the Preventive Service was considerably re-organized and augmented, both by additional appointments and also by the purchase of Patrol vessels and automobiles. The personnel increased to over three hundred men and the patrol vessels from five or six to between thirty and forty, seven of which were sea-going cruisers, and the remainder, subsidiary craft such as speed boats for inshore work.

In 1932, in the interest of economy and unification of duties, the Preventive work was taken over by the R. C. M. Police. Members of the old Preventive Service who were up to standard and who wished to enlist in the present organization, were engaged for duty in the Police, together with the crews of the Marine Section. Equipment such as Vessels and Patrol cars were also taken over from the Department of National Revenue.

The R. C. M. Police Act was amended for the purpose of conferring on all members of the Force, the powers of Customs-Excise Preventive Officers, and many additional Writs of Assistance under both the Customs and the

Excise Act were issued, so that searches could legally be made under the Statutes referred to, without the necessity of Search Warrants being obtained in every instance when investigation and seizure was necessary.

The new duties taken over by the Force came into effect as from April 1st, 1932, and considering the fact that the change was made with only approximately six weeks' notice it was soon apparent by the results obtained that the transition had been accomplished with an agreeable degree of facility.

Officials of the Department of National Revenue, by their co-operation also contributed largely to the successful amalgamation of the two organizations and as a result the machinery of the new unit has operated without hesitancy since the combination of the Forces.

The assumption of duties relating to enforcement of the Excise Act was also accomplished without difficulty, some members of the Force having performed this work previously under authority of separate letters of appointment; in fact, during the years prior to the amalgamation, a considerable proportion of the Excise Seizures effected in the Provinces of Alberta and Saskatchewan had been made by members of the Royal Canadian Mounted Police with the special powers referred to and a smaller proportion in other parts of the Dominion.

The offences under the Excise Act with which the Preventive Service deals are largely confined to some five or six Sections, dealing with illicit distillation, possession of illicit spirits or beer, mash, etc., and also with regulations in connection with malt and malt syrup, and the sale or possession of manufactures of tobacco upon which the Excise duties have not been paid.

In dealing with illicit distillation, usually the small type of still is found and is generally operated by individuals for their own and family use, or for the sale of liquor to persons in their immediate vicinity. The type of still described is most frequently encountered in the western Provinces, in the outlying rural districts. In or near the larger cities or towns, stills of much larger capacity are frequently seized, and vary in daily output from a capacity of fifty to five hundred gallons. While a certain number of these larger stills operate within the precincts of the greater municipalities, sometimes in buildings disguised as warehouses, or as legitimate factories, a larger proportion are operated in timbered districts adjacent to such centres of populations, the liquor being transported from its hidden point of origin to the nearest market. The main advantages of the latter method are, of course, obvious in that the risk of detection from the odour, which is always present where distillation is in progress, is considerably reduced, and the situation of the plant is also such as to afford an opportunity for precautionary measures being taken to guard against sudden approach on the part of investigators who are more readily recognized in the thinly populated areas.

Enforcement of the Customs Act, as opposed to the Excise Act, constituted a further form of duty and opened up a wider range. This Act, in addition to dealing with the regulations in regard to the issuance of permits to tourists and travellers, the report inwards and outwards of vessels and vehicles to Customs Ports, also wages age-old warfare upon the smuggling element, who, since the inception of the Customs Laws, in the very early days of legislation, has considered itself privileged to defeat the purpose of

this Statute. In addition to the Customs Act and Excise Act the Customs Fisheries Protection Act and the Export Act also form a service of revenue to the State which must be safeguarded by the Preventive Service.

To outline the real intent and purpose of the Preventive Service, it may be advisable to first define the general duties of Collectors and Excise Inspectors and other personnel of the Department of National Revenue. Duties or taxes on imported and manufactured goods, when paid through the proper channels are accounted for by the regular officers and employees of the Department of National Revenue. In the case of imported goods these are dealt with by the Port staffs, and in distilleries and tobacco factories by inspectors or Excise Officers whose sphere of duty keeps them within the factories or distilleries concerned and who insure that all taxes are properly accounted for, before any commodities leave the premises.

The duties of these regular Departmental employees are of such a nature that it is more or less impossible for them to leave their ports or other points of duty to conduct investigations or follow up information received concerning infractions of the Customs or Excise Acts, outside the immediate vicinity of the port or places where they are stationed.

The Preventive Service on the other hand is a mobile force which operates in conjunction with regular Departmental employees and Port Staffs situated at the various points of entry throughout the Dominion. Constant check is kept on would-be smugglers by continuous patrols along the boundaries, interior and seaboard, and by making investigations and following up all information received. By this method the Service acts as a second line to the Departmental employees situated at their respective Customs Ports.

The commodity which provides the chief attraction for smugglers and violators of the Excise regulations, is the importation or manufacture of liquor. This form of lawbreaking is popular on account of the wide margin of profit available due to the relatively heavy Customs duties and Excise taxes imposed on intoxicants legally manufactured or imported as compared with illegally and domestically manufactured liquor, upon which taxes have not been paid.

At the highest zenith, the combined duties and taxes on liquor have been as much as \$10.00 per gallon, whereas the bulk product, particularly rum, sometimes has a purchase price as low as .90c per gallon (overproof) in the places of origin. When it is realized that rum vessels convey thousands of gallons of liquor each voyage, the attraction provided for smugglers is easily realized.

The same incentive is present in the case of illicitly distilled alcohol. This can be manufactured under \$1.00 per gallon, and retailed at prices varying from \$3.00 to \$10.00 per gallon or more. In opposition to this, the price of bulk alcohol sold through the various Provincial Liquor stores is considerably higher.

The high rates of duty and taxes referred to above have been considerably reduced within recent years, the most substantial reduction being provided by the decrease this year in the taxes assessable, the reduction referred

to having undoubtedly caused a drastic curtailment in the scale of operations of the unlawful importer and distiller.

The original wide margin of profit and, to a lesser extent, the present margin available to persons engaged in nefarious activities such as those described, has another and more serious aspect which, at times, has made it very difficult to control the traffic or to bring the responsible "higher ups" to Justice. Due to the facility with which money can be earned by dishonest officials of transportation companies who may convey contraband liquor over the various systems under their control to their personal financial advantage and also to the ease by which espionage systems may be organized to keep the principals of the bootlegging fraternity posted on what they consider to be suspicious action on the part of individuals engaged in the enforcement of the Customs and Excise laws, the question of effectually restraining the smuggling and contemporary distilling element has been rendered largely more difficult than would be the case if the margin of profit referred to was of an inconsiderable nature.

In some parts of the country, unfortunately, it appears that the rum-running and bootlegging fraternity have the support of the general public, including professional men who apparently regard infractions of these laws, by those concerned, as perfectly legitimate and are inclined to treat enforcement measures as unnecessary interference.

Somewhat shortsightedly, such persons seem to over-look the fact that bootleggers exploit the weaknesses of the public by amassing fortunes through evasion of payment of duty and taxes, and thus profit at the direct expense of the public who ultimately meet the account from other directions.

To turn to the regulations concerning permits issued to Tourists and Travellers, allowing entry of vehicles into Canada for limited periods, the tendency has been, of recent years, to extend the privileges granted under these permits.

Tourist trade is of great value to Canada and every possible effort has been made from the Customs angle to encourage more and more business. Recent amendments to existent Regulations now allow tourists to import camping equipment and sporting goods without the deposit or bond previously required, conditional upon exportation of such equipment.

Merchandise for the furnishing of Summer cottages may be brought into Canada by tourists upon deposit of a suitable bond entered into at the port of entry.

Considerable latitude is also extended to persons entering the country on Travellers Vehicle Permit, for buying and conveying Canadian goods for export and for instituting new industries or buildings, etc., in Canada.

There are still definite limitations under both Tourists and Travellers Permits, and infractions are sometimes committed which invoke penalties and exportation of the vehicle concerned. In dealing with this angle, tact and courtesy is exceedingly necessary and due allowance should be made for minor infractions which may be due to misunderstanding on the part of the Tourist but results in no loss of Revenue.

Regulations regarding Tourists and Travellers permits are amended from time to time by the Minister of National Revenue under authority of Section 302 of the Customs Act, such amendments being circularized to all officials concerned by means of Departmental Memoranda. It will thus be seen that such changes do not necessitate amendments to the Customs Act, only the regulations in regard to Tourists and Travellers Permits being concerned in such instances.

Actual amendments to the Customs Act since 1932 have not been numerous, and insofar as Preventive work is concerned have been confined mainly to those sections dealing with the seizure of rum-laden vessels and provision for prosecution of the crews discovered in illegal circumstances of this nature.

Legislation giving power to search and seize Canadian registered or owned vessels under this Act was passed in 1928, but the enactments were challenged as being ultra vires the Dominion Statutes and were carried in appeal to the Privy Council by the Crown after the Supreme Court of Canada had upheld the plea of plaintiffs.

The decision of Privy Council was given in July, 1932, upholding the right of the Dominion Government in the question then under discussion and the findings in the extensive judgment made, indicate that the Canadian Parliament has wide powers in passing legislation governing the movements of nationally owned or registered vessels for purposes of protecting the Revenue.

The Excise Act of 1927 was completely revised in 1934 and the present consolidation became effective from July 3rd, of that year. At the time several changes were made to the penal sections directly bearing on Preventive work. Penalties for first offenders found guilty of operation or possession of stills and possession of illicit spirits or mash, etc., were reduced and the definite imprisonment which was mandatory under the Act of 1927 was eliminated in such first offences.

Recommendations along the lines referred to were made in view of the wide disparity originally existing between the penalties provided under the Customs Act for similar offences concerning possession of non-duty paid liquor. Results since these changes went into effect appear to have justified the action.

An important amendment passed during the 1934 revision was the inclusion of the regulations regarding the sale or possession of Malt Syrup. This commodity is subject to a heavy Excise tax but is exempt when used by bakers and confectioners and other specified tradespeople in their respective industries only. Malt syrup is used extensively in making homebrew beer and close supervision is exercised to ensure that tax free malt is not disposed of to persons other than those defined in the regulations. Prior to being included in the Excise Act of 1934, the regulations regarding the distribution of malt syrup came under the jurisdiction of the Special War Revenue Act.

Several cases have been uncovered where it was evident that organized gangs with wide connections were engaged in smuggling liquor into Canada over a period of years. In such cases, action was taken against the persons involved, under the Provisions of the C. C. of C. for "conspiracy to defraud the Revenue". Of the bootlegging fraternity, one large ring was demolished

after some forty defendants were convicted of such conspiracy, terms of imprisonment awarded, varying from three months to four years, according to the degree of culpability of the individual concerned.

This particular organization had operated for many years in the Province of Quebec, and had not been seriously hampered by the individual seizure or prosecution under the Customs or Excise Acts, which in each instance, usually only involved a local employe who was then refunded the fine imposed by the Courts, by his employers, or subsequently awarded an honorarium for his misfortune in suffering a term of imprisonment.

Another important step forward within the last two years has been the arrangement whereby close co-operation is maintained between the Preventive Forces of the United States and of this Country.

Organizations engaged in smuggling are invariably competently directed and change their tactics as exigencies require. It goes without saying, therefore, that this calls for equal or greater alertness on the part of all engaged in combatting the traffic if the evil is to be effectively checked.

That such a check be put to practices which result in loss of revenue to the Dominion has been the intent and purpose of the Preventive Service since the early days of its inception. To the South along the entire length of the International boundary, to East and West where the Pacific and Atlantic Oceans fringe the shores of Canada, and within the interior of the Dominion itself, the Officers and personnel of the Preventive Service have unpretentiously performed this duty, day by day.

From the first inauguration of this Service in 1897, when, with a relatively minor establishment of members and equipment, the force first undertook its duties, the initial framework has grown steadily throughout the years to what can now be described as an efficient organization rich in knowledge gained upon the stony path of experience, and with sufficient personnel to effectively forestall the activities of those individuals who, by means of trove and conversion, seek evasion of the Revenue Laws of Canada and thereby profit at the citizens' expense.

"Scarlet and Gold"

6TH EDITION

In our last issue of the *R. C. M. Police Quarterly* we requested a copy of the 6th Edition of *Scarlet and Gold*.

As a result of this request we have been able to complete our records at Headquarters through the kindness of Reg. No. 6331—Staff/Sergt. G. D. Pavely.

We wish to take this opportunity of thanking Staff/Sergt. Pavely for forwarding his copy of the required issue, and also of expressing our appreciation to the many subscribers who answered our appeal but whose offers we were unable to take advantage of.

We also wish to express our appreciation of the kindness and courtesy of the publishers of *Scarlet and Gold* who, through the personal interest of Mr. A. A. Brookhouse, Managing Editor, have supplied us with a full set of editions suitably bound in three volumes, in which the sixth and twelfth issues supplied by members of the Force are included.

On the Northern Manitoba-Ontario Boundary

by SERGEANT H. A. STEWART

AMONG THE many duties of diverse nature which the Royal Canadian Mounted Police, from time to time, are called upon to perform, is the penetration of little known territories which have remained to all intents and purposes, entirely untouched by civilization and where the white man is non-existent except in the person of the occasional Missionary, trader or trapper.

Such patrols are carried out for purposes of a dual nature and are made when a general investigation of conditions in the unexplored area is considered advisable or when the law has been transgressed and complaint by a resident of the territory necessitates investigation. In either instance a great deal of information of interest is often gained regarding the customs and attributes of little known tribes resident in the area covered by the patrol as well as knowledge of the topographical features of the country traversed.

During the month of January, 1932, I left Berens River Detachment, situated approximately 150 miles north of Winnipeg on the east side of the lake bearing that name, on a patrol of this nature en route to Big Sandy Lake, Ontario, where an Outpost of a Trading Company had been broken into by a native of the vicinity and a considerable quantity of goods stolen. Accompanying me on this patrol were two Indian dog-drivers and two teams of six dogs each to provide transportation facilities for the thirty days' supply of provisions which were necessary to reach our destination.

Shortly after leaving Berens River we were delayed by a severe storm which considerably deepened the snow on our trail and as a result did not reach Little Grand Rapids, our first stopping place where some civilization existed, until six days later.

At little Grand Rapids, one hundred and fifty miles north of Berens River, a Trading Post of the Hudson's Bay Company is established, and, at the time of my visit was under the charge of Mr. Jack Moar who has now retired, after fifty years' service with the Company. Little Grand Rapids Trading Post was first established more than one hundred years ago and is situated on Family Lake adjoining the Manitoba-Ontario boundary.

The settlement at this point consists of an Indian Reservation with a population of approximately three hundred Treaty Indians, the majority of whom are descended from Cree forebears of the James Bay District, who settled at Little Grand Rapids early in the nineteenth century, the first Hudson's Bay Company Post being established at this point at a time approximately coincident to arrival of the Indians.

During the year 1878, a Treaty was entered into with this tribe by the Government, Mr. James McKay being appointed the first Indian Agent. A majority of the Grand Rapids Indians have adopted the teachings of the pioneer missionaries, and follow either the Roman Catholic Church or United Church of Canada but a small minority of the older members still retain the pagan instincts of their forefathers. All these Indians live entirely by hunting and trapping fur-bearing animals and exist on a diet consisting chiefly of meat and fish gained from forest and stream.

Having reached Little Grand Rapids, the patrol remained at this point for a short period to allow the dogs, which were suffering from sore feet, to recuperate, two of those animals having necessarily to be left at the Trading Post and others obtained to replace them. The services of another Indian were also secured, the original Indian members of the patrol, engaged at Berens River, being uncertain of the route from Little Grand Rapids to Big Sandy Lake.

Sufficient provisions having been secured at the local Trading Post to take the place of supplies expended en route from Berens River, we left Little Grand Rapids on the next stretch of our journey which was to take us nearly two hundred miles in a north-easterly direction into Ontario, the temperature ranging day by day between forty-five and fifty-five degrees below zero.

En route the patrol encountered a camp of Indians consisting of three families living in birch bark and spruce bough tepees with whom an over-night halt was made for the purpose of enquiring into their general condition and circumstances. On enquiry, we found that these natives were living largely upon a fish diet and had made their camp on a small island surrounded by a lake of fair dimensions to facilitate securing provender of the description referred to. Owing to the thickness of the ice, however, they had met with extreme difficulty in setting nets and for this reason were forced to fish with hook and line through holes cut in the ice atop of which they had built small shelters of spruce boughs to shield them from the wind. Inside these shelters they would sit for extended periods until they had secured sufficient fish for their domestic requirements. Occasionally they would snare rabbits when available, and at intervals a moose would be killed by a fortunate hunter and the inhabitants of the camp profit accordingly. Notwithstanding the paucity of their diet we found these Indians contented with their circumstances and in excellent physical condition.

The next point contacted by the patrol was Deer Lake, Ontario, where a Hudson's Bay Company Trading Post is situated. Arriving at this location late in the evening of the fifth day after leaving Little Grand Rapids, we found the Trading Company store under the management of a young Scotsman named Alex Gunn who had recently been married and had brought his wife, a young girl, to his wilderness home at Deer Lake, nearly two hundred miles from their nearest white neighbours.

Remaining at Deer Lake for two days to allow our dogs to obtain a much needed rest we left the Trading Post and continued in a north-easterly direction on the final lap of our journey to Big Sandy Lake, approximately one hundred miles distant.

En route through this little travelled country we encountered an occasional camp of primitive Cree Indians living entirely from the resources of the country without any basic foods such as flour, tea, and sugar except once a year when visited by officials of the Department of Indian Affairs, on which occasion treaty payments would be made.

After receiving such financial assistance from the Government, these Indians would then proceed to purchase a small quantity of the commodities described from the nearest Trading Post but for the greater majority of the

year and especially through the winter, the resources of the forest formed their sole fount whereby provender could be obtained.

Hunting, among these Indians, was carried out on a community basis, each member operating his own snare line for the purpose of catching rabbits, but sharing the catch with the older members of the tribe under the direction of the headman, who, according to the number of rabbits caught by the individual would make disposition of a percentage of the catch among the weaker members of the encampment. In this manner the welfare of the widows, of whom there are usually one or two in each encampment, is taken care of, as well as that of the aged members of the band who would otherwise be without means of maintenance of any kind.

Leaving these particular encampments to the Southward, the patrol again set out on its north-easterly route under very arduous travelling conditions. Blizzards were encountered nearly every day, the temperature ranging lower and lower below the zero mark. Owing to the unknown nature of the country, my guides were not certain of the trail and as maps of any description were unavailable, we were forced to proceed in a very general direction to our objective, through snow which became increasingly deeper as we travelled northward and the storms gained in intensity.

The area of travel which the patrol was now traversing was heavily timbered and from time to time we found it necessary to cross large lakes and search assiduously for the trail at point of egress from these bodies of frozen water. Generally under conditions of travel of this nature, the route to be followed is very difficult to find, being marked by blazes on an occasional tree by Indians, who, in the course of their journeys from point to point through the forest country, use this method of identifying their immediate surroundings in case they may again follow the same course at a later date.

Trails of this nature, if extensively used, in course of time become clear of obstacles such as undergrowth and offer passage to the narrow dimensions of a dog sled, between the trees. On little used trails such as we were travelling, however, through disuse, the undergrowth creeps slowly but surely over the trail and rotting deadwood falling across the route to be followed, further obstructs the passage of the patrol. Added to this, the old blazes on the tree trunks along the way become gradually more and more nebulous until sometimes it is difficult to determine whether a certain mark, which is judged to be a "blaze", is in fact anything of the sort or whether it is merely an old bruise on the tree, which, in course of time, has assumed the semblance of this form of woodland sign-post.

While, as a general rule, even the oldest trails can be discovered if sufficient search is made for such Indian marks of identification, sometimes when crossing lakes it becomes difficult to find the entrance to the bush trail on the other side which may only be marked by a very faint sign visible solely to the Indians of the district, who, having resided in the vicinity all their lives, are familiar with the idiosyncrasies of the route to be followed. To strangers, however, it is a different matter, for, while the trail may enter the lake at one end, it does not necessarily follow that its exit will be found immediately opposite at the lake's further limit, with the result that a great deal of time and labour is often wasted in travelling along the edge through-

out almost the entire circumference, searching for the point of egress of the trail. On occasions, indeed, it becomes quite impossible to discover the point where the trail leaves the lake and at times such as these the only alternative is for members of the patrol to cut their way with axes through the "bush" and make a new passage for the dogs and sleds over the "portage" until the next lake is reached. When it is realized that all operations of this nature have to be carried out through deep snow, storms, and biting cold, in an unfamiliar territory where one is not altogether certain that the general direction taken towards the objective is correct and when the supply of provisions is running low enough to give reason for anxiety as to whether, in the event of the objective not being reached, there is sufficient food for men and dogs to return to the last outpost of civilization where supplies can be procured, a general idea of the difficulties of winter travelling conditions in remote areas will be understood. Even upon the occasions when we were fortunate enough to find the entrance to the bush portage from the lake we were considerably handicapped, through a certain period of our journey, by the aftermath of a forest fire which had swept the country within the last three years and had left its debris in the form of fallen trees across the trail at close intervals necessitating frequent recourse being had to the axes of patrol members for the purpose of clearing the path for passage of the dogs and their sled loads of provisions and equipment.

On an extended patrol such as described, on account of the extra weight which would be incurred by haulage of a tent or even a small camp stove and the consequent reduction in the amount of food which can be carried if extra paraphernalia of this nature is added to the load, at the end of the days' travelling it is necessary to make what is known as an "open camp". When a halt is made at night-fall in a suitable locality where sufficient dry timber is available for fuel and also green spruce trees are existent, the snow is cleared from the ground with snow-shoes which temporarily take the place of shovels, spruce trees are felled, and the top-most branches lopped off to form a mattress for the human element of the patrol to sleep upon. On this mattress of boughs, eiderdown sleeping bags are laid.

While the operations described are being carried out by certain members of the patrol, the remainder unhitch the dogs from their harness (who, with their thickly furred coats, soon make themselves comfortable by trampling a bed for themselves in the shelter of a neighbouring snow-bank), and, with axes, fell and assemble dry timber at one end of the spruce bough mattress. On account of the cold a large fire is necessary and for this reason dry timber approximately ten feet in length is provided, which, when lighted, supplies sufficient heat to warm that portion of the individual in closest proximity to the blaze.

On the side of the spruce boughs furthest from the fire, a canvas tarpaulin, if available, is erected to form a wind-break, while if the patrol is travelling very light and it has not been possible to transport an adjunct of this nature, a spruce bough shelter is built to serve this purpose.

Food is cooked at the fire, the dogs fed on their ration of dried fish, and members of the patrol retire into their sleeping bags sometimes to wake in the morning with anything from some inches to a foot of snow over their heads depending on the vagaries of the weather during the night. Up to a tempera-

ture of thirty below the eiderdown sleeping bags are sufficiently warm when used under the conditions described but when the mercury sinks to fifty or sixty degrees below zero their interior is inclined to be chilly and a certain amount of discomfort is experienced.

After several days hard travelling of the nature described the patrol reached its destination at Big Sandy Lake, Ontario, where an Indian reservation is situated consisting of approximately four hundred members, the majority of whom are descendants of the Cree Indians of Island Lake, Trout Lake and James Bay. These Indians, at present, form three separate bands in the Big Sandy Lake area, have their hunting grounds approximately one hundred miles apart and only meet once a year during the summer months when Treaty payment is made.

At such times, the members of these bands remain at Big Sandy Lake for a short period and then return to their respective locations until the next summer when a similar journey is made to the site of the reservation.

The Indians in this district exist entirely upon game from the forests and use rabbit skins for clothing and bedding. They are, as a general rule, a virile, hardy race with few physical detriments. One exception to the usual in this respect with whom I came in contact, was a cripple of approximately forty years of age who had never been known to walk since birth. To my surprise, I found this individual to be entirely self-supporting, his method of travel through the bush being on hands and knees on specially constructed snow shoes which he used to visit his traps and rabbit line. To meet the requirements of this Indian's unfortunate physical condition, these snow shoes had been constructed, measuring approximately five feet in length and were manufactured so as to allow an elbow and a knee to rest on each shoe thereby allowing an arm and leg on each side to work in conjunction. Travelling on all fours in this manner through the deep snow the cripple was able to make excellent progress and on a fair trail, I was informed, he could keep pace with a dog team, without difficulty, his brother Indians, in fact, asserting that, in certain respects, his disability was advantageous insofar as he was able to pass through overgrown places on the trail, on all fours, where the others would have difficulty in penetrating in an erect position.

Another Indian of this tribe had once travelled as far as Selkirk, Manitoba, the embarking point of water traffic on Lake Winnipeg and had, for a short period, experienced the comforts of civilization. Apparently, during the course of his travels this native had viewed an individual, or individuals, proceeding to Church dressed in morning clothes and a top hat and the experience had made so deep an impression on his mind that he considered that he could do no less than follow the excellent example of his white brothers on returning to his trapping grounds. With this object in view he accumulated enough fur during the winter period to purchase a suit of clothes and travelled to the nearest Trading Post. He had some difficulty in explaining to the manager that what he wanted was a frock coat and a top hat but after various catalogues had been referred to, he discovered an advertisement which set out the full glory of these sartorial embellishments and gave his order accordingly. While I did not have the good fortune to view this progressive aboriginal in his magnificence on the occasion of my visit to Big Sandy Lake, I was told that on Sunday morning during the

summer months, it was a customary sight to see him paddling across the lake to the native church he attended, attired in a costume which, to the native eye, must undoubtedly have paralleled the glory of Solomon!

On the occasion of my journey to Big Sandy Lake, the Hudson's Bay outpost at that point was under the management of Mr. Fred Whiteaway, who, being cut off entirely from any form of civilization and lacking the companionship of members of his own race, was interested to hear what news we had to tell him in relation to the outside world while all members of the patrol were keenly appreciative of the hospitality extended by this gentleman after the rigours experienced on the trail to his outpost.

After remaining at Big Sandy Lake for a few days and having secured what information was available to complete my investigation in regard to the theft of articles from the Trading Post at that point, I patrolled to an Indian camp in the vicinity and arrested the culprit who freely admitted his guilt as soon as I put in an appearance, stating, in extenuation that he had been short of food at the time, and, the trader being away, had decided that the most obvious solution to his difficulty was to break into the store and to take what was necessary for his requirements. In view of the fact that all supplies and merchandise have to be transported to Big Sandy Lake by canoe in the summer time, there being no other means of travel into this district except by the medium referred to, or by dog team during the winter months, the cost of freighting provisions, for sale to the Indians is exceedingly high, and a theft of the nature described consequently resulted in a considerably larger monetary loss to the trading Company concerned, than would have been the case had the theft occurred in more civilized surroundings. For this reason and also on account of the fact that depredations of this nature could not be countenanced from the point of view of example to the natives, the culprit was escorted to civilization to undergo trial, being subsequently convicted and sentenced to a short period of imprisonment.

During our return journey south, my prisoner informed me that during his lifetime he had only once before come in contact with the Police. From the information obtained from him through the offices of an interpreter, it appeared that eight years prior to my arrival at Big Sandy Lake a Mounted Police patrol had entered the Big Sandy Lake country from a northerly direction for the purpose of taking an Indian lunatic into custody. Apart from the single visit described, according to my informant, the Big Sandy Lake Indians had never previously been in contact with constituted authority and had no knowledge of the white man's law.

Travelling southward on our return journey we met with very similar conditions to those experienced on our outward itinerary to Big Sandy Lake and towards the end of the patrol our provisions became considerably depleted necessitating frequent halts being made for the purpose of snaring rabbits to augment our dwindling food supply.

A little more than a month after leaving Berens River Detachment, we again came in sight of the starting point of our journey, having covered a distance of more than eight hundred and fifty miles through an unmapped area, which to a major degree, has retained a greater part of its primeval status, throughout the ages, until the present day.

Training Young Communists

AMONG THE more important objectives of the Communists in Canada is the preparation of the young generation for the militant participation in the revolutionary movement. For this purpose many schools are being conducted in which the children receive the necessary elementary Communist training. These schools fall into the following groups:

- (a) Those conducted by the Young Communist League in conjunction with the Communist Party of Canada;
- (b) Those conducted by the Ukrainian Labour Farmer Temple Association;
- (c) Those conducted by the Finnish Organization of Canada;
- (d) Those conducted by the Jewish Canadian Workmen's Circle;
- (e) Those conducted by the Russian Workers' Clubs and other Communist foreign language mass organizations.

Group (a)

This group represents the English-speaking aspect of Communist activities among the youth and embraces various forms of elementary education based upon the Marxian interpretation of the "Class Struggle". It aims to make the children class conscious as the primary step towards an understanding of Leninism. The children are being taught that there are two classes in society, those who do (capitalists), and those who do not (workers), possess property in the means of production and that as a result, a continuous struggle takes place between the two classes over the ownership of the means of production.

In conformity with this concept, the children are taught to hate capitalism and its institutions. Religion, being, according to the Marxian theory, a stupefying drug—the opium of the people—is treated accordingly. The church, the children are instructed, is an instrument in the hands of the wealthy for the oppression of the poor and one of the main institutions of capitalist society. The leaders in charge of work among children have devised a list of subjects, some of which are:—

- (a) Development of the earth; human society with stress on the history of the working class;
- (b) Simple fundamentals of Marxian political economy;
- (c) Lives of great revolutionary leaders from the beginning of history;
- (d) Explanation of all major campaigns of the revolutionary movement;
- (e) Lives of children in the U.S.S.R. under the dictatorship of the proletariat;
- (f) The U.S.S.R., the Soviet fatherland.

The two most important Communist Youth Organizations among the youth in Canada are the Young Pioneers and the Young Communist League of Canada.

(1) *The Young Pioneers*

This organization is modelled after the Boy Scouts Movement but is decidedly antagonistic to it. It has branches in all the principal towns and cities of Canada wherever branches of the Young Communist League exist. It is regarded as the children's section of the Young Communist League. After reaching the age of sixteen years the boy or girl graduates from the Young Pioneers into the Young Communist League and from the latter into the Communist Party proper. The activities of the Young Pioneers are being directed and supervised by either a member of the Young Communist League or the Communist Party specially appointed for that purpose. The function of the Young Pioneer organization is mainly educational although there have been instances where members of this youth organization have taken an active part in demonstrations and even in strikes. The meetings, which are usually held in the premises occupied by either the Young Communist League, Communist Party, or some subsidiary organization, are in the main educational and may be rightly described as training schools for young Communists. The total membership of the Young Pioneers in Canada is estimated at approximately two thousand, the vast majority of whom are Canadian born of foreign extraction. Their slogan is "Always Ready", which is also the title of their official magazine published monthly at Toronto since February, 1934.

(2) *The Young Communist League*

The ages of the members of this organization range from sixteen to twenty-two years, when they become eligible for membership in the parent body, viz., the Communist Party of Canada. The children's department of this League is in control of the Young Pioneers and the revolutionary children's movement in general. In addition to the general educational meetings held by the branches, short term training schools are being conducted in places specially selected for that purpose. Occasionally leading members of the organization are selected and sent to New York and Moscow to attend higher Communist training courses. The members of the Young Communist League are expected to join in all communist activities such as parades, street demonstrations and picketing.

(3) *The Youth Section of the Farmers' Unity League*

This movement is of comparatively recent origin. It embraces the children of the members of the Farmers' Unity League in some of the rural districts of the three Prairie Provinces. The activities of this organization, too, are closely supervised and directed by the Young Communist League of Canada. The more advanced members are drawn into the Young Communist League and in a number of localities the junior members are also members of the Young Pioneers. Schools, in the strict sense of the term, do not exist, but a great portion of the time at each meeting of the groups is set aside for educational purposes.

Group (b)

The Ukrainian Labour Farmer Temple Association, which has its headquarters at Winnipeg, has over one hundred branches scattered throughout the Dominion in connection with which children's schools are conducted in

most instances. These schools are more or less of a permanent character and attended principally by the children of members of the association.

These schools are carried on in strict conformity with the general Communist scheme of education and propaganda already referred to. They differ somewhat from the English-speaking aspect of the children's movement in that considerable time and attention is given to music and drama which constitute a principal feature of the curriculum.

The Ukrainian Labour Farmer Temple Association owns buildings and halls (Temples) in many cities and towns throughout Canada. The Temple in Winnipeg, situated on the corner of Pritchard and McGregor streets, which is valued at approximately \$150,000, inclusive of the printing plant, is an example of organization, ability and perseverance.

It is in these Temples that the schools are conducted on Saturdays from 10 a.m. to 12 noon and on other week days from 5 p.m. to 7 p.m. It will be noted that these schools are carried on outside the public school hours in the children's own time and do not interfere with the attendance at the public school.

The following is a list of the principal schools maintained by this society:

QUEBEC	
Montreal	Lachine
Rouyn	
ONTARIO	
Toronto	West Toronto
Oshawa	Welland
Hamilton	St. Catharines
Kitchener - Waterloo	Walkerville
Timmins	South Porcupine
Sudbury	Coniston
Sault Ste. Marie	Port Arthur
Fort William	West Fort William
Fort Frances	Ansonville
Kirkland Lake	
MANITOBA	
Winnipeg	East Kildonan
Transcona	The Pas
Brandon	
SASKATCHEWAN	
Regina	Saskatoon
Moose Jaw	Canora
Yorkton	Melville
ALBERTA	
Edmonton	Calgary
Drumheller	Lethbridge
Coalhurst	Vegreville
Coleman	

BRITISH COLUMBIA

Vancouver

The approximate total number of pupils attending the foregoing listed schools is two thousand.

Group (c)

The Finnish Organization of Canada has children's sections and schools organized in connection with almost every one of its branches, of which there are approximately forty-five in existence, located principally in Ontario. The children's movement of this society is, perhaps, the most militant and disciplined of its kind in Canada. It is class-conscious and of a high revolutionary standard. The Finns are very often atheists and the organization has a pronounced revolutionary background. It is against this background that the schools are conducted. One of the features of their education is the development of gymnastics and sport.

Branches of this society are located as follows, ranging in importance in the order named by Provinces:

QUEBEC	
Montreal	Rouyn
ONTARIO	
Toronto	Sudbury
Port Arthur	Timmins
Fort William	South Porcupine
Kirkland Lake	Hornepayne
Beaver Lake	Sault Ste. Marie
Fort Frances	Nipigon
Rosegrove	Hearst
McIntosh Springs	Lappi
Bruce Mine	Appilla
Nakina	Long Lac
Kioikooski	Wolf Siding
Windsor	Wanup
MANITOBA	
Flin Flon	
SASKATCHEWAN	
Dunblane	Macrorie
Shaunavon	
ALBERTA	
Sylvan Lake	Thorhild
Rocky Mountain House	Blairmore
BRITISH COLUMBIA	
Vancouver	Websters Corners
Salmon Arm	Cambie

The total number of children in the schools or children's sections of the above listed branches is approximately sixteen hundred.

Group (d)

Among the Jews there is some, but not nearly as much activity in revolutionary teaching. The majority of the young Jewish revolutionists are members of and connected with the English-speaking branch constituting a substantial part of the membership of the Young Pioneers and Young Communist League.

Regular children's schools are conducted by the Canadian Workmen's Circle, a subsidiary of the Communist Party of Canada, in Winnipeg, Toronto and Montreal. A camp known as "Nitgedieget" is operated during the summer months by the Montreal Branch of the Canadian Workmen's Circle on 14 Island Lake near Shawbridge, P.Q., where children are given two weeks training. It is estimated that during the season approximately two hundred and fifty children pass through this camp.

Group (e)

The Russian Workers' Clubs, a subsidiary of the Communist Party of Canada and of comparatively recent origin, is conducting a school at 215 Selkirk Avenue in the city of Winnipeg, known as "Cadets' Training Classes". The school hours are from 8 p.m. to 10 p.m. and the pupils enrolled, number about forty.

In addition to this school the Society has also a number of Youth Sections organized within its branches. Units of this organization exist in nearly all the principal cities in Canada and among the Russians in some of the rural districts of Saskatchewan, notably Blaine Lake, Verigin and Kamsack.

The Hungarian Workers' Clubs and the Yugo Slav Workers' Clubs, which are organized along the same line as the Russian Workers' Clubs, have also, as one of their objectives, the education of their children on the basis of the general Communistic scheme and devote considerable time and energy to that aspect of the movement.

The Qualities of a Sportsman*

by G. STIRRAT, *Sergeant, Instructor Glasgow City Police*

IT is said that there is no surer indication of a good citizen than that he is likewise a good sportsman. Games which are played in a sporting spirit have a most beneficial and far-reaching result, moreover, they instil control, discipline and respect. It is true that clean healthy sport will keep one's mind, body and spirit in a high state of fitness and determination and produce that superabundance of energy which is our natural state.

Games now form an integral part of a soldier's training because they inculcate those qualities which make the best fighters, namely, leadership, courage, dash, endurance and the team spirit. There is no doubt that sport will produce the manly man and develop in him the will to win.

Since many of us consider ourselves sportsmen in the truest sense of the word, we must not overlook the fact that we must win and lose equally well. In the light of this it would be fitting to quote the words of Prince Ranjit Singh:—

"Oh Powers that be, make me to observe and keep the rules of the game. Give me to mind my own business, at all times, and to lose no opportunity to hold my tongue. Help me not to cry for the moon nor for spilt milk. Help me neither to offer nor welcome cheap praise. Help me to distinguish between sentiment and sentimentality, clinging to the one and despising the other. Give me always to be a good comrade. Help me to win, if win I may, but—and this, O Powers especially—if I may not win, make me a good loser."

Spectators must be good sportsmen. It is the men who are afraid to play games and do not understand the rules who bellow most on the touch lines or during bouts of boxing. It is the public house sportsman, the fellow who can only use his throat muscles, whether for shouting or drinking, who is the curse of sport. A bad type of spectator is the one who laughs at boxers who get punished or are helpless in the ring. They are usually the type who have never been in the ring. In many towns where football predominates in sport, there are Supporters' Clubs. These Clubs might be termed "the wherewithal" of their respective teams, and while it is fitting that they should shout words of encouragement to their teams and idols, it would not be amiss if they held occasional meetings to teach their members the rules of the game.

When I had the honor to serve His Majesty as a soldier, I did not demean myself to encourage my men to play games in the spirit of keen friendly rivalry, for this, I found, developed the splendid qualities of leadership, loyalty, initiative, determination, tolerance and resource. It is the power of leadership that has made the British Empire what it is. It is a characteristic that as a nation we cannot afford to lose, or with it will fall the edifice of which it is the foundation. It is an asset that in every walk of life we must continue to cultivate.

Success in sport has been exploited to no uncertain degree and it is regrettable that the days of the true and genuine amateur are fast disappearing. There are, however, still a number willing to teach the younger generation that a sportsman—

* Police Chronicle.

1. Plays the game for the game's sake.
2. Plays for his side and not for himself.
3. Is a good winner and a good loser, *i.e.*, is modest in victory and generous in defeat.
4. Accepts all decisions in a proper spirit.
5. Is chivalrous towards a defeated opponent.
6. Is unselfish and is always ready to help others to become proficient.
7. Never interferes with the referees or judges, no matter what the decision.
8. As a spectator applauds good play on both sides.

Many reasons have been advanced as to who and what won the Great War, but it is said that leather played a great part. Few people have realized what we owe to the boxing glove and the football—the two greatest factors in restoring and upholding morale.

Answers to Minute Problems

which appeared in the October issue of the QUARTERLY

Answer to No. 1.

- (i) Every endorsement made in pursuance of the Fugitive Offenders Act and every Warrant issued remains in force notwithstanding the fact that the person signing the Warrant or Endorsement dies or ceases to hold office.
 - (ii) A fugitive who is serving a sentence imposed in Canada shall not be surrendered until after he has been discharged by acquittal or by expiration of his sentence.
 - (iii) Whenever a Warrant issued under the Fugitive Offenders Act has been endorsed in Canada, any Magistrate shall have the same power of issuing a Warrant to search for any property to support the charge on which the original Warrant was issued.
- (See Sections 18, 19 and 21 of the Fugitive Offenders Act).

Answer to No. 2.

Sullivan, the bartender, said that, as he worked the combination to open the wall safe, he heard the hold-up man behind him. As he was not permitted to move, he could not have known the gunman was a big, tough-looking mug, as he described him.

As there would be no other motive in telling this impossible story, the hold-up was faked.

Answer to No. 3.

The Professor told Reynolds, "There was no blood between the road and the boulder." Had the man rolled down the embankment, there would have been some blood on the rocks along the path his body took.

Answer to No. 4.

A strong wind blew off the lake, therefore, regardless of the direction in which he was walking, Rice's hat could not possibly have blown into the lake. The professor was naturally suspicious of him when he told such a ridiculous lie.

The Human Element in Car Driving

OPINIONS DIFFER as to what distance a car travelling at a rate of twenty, thirty or forty miles per hour should be brought to a standstill after application of the brakes.

One well known Police Force considers that when braking conditions are 100% efficient, *i.e.*, dry level road, good tires and brakes in perfect condition, a car travelling at twenty miles per hour should be brought to a standstill in 13.4 feet; thirty miles per hour 30.2 feet; forty miles per hour 52.6 feet.

A well known American authority, however, considers that the braking distance for a car travelling thirty miles per hour is 40 feet; at forty miles per hour 71 feet.

To strike a happy medium between these two sets of figures it would appear that a car travelling at thirty miles per hour should be brought to a standstill in 35.1 feet; when travelling at forty miles per hour in 61.8 feet.

However, apart from the mechanical efficiency of the car and road conditions, etc., the human element enters and there is invariably some delay in the application of the brakes after danger has been observed. This is known as the "lag", or "reaction distance", and varies in accordance with the experience and condition of the driver. He may, when danger arises, be lighting a cigarette, in close conversation with a passenger, sightseeing, slightly drowsy, or he may have taken a drink or two, in which case his reaction would be considerably delayed.

Many tests have been carried out with a view to definitely establishing the amount of "lag" or "reaction distance" required by the average driver. It has been found that many drivers take more than a second to apply their brakes after observing danger. An experienced and alert driver takes action almost immediately but it has been definitely established that the average good driver reacts in three-quarters of a second. Assuming, therefore, that a driver, when travelling at forty miles per hour and when braking conditions are 100% efficient, observes danger, before attempting to stop he will travel for three-quarters of a second or a distance of forty-four feet. The minimum distance in which he can stop is 61.8 feet after applying the brakes. It will, therefore, be observed that he will travel a distance of 105.8 feet from the time danger is first observed.

When travelling at the rate of sixty miles per hour a car covers 88 feet per second. The "lag" or "reaction distance" is therefore 66 feet, braking distance 160 feet, therefore, the total stopping distance is approximately 226 feet.

There is no doubt that the majority of accidents occur when overtaking another car, particularly when this is done on curves in the road or approaching hills and from the above table it will be observed that when travelling at forty miles per hour and when braking conditions are 100% efficient, one should not attempt to pass a car unless he will have a clear vision of at least 105.8 feet, after having passed the other car.

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WINNIPEG, MAN.

The Peace Officer's First Steps

by J. C. MARTIN, K.C.

THE KING'S PEACE, is one of those expressions, common enough in ordinary usage, which are exceedingly difficult of definition. The word 'peace', it is said,¹ "particularly connotes a quiet and harmless behaviour towards the King and his people", but this statement would be more accurate as a definition if the behaviour were described as "quiet, harmless and lawful". The underlying thought is one which is basic in our law. It may be amplified by the following quotation:²

"Every person has a right to carry on his pursuits freely, safely, and without undue interference, and every other person is subject to the correlative duty arising therefrom, and is prohibited from any undue obstruction to the exercise of this right to the fullest extent compatible with the exercise of similar rights by others",

which, after all, seems an excellent way of saying "Mind your own business, and let other people mind theirs."

Turning then to the police, we find it laid down³ that "The general duties of constables are to preserve the King's peace, and with that object to keep watch and ward within their several districts and to bring criminals to justice. For the efficient execution of these purposes they are given powers of arresting offenders under the warrant of a justice of the peace, and in some cases without a warrant."

However, although in practice it is rare for anyone but a policeman to make an arrest, it is to be observed that rights and duties in this connection are not confined to the police. Section 646 of the Criminal code provides that *any person* may arrest anyone who is *found committing* any of the offences in the long list there specified. Under Section 648, moreover, any person may arrest anyone whom he finds committing *any* criminal offence by night; and, by virtue of Section 649, he may arrest without warrant a person fleeing from, and freshly pursued by those whom he believes, on reasonable and probable grounds, to have authority to arrest the fugitive.

But what is fresh pursuit? This question can be answered only by reference to some of the reported cases. In one,⁴ the accused was seen committing the act of which complaint was made. An officer was sent for as soon as possible, and arrested the accused in a public house about a mile away. The Court decided that "No greater diligence could be required; and that being the case, I think it must be treated as an 'immediate apprehension' for the offence which the plaintiff, assuming under the circumstances that it was an offence at all, was 'found committing'."

In another case,⁵ a witness saw the accused in a storehouse and went to call the proprietor, who came about fifteen minutes later. After a search they found the accused hiding under a tree nearby. There was a struggle which resulted in the arrest of the accused. "It makes no difference", the Court said, "that he was not seen getting out of the house and was found concealing himself to avoid apprehension on other premises near. To make such an arrest legal, it is not necessary that the person should have at the time

he is arrested a continuing purpose to commit the felony; he may be arrested although that purpose is wholly ended. Where the circumstances are such that a man must know why a person is about to apprehend him, he need not be told, and the arrest will be legal, and the resistance illegal, as much as if he had been told."

A third case⁶ perhaps more directly concerns the actions of the police. One Walker assaulted a police sergeant who went away and, after two hours, returned with assistance. This time Walker struck him with a clock weight and wounded him severely. With reference to the point now under discussion, the Court held that "The assault for which the prisoner might have been apprehended, was committed some time before and there was no continued pursuit. The interference of the officer therefore was not for the purpose of preventing an affray or of arresting a person whom he had seen recently committing an assault. The apprehension was so disconnected from the offence as to render it unlawful."

One more case.⁷ A policeman, hearing a disturbance in a street, went to the place. After a struggle with the accused he went for assistance, and, about an hour later, returned to the accused's place with two other constables. They demanded admittance but it was refused. They sent for a sergeant, and when he arrived about twenty minutes later, the accused again refused to admit them. The peace officers thereupon broke into the house and arrested the accused after a struggle in which two of them were wounded. A conviction against the accused was quashed on appeal for the reason that "It was impossible to say after this lapse of time that the policemen were in fresh pursuit. The hour was not accounted for and we cannot infer that so long a time was necessarily spent in obtaining fresh assistance." It may be relevant to remark here that in this case, and in the Walker case, the officers, having interrupted their pursuit, could have protected themselves by taking a little more time and getting warrants.

There are other cases,⁸ but enough has been said to show that no rule of thumb can be taken from the decisions. It would appear that "fresh pursuit" must be continuous pursuit conducted with reasonable diligence, so that the pursuit and capture may be taken along with the fact that *someone* saw the accused committing the offence, as forming one transaction.

A peace officer, from the very nature of his work, requires, and has, much wider powers of arrest than has the private citizen. The former may arrest without warrant anyone who "has committed" any of the large number of offences specified in Sections 646 and 647 of the Code. In doing so he must, of course, act upon reasonable and probable grounds; if he does, the Code (Section 30) protects him even though the accused may afterwards be acquitted. He may arrest without warrant (Section 648) any person whom he finds committing any criminal offence either by day or night, and he may also (Section 652) take into custody any person whom he finds loitering or lying about highways or yards by night, provided that he has good reason to suspect that person of having committed, or of being about to commit an indictable offence.

So too, a peace officer is justified (Section 47) in preventing or stopping a breach of the peace by making an arrest, or by receiving into his custody



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anyone who is given into his charge as having been a party to a breach of the peace, by someone who has seen it.

Arrests, of course, are not usually made by appointment, nor does the person to be arrested always willingly submit. Sections 41, 42 and 43 deal with escapes as they affect the legal position of the peace officer and, it may be added, of those lawfully assisting him; Sections 42 and 43 grant considerable immunity to private persons acting upon their own initiative to prevent the escape of an offender. But it is important to notice that the words "if such force is neither intended nor likely to cause death or grievous bodily harm", which appear in Sections 42 and 43, are not included in Section 41. The peace officer, therefore, is justified in preventing an escape by using firearms or other means which may bring about such a result, in cases where the offender may be arrested without a warrant, provided always that he could not prevent the escape by other means. And he must have reasonable grounds for believing such drastic action to be necessary.

In the leading Canadian case upon this subject,⁹ the facts were that the accused, who was a peace officer, was trying to arrest one Gans whom he believed, upon reasonable grounds, to have stolen some valuable furs. Gans ran away when he caught sight of the officer, and the latter tried ineffectually to intimidate and stop him by firing his revolver. When Gans did not stop, the officer, becoming exhausted and believing that the other would get away, fired at him from about twenty-five yards, intending to wound him in the leg. Unintentionally, as he alleged, he fired too high, and shot Gans in the head. Upon the trial of the officer for manslaughter, the judge charged the jury as follows:

"If you find that Smith had a right to arrest Gans without a warrant, then Gans was fleeing to evade a lawful arrest, and Smith was justified in using reasonable force in order to apprehend him and prevent his escape. . . . If you find that he could have apprehended him by any other means then Smith was not justified in shooting him. *Shooting is the very last resort. Only in the last extremity should a peace officer resort to such a dangerous weapon as a revolver in order to prevent the escape of an accused person who is attempting to escape by flight.*¹⁰

"A man who is fleeing from lawful arrest may be tripped up, thrown down, struck with a cudgel and knocked over if it is necessary to do so in order to prevent his escape, and if he strikes his head on a stone and is killed, the police officer is absolved because the man was fleeing to escape lawful arrest and the means taken were not dangerous and not likely in themselves to cause his death. But firing at a man with a revolver may result in the death of the man, as it did in this case, although the intention was only to wound and so prevent his escape.

"It is the duty of every citizen to assist in the pursuit and capture of a criminal who is fleeing from arrest, when such citizen is called upon by a peace officer. . . . You will have to consider whether Smith, if he had not had that revolver or had kept it in his pocket, might not have called to his assistance persons on the street who would have joined him in the pursuit."

It is to be observed that there is no suggestion that the peace officer had no right to shoot to prevent escape; the question was whether his right was reasonably exercised in the particular case. He was acquitted.

This case has been emphasized at some length, partly because the charge of the learned judge is so clear and definite, partly because it has been cited so often in subsequent cases. In 1932, for example, an action was brought against a constable for shooting a man. On the night in question the constable arrested one of the occupants of a certain automobile in the belief that they had broken into a shop. Later he saw the car again, and a man whom he took to be another of the occupants. He shouted that he was a police officer and told the man to stop, but the latter, with two companions, ran down an alley. The constable fired into the air and at the ground behind the fleeing men, with the result that one of them was killed—as the Court found—by a ricocheting bullet. The action was dismissed, the Court holding that the constable was justified in shooting since he believed on reasonable grounds that the men had committed an offence for which they might be arrested without warrant, and since, too, he could not have prevented their escape by any other reasonable means. The judgment contains the following pertinent comments:

"There is undoubtedly a principle here involved which concerns the rights of both the public and the individuals concerned. The result is greatly to be regretted and one might very naturally sympathize with the relatives of the deceased, but the duty and rights of the police in protecting public interests must be considered and, though I would not like to part with the case without emphasizing what was said by the Court in the Smith Case, that 'shooting is the very last resort', I must find that in the present case the defendant in shooting as he did was acting within his rights in a proper

manner and doing no more than his duty required him to do in the circumstances while engaged in protecting public interests.”¹¹

Here, however, is a case which affords an interesting comparison.¹² The high constable of a county in Ontario went to the home of the accused to interview him regarding the theft of some chickens. Accused was there, but made a pretext to go out and did not come back. The high constable returned to his office and instructed Constable Waddell to go and watch accused's house and to let him know if accused came home. In the evidence which subsequently appeared there was nothing to show that Waddell knew that accused was suspected of any crime, or that any crime had been committed; his only instructions were to watch and report. Later he saw the accused cranking a car preparatory to leaving. According to the accused, Waddell then drew a revolver, and the accused, fearing that he himself was about to be shot, shot and instantly killed the constable. On appeal by the accused from a conviction for murder, a new trial was granted. The Court of Appeal pointed to Section 260 of the Criminal Code, which provides among other things, that “where one is ‘resisting lawful apprehension’, and there is culpable homicide, it is murder ‘whether the offender means or not death to ensue, or knows or not that death is likely to ensue, (a) if he means to inflict grievous bodily injury . . . and death ensues from such injury’”, and held that this section could not apply unless Waddell believed upon reasonable and probable grounds that the accused had committed an offence for which he might be arrested without a warrant.

It would appear, therefore, that a peace officer must be right at his peril if he undertakes to use fire-arms to effect an arrest or to prevent an escape. Again, in view of the provisions of Sections 42 and 43 of the Code, the right of a private person in this connection is still more strictly limited, unless he is “lawfully assisting” a peace officer, in which event he would be protected by Sections 41 and 649 of the Code.

When the constable has effected that arrest of a person for a criminal offence, he will consider it his duty to search his prisoner. In this he is, again, subject to limitations quite within his rights. In this connection, however, the following general observations from one of the reported cases are well worth quoting at length:

“On the one hand it is clear that the police ought to be fully protected in the discharge of an onerous, arduous, and difficult duty—a duty necessary for the comfort and security of the community. On the other hand, it is equally incumbent on everyone engaged in the administration of justice, to take care that the powers necessarily entrusted to the police are not made an instrument of oppression or of tyranny towards even the meanest, most depraved and basest subjects of the realm. He might take all proper and reasonable means for apprehending, securing and taking before a magistrate; at the same time he must take care not to use any wanton or unnecessary violence in taking those means, and if he does so, then he is answerable in an action for damages.

“With respect to handcuffing, the law undoubtedly is that police officers are not only justified, but they are bound to take all reasonably requisite measures for preventing the escape of those persons they have in custody for

the purpose of taking them before the magistrates; but what those reasonable measures are must depend entirely on circumstances, upon the temper and conduct of the person in custody, on the nature of the charge, and a variety of other circumstances which must present themselves to the mind of anyone.

"With respect to searching a prisoner, there is no doubt that a man when in custody may so conduct himself by reason of violence of language or conduct, that a police officer may reasonably think it prudent and right to search him in order to ascertain whether he has any weapon with which he might do mischief to the person or commit a breach of the peace; but at the same time it is quite wrong to suppose that any general rule can be applied to such a case. Even when a man is confined for being drunk and disorderly, it is not correct to say that he must submit to the degradation of being searched, as the searching of such a person must depend on all the circumstances of the case."¹³

A number of cases illustrates how circumstances may vary with reference to the right to search a prisoner. In one¹⁴ which followed the laying of a charge under the English Copyright of Designs Act, the Lord Chief Justice made these remarks:

"At the conclusion of the trial of this case I expressed my disapprobation—which I now repeat—of the manner in which the plaintiff was searched when taken to the station-house. There is no right *in a case of this kind* to inflict the indignity to which the plaintiff was subjected. But I am informed that an erroneous impression of what I said has gone abroad, and that I asserted that there was no right in any one to search a prisoner. I have not said so. It is often the duty of an officer to search a prisoner. If, for instance, a man is taken in the commission of a felony, he may be searched to see whether the stolen articles are in his possession, or whether he has any instrument of violence about him. I have never said that searching a prisoner was a forbidden act. What I said applied to circumstances such as existed in the present case. If a tradesman be charged with an offence such as that with which the plaintiff in the present case was charged, and he appear by counsel and not in person, and a warrant be issued against him, not charging him with any crime, but merely to make him appear in person, the act of searching him is contrary to law."

Somewhat similarly, it was held in a Canadian case¹⁵ that there was no right to search a person who was arrested upon a warrant issued in consequence of his failure to answer a summons to witness, since the warrant required that he be brought before the Court, not to answer a criminal charge, but to testify.

The modern rule is laid down in 5 Corpus Juris, at page 434, as follows:

"After making an arrest an officer has the right to search the prisoner, removing his clothing if necessary, and take from his person and hold for the disposition of the trial court, any property which he in good faith believes to be connected with the offence charged, or that may be used as evidence against him, or that may give a clue to the commission of the crime or the identification of the criminal, or any weapon or implement that might enable the prisoner to commit an act of violence or effect his escape."

The right to search after arrest was discussed in a recent case¹⁶ in which a civil action for damages was brought against the Metropolitan Police of

London, England, as a result of the seizure of certain documents. This discussion, it may be said, was incidental as the case turned upon broader considerations which we shall have to notice in dealing with search warrants, but as far as it is relevant here, it is in accord with the rule as stated above.

This statement of the law was applied, too, in a notable Canadian case¹⁷ which must be quoted at some length because the judgment upon it was written expressly for the guidance of the police.

The facts were that two constables lawfully arrested a man under a provincial Liquor Act. At the police station they asked him to turn over to them the property which he had upon his person. This he refused to do, whereupon, after a struggle in which the arrested man was injured, they forcibly took from him a sum of money, a war button, a liquor permit and a receipt. The two constables were charged with assault and were convicted, since it appeared that they had used unnecessary violence.

After setting out the above quotation from *Corpus Juris*, the judgment proceeds as follows:

"It is to be noted that there is no suggestion in this of authority to take from a prisoner anything for the purpose of safeguarding it and it is only for that purpose that the police attempt to justify the taking of Patterson's money and service button.

"As far back as 1835 it was laid down in *Rex v. O'Donnell*, 173 E.R. 61, 7 C. & P. 138, that:

'Generally speaking, it is not right that a man's money should be taken away from him, unless it is connected in some way with the property stolen. If it is connected with the robbery, it is quite proper that it should be taken. But unless it is, it is not a fair thing to take away his money, which he might use for his defence. I believe constables are too much in the habit of taking away everything they find upon a prisoner, which is certainly not right. And this is a rule which ought to be observed by all policemen and other peace officers.'

"It is thus seen that the right to detain property found on a prisoner upon search has its limitations, . . . and that it is an excess of authority to go beyond the limitation.

"It does not follow, however, that it is not the right and even the duty of the police in proper cases to take or detain property for the express and sole purpose of safeguarding it in the prisoner's interest. Patterson had a large sum of money on his person and he was entitled, before being locked up with persons who might be likely to take it from him, to require the police officers to preserve it for him, but it seems self-evident that when that is to be done, namely, for his benefit, it should not be done against his will but only with his consent.

"There are many cases where a prisoner, through drunkenness or other cause, is incapable of an act of will or consent, and in such cases the police would naturally act as prudence requires and retain all his valuables until he is capable of exercising his own judgment about them."

From the foregoing, it is clear that the constables would have been justified, assuming that they used no unnecessary violence, in taking from their prisoner the liquor permit and the receipt, both of which were directly

connected with his offence, but that they exceeded their authority in taking his war button.

As for his money, it appears that there might be circumstances in which they would be right in taking it from him. In this connection it may be useful to refer to a later case¹⁸ in which two men, Jackow and Symonyk, were charged with holding up two others and taking certain money. After arrest, Jackow was searched and four ten-dollar bills were taken from him, which bills were afterwards made an exhibit at his trial. Meanwhile he assigned this money to his solicitor and the latter when the trial was over, applied to get it out of Court. Jackow swore, and the Court found that the trial evidence supported him, that he had the money before the hold-up and that it was not part of the proceeds of the crime. No doubt the money was taken from him on suspicion that it might be part of what was stolen, but, however that may be, what is to be observed here is that the judgment does not indicate that it was even argued that there was any irregularity in the search. From this case, and from the one preceding, one may therefore conclude that a peace officer, in searching a prisoner after arrest, has in law a discretion to take the other's money from him, and that the proper exercise of that discretion will depend upon the circumstances of the particular case.

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- ¹ Stroud's Judicial Dictionary.
 - ² Halsbury's Laws of England, Vol. 27, p. 475.
 - ³ Halsbury, Vol. 22, p. 497.
 - ⁴ Hanway v. Boulton, 1 M. & R. 15, 174 E.R. 6.
 - ⁵ Rex v. Howarth, 1 Moo. 207, 168 E.R. 1243.
 - ⁶ Reg. v. Walker, 23 L.J.M.C. 124.
 - ⁷ Reg. v. Marsden, 37 L.J.M.C. 80.
 - ⁸ Reg. v. Light, 27 L.J.M.C. 1; Rex v. Shyffer, 17 C.C.C. 191.
 - ⁹ Rex v. Smith, 13 C.C.C. 326.
 - ¹⁰ Italics mine. J.C.M.
 - ¹¹ Merin v. Ross, 60 C.C.C. 18;
See also Vignitch v. Bond, 50 C.C.C. 273; Rex v. Purvis (with annotation), 51 C.C.C. 273;
Hebert v. Martin, 54 C.C.C. 257.
 - ¹² Rex v. Harlton, 51 C.C.C. 329.
 - ¹³ Leigh v. Cole, 6 Cox, 329.
 - ¹⁴ Bessell v. Wilson, 17 J.P. 549.
 - ¹⁵ Gordon v. Dennison, 22 Ont. App. Rep. at p. 326.
 - ¹⁶ Elias v. Pasmore, 1934, 103 L.J.K.B. 223.
 - ¹⁷ Rex v. McDonald; Rex v. Hunter, 1932, 3 W.W.R. 418.
 - ¹⁸ Rex v. Jackow, 1934, 1 W.W.R. 340.
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Radio Address

by ATTORNEY-GENERAL HOMER S. CUMMINGS
U.S.A.

RECENTLY I have been engaged in examining the methods of criminal law administration in three of the countries of Western Europe—Great Britain, Belgium and France. Tonight, through the kindness of the National Radio Forum, I am afforded an opportunity to report upon some of the results of that investigation.

I embarked upon this tour of study in the hope of obtaining information that might be utilized in the war on crime at home; to learn how the problem presents itself in other countries, and to ascertain what methods have been there devised to deal with it; and, in the still further hope, that through a comparison of foreign methods with our own I might have a more acute understanding of the reasons for our failures, and a sounder confidence in the reasons for our successes.

The first place I visited was Scotland Yard. It is a virile and efficient organization splendidly officered and admirably conducted.

Scotland Yard is the co-ordinating factor in the varied police forces of England and Wales. The bulk of its work, however, is confined to policing London. Its investigative excursions outside of that area are infrequent, and assistance is not rendered to local authorities except upon specific request. It is under the general supervision of a Cabinet minister responsible to Parliament. The personnel of Scotland Yard numbers more than 20,000 men, including about 1,000 detectives assigned to the famous Criminal Investigation Department, the C. I. D. known to popular fiction. Its annual expenditure runs to about \$35,000,000.

The new police training school recently established at Hendon is an institution of great promise and one of which they have every reason to be proud. It strikes a modern note of marked significance. It is patterned somewhat along lines which we have been following in the training of our Agents in the Department of Justice.

During the visits I paid this great institution, I examined its technical facilities and equipment, its methods of training, its filing system, its scope of activities and its general mode of procedure. Comparisons are ungracious and I have no intention of entering upon them except to suggest that a study of Scotland Yard and of our own Federal Bureau of Investigation reveals the profound differences existing between the problem of crime in the United States and the same problem in Great Britain.

Quite apart from constitutional limitations, it is apparent at once that Great Britain—an *island*, relatively small in territorial extent, homogeneous in population, without conflicting sovereignties and jurisdictions — has a problem far less complex and difficult than our own. The roving criminal, who carries on his depredations across State lines and whose activities cover vast geographical areas, is unknown to Great Britain. That is the problem that brought our Federal Government upon the scene. Investigation of the Urschel kidnapping case, for example, extended over an area of nearly

700,000 square miles, which, if superimposed upon a map of Europe, would cover most of the countries in the Western part of that continent.

I was interested to learn that the number of fingerprint cards filed each day at Scotland Yard is between 200 and 300, while the most recent report from the Federal Bureau of Investigation shows that the Department of Justice is receiving as high as 3,700 a day. These figures of themselves suggest the greater scope of crime in the United States, the vast geographical extension of criminal operations, the almost infinite possibilities of a criminal losing himself in a land where passports and other methods of personal identification are unknown, and the importance of having at least one focal point for the exchange of criminal information, such as is now represented by our Federal Bureau of Investigation at Washington.

My visit to the famous *Sûreté Nationale* in Paris was an intensely interesting experience. One could not fail to be impressed by the alertness of its representatives and the infinitely painstaking methods in vogue. France, I should say, is one of the most difficult countries in the world in which one may become lost. Its wide flung method of personal check, its cards of identity, its registration through hotels, lodging houses, and "the concierge system" are of great assistance in police work, though hardly adaptable to the genius of our own institutions. It suggests, however, the advisability of extending the voluntary civil fingerprint system recently established in the Department of Justice and in which we already have recorded about 50,000 fingerprints of reputable persons, in all walks of life. I predict that this method of recording identities will be resorted to more and more generally as its merits, as a protective measure for the benefit of the average citizen, become increasingly manifest.

The Police system of Belgium is not unlike that of France in its broad outlines; and it is highly effective.

The School of Criminology at Brussels is an admirable institution and includes in its curriculum a course of instruction for Magistrates.

I have heretofore recommended to the Congress, in connection with a proposed Bureau of Crime Prevention, a course of training for U. S. Attorneys, U. S. Marshals, and U. S. Commissioners, though the approval of the project has thus far been withheld. I am still hopeful, however, that I shall be able to make progress along that line.

During the course of my trip I inquired concerning the number of prisoners in the countries I visited. I found that in England and Wales there are about 11,000 persons in penal confinement, in Belgium about 4,000 and in France between 30,000 and 35,000. How many prisoners do you suppose there are in the United States? The appalling answer is—about 220,000. In other words, on an adjusted basis of relative population the United States has seven times as many persons in prison as England, four times as many as Belgium and more than twice as many as France. This, ladies and gentlemen, is a staggering fact, a discreditable fact, a fact that stares all of us in the face.

Manifestly we have not met our crime problem as well as they have theirs. True we have made great progress. We have broken the backs of the kidnapping bands. We have improved our facilities, we have strengthened

our law-enforcing agencies, we have secured greater co-operation all along the line, and we are devoting our thought and efforts with increasing intensity to this national menace. But much, much remains to be done. We cannot relax our efforts for a moment and we cannot afford to fail.

The statistics I have cited are, of course, subject to certain explanations, but these explanations do not alter the ultimate fact. It has been suggested, for example, that certain acts are punished as crimes in the United States which are not thus dealt with on the continent of Europe, such as drug addiction, drunkenness and certain sex offences. It is further suggested that about five-sixths of all the automobiles in the world are in the United States and that offences growing out of the misuse of the motor car account for a substantial proportion of our crime. Again it is suggested that our problem of assimilating diverse strains into our citizenship is responsible to some degree for the situation under discussion. Some foreign observers point to the fact that prison sentences in the United States are longer than those in foreign countries and thus our prison population accumulates. Others have suggested that our traditional insistence upon the rights of the individual has at times militated against control of persons of anti-social behavior. Another explanation offered is that apprehension and punishment are much more swift and certain abroad than in the United States.

Doubtless there is some truth in all of these suggestions, but the fact remains that we have an immense and disproportionate prison population that is increasing all the time.

While I was at Scotland Yard a message came in to the effect that a pick-pocket had snatched a woman's purse on one of the principal London thoroughfares. An immediate call was sent out. Before I left the Yard two hours later the criminal had been arrested. Later that same week I asked what the status of the matter was. This was the answer.

"He's serving time."

This was just 72 hours after the offence had been committed. Does it not suggest that in Great Britain, where the prison population is decreasing and crime is largely under control, swiftness of apprehension, speed of trial, prompt and inescapable punishment, have proved effective deterrents? And does it not suggest a line of procedure which we might profitably follow?

While I was in Paris I attended a murder trial at the Assize Court for the District of the Seine. One man had killed another in a quarrel about a girl. The defendant claimed that it was a case of self defence. There were three judges on the bench. There were twelve jurors in the box. There were five alternate jurors in attendance available to replace any who might become ill or otherwise incapacitated. The trial lasted less than three days. The judge's charge was completed in ten minutes. He submitted four written interrogatories to which the jurors, after a deliberation of 25 minutes, returned negative answers. The defendant was thereupon brought into court and informed that he had been acquitted. He bowed his acknowledgments, was assessed one franc in damages to be paid the family of the deceased and—that was that. And let us note that he had been in jail since the crime was committed, and that even had his alleged offence been a lesser one, he would not have been out on bail.

I notice that in France and elsewhere there is no such abuse of bail as is all too common in the United States. When a man is charged with a crime and placed in detention until brought to trial, he is anxious to have his case heard. His attorneys are not interested in postponements and legal technicalities. In the United States when a defendant charged with a serious offence is admitted to bail, it is all too often a fact that public opinion becomes indifferent, witnesses disappear, die or lose their memories, and the initiative of prosecution is dissipated.

I do not suggest that the bail system be abandoned but I do suggest that those who wish to improve the administration of criminal justice in the United States might well turn their attention to the outrages committed against justice in abuse of the privilege of bail—an abuse that so often has no other result than to permit persons guilty of crime to escape punishment. Both our civil and our criminal methods of procedure are sadly in need of reformation.

In the conferences which I was privileged to hold with Cabinet Ministers of European Governments, with judges and with police officials, I heard frequent expressions of incredulous surprise when I told them of the ease with which criminals in the United States are able to secure possession of lethal weapons of offence. The 73rd Congress enacted a bill known as the National Firearms Act. This is only a partial remedy. It requires the registration of certain firearms with Collectors of Internal Revenue in the various districts, but applies only to machine guns, sub-machine guns, sawed-off rifles or shotguns and silencers. This was as far as the Congress would go at that time. It contains a fatal exemption from all measure of Federal control of pistols and revolvers. In the 74th Congress, in the session just concluded, I, therefore, submitted a bill which would place pistols and revolvers within the terms of the National Firearms Act. That bill was not reported from the Committee. I intend to continue my efforts in that direction at the next session.

I do not expect, of course, that criminals will step up and register their weapons, but I do expect that all honest citizens will be willing to have their weapons registered so that when a criminal is caught with an unregistered weapon he will be deemed guilty of a serious offence. I can put this situation in graphic form when I state that this afternoon I obtained from the Federal Bureau of Investigation cases reported since January 1, 1933, to date showing robberies, and thefts from National Guard armories and other public institutions of Government-owned firearms and ammunition as follows:

Number of firearms stolen . . . 2,047.

This includes pistols, rifles, automatic rifles and machine guns. Number of rounds of ammunition stolen, 273,326.

These figures seem to me to be appalling. While hundreds of these weapons have been recovered and while prison terms have been meted out to many of those who stole them, the fact remains that our great American underworld is armed to the teeth. It steals its heavier weapons and purchases its pistols. There is no legitimate reason on earth for an individual to have possession of a machine gun; nor do I believe that any honest citizen should

object to having all classes of lethal weapons placed under registration. To permit the present situation to continue indefinitely amounts to a disclaimer of national intelligence. I appeal for public support for a more effective Firearms Act.

Of course, I have brought home from my visit abroad no magic formula for dealing with crime, nor do I ever expect to find one. It is a far flung problem and the battle must be fought on many fronts. You may be assured, however, that the Department of Justice will not for a moment abate its efforts in this field of common concern. We hope to do better and better work as the days go by. As you know there has been set up in the Department, a Police Training School which, under the remarkably able direction of Mr. John Edgar Hoover, Director of our Federal Bureau of Investigation, is offering training facilities to selected groups of State and municipal police officers.

Our experience in this line of work has been distinctly gratifying. A group of 23 such officers have already been graduated, and we have on file more than 300 applications for admission to our next session of the School. We shall admit them to the extent that our facilities and our funds permit. I hope also to establish a similar training school for prison administrators and other penological officers under the experienced direction of Mr. Sanford Bates, head of our Federal Bureau of Prisons. Moreover, I desire to extend our work into the field of crime prevention, where much effective coordinating work can be done. From these schools and bureaus, we hope, in addition to technical training, to send out helpful impulses that will assist in the invigoration and in the integration of our whole law enforcement structure throughout its varied jurisdictions and in all its aspects.

In short, we are developing in the United States a method of dealing with crime that accords with our constitutional limitations, the genius of our political institutions and the traditions of our people. The need of controlling crime is one of the most exigent of our national problems. There can be legitimate differences of opinion concerning appropriate remedies for our economic and social ills, but there can be no room for such differences when the question is one of protecting our persons, our financial, industrial and business structure, our families and our homes from the predatory criminal and the menace of the underworld. Unless our lives and our homes are safe, unless there be a secure domestic peace in which great human problems can be thoughtfully dealt with, then all that we strive to accomplish for the betterment of our people rests upon the treacherous sand of disrespect for order, and defiance of law.

"Old Timers" Column

Prince Sends Message to Former Members

IN LONDON, on November 9th, former members of this Force now living in England held a reunion dinner, to which the Prince of Wales, honorary commander of the Royal Canadian Mounted Police, sent a message of greeting.

It is believed there are some sixty-five ex-members of the Force living in Britain, fifty of whom attended the dinner.

Regimental No. 3052, ex-Corporal Andrew O'Kelly, who was in the chair, joined the Force in 1894, leaving in 1900 for the purpose of joining the Canadian Expeditionary Forces in South Africa. On his return to Canada he re-engaged in the Force, taking his discharge on March 4th, 1903, in order to accept a position in Great Britain with the Canadian Department of Immigration.

Among the veterans present was Sir Eustace Innes, who, with several of his fellow-diners, fought in the Riel Rebellion in 1885.

Regimental No. 4767, ex-Constable H. F. O'Connell, who resides at "Pincher Creek", 7 Sevenoaks Road, Orpington, Kent, England, when writing recently to renew his subscription to the *Quarterly*, advised that the oldest oldtimer attending the dinner was Regimental No. 160, ex-Constable James Fullwood, who joined the Force on June 1st, 1875, and who saw service in the southern part of the Northwest Territories. He later purchased his discharge, subsequently returning to England. At the present time he is 87 years of age and is enjoying the very best of health.

* * *

The following members of the Force have recently retired to pension. Their present addresses are given in each case:—

Reg. No. 6556, S/Sgt. Reid, G. O.—September 9th, 1935; 1763 College Lane, Calgary, Alta.

Reg. No. 6290, Sgt. Tidd, C. B.—September 11th, 1935; Mayo Landing, Y.T.

Reg. No. 9075, S/Sgt. Champion, A. G.—October 1st, 1935; 3 Buckhurst Way, Wilderness Road, Early, W. Reading, Birks, England.

Reg. No. 11305, Cst. Genest, A.—October 1st, 1935; 169 Guigues Avenue, Ottawa.

Reg. No. 6102, Sgt. McPherson, S.—October 1st, 1935; Vegreville, Alta.

Reg. No. 9156, Sgt. Austin, J. L.—November 1st, 1935; 97 Gilchrist Avenue, Ottawa, Ont.

Reg. No. 5986, Cpl. Gallagher, W. W.—November 9th, 1935—c/o Fred Vine, 905-19th Avenue, North West, Calgary, Alta.

Review of Other Police Journals

Police Chronicle and Constabulary World

The Chronicle is the oldest and one of the leading Police Journals of the British Empire. Among other articles recently appearing is one dealing with the examination of objects by ultra-violet radiation. This is a science that is rapidly assuming an increasing importance and value in the securing of evidence. With its use, stains on clothing or walls may be seen which are invisible to the naked eye. Finger marks on surfaces that do not allow of proper reaction to the usual treatment are, in many cases, rendered observable and made available for photography. Evidence of tampering with sealed packages has in many cases been disclosed by the use of the Ray. However, one of the great and important advantages of this system of examination is that the objects examined are in no way affected or altered by the process.

An interesting article by Drs. C. Simon and I. Goldstein of New York dealing with identification of criminals by means of eye records appears in the issue for November 1st. It is claimed by the writers that a new method of identification has been established, the foundation of which is based on the correlation of the optic nerve with the many variations of patterns made by the network of the blood vessels in the human eye. This method of identification is a direct challenge to the criminal element, who, by the aid of surgery, attempt to alter their appearance and also attempt to erase their fingerprints by the use of chemicals.

The Outpost

The July issue of *The Outpost*, the regimental magazine of the British South African Police, is an excellent number and congratulations are due the editors of this publication.

"Eastward Bound" is a recital of observations made by a member of this Police Force while on a voyage to the Orient, and his comments on Japan and its newly developed trade are both of interest and of an instructive nature.

A well illustrated article appears describing the part played by the B.S.A.P. in the making of the film "Rhodes", which depicts the life story of this famous South African pioneer and statesman. The writer observes:—

"Every man of us was much impressed with the scene of the departure of the column for Mafeking. We were reliving the opening scenes in the pages of our country's history, and it was an impressive sight."

Some space is also devoted to a description of the splendid organization of the British Gaumont Film Company. According to a summary of the film "Rhodes", which recently appeared in the *Illustrated London News*, this portrayal of the early history of Rhodesia should prove of exceptional interest, especially by reason of the part taken in the picture by members of this famous South African organization.

C. D. LaN.

Book Review

Steel of Empire. By JOHN MURRAY GIBBON. Published by McClelland & Stewart, Toronto, Canada. Price \$3.50.

The story of the Canadian Pacific is synonymous with the story of the making of modern Canada. But Mr. Gibbon places the remote genesis of this most remarkable of railroads long before Canada as such was even thought of: in the age-old dream of the Northwest Passage to Cathay. With great modern liners plying both the Atlantic and the Pacific from Canadian ports, the C.P.R. does in fact link the Occident and the Orient as no other one company does.

From its early beginnings Mr. Gibbon traces the vision of the northern route to the Indies down to the present-day ribbons of steel across Canada and the connecting steamship lines which, taken together, reach from Southampton to Shanghai. We are shown the early mariners in their chimerical quest among the northern ice floes, the fur traders who penetrated the far interior by canoe and portage, the North-westerners and the servants of the Hudson's Bay Company. Canada was pushing westward.

Political considerations forced the actual construction of the C.P.R., though men had long talked of an all-Canadian line from coast to coast. British Columbia was isolated from the rest of Canada by great mountain ranges and there was a strong separatist movement there in favour of joining the United States. A railroad was the only solution and the government promised one.

The C.P.R. became now more than a dream, and construction gangs moved westward across the prairies and eastward up the Fraser into the high Selkirks. Engineers and surveyors struggled through the wilderness of mountains looking for passes. The problem of locating the line through the Rockies cost the directors many anxious days.

But the end was not yet. The treasury of the Company was drained dry because cost estimates were greatly exceeded in the difficult terrain north of Lake Superior. It was nip and tuck more than once.

Once through to the coast the C.P.R. prospered with the development of Western Canada. Wooden trestles and bridges were replaced with steel. The line was relocated in many places.

Mr. Gibbon points out that Colonel Wolseley, when in charge of the forces sent to suppress Riel, came to appreciate the qualities of the Canadian voyageurs, and when in later years he commanded the Nile Expedition for the relief of General Gordon at Khartoum, he sent for a corps of voyageurs whom he welcomed personally as "his Canadian friends", to handle the batteaux on the cataracts of that ancient river of Egypt.

Tribute is also paid to the work performed by members of this Force during the construction of the railroad and in connection with the Riel Rebellion.

Such, in briefest outline, is the story of what is probably the greatest single transportation company in the world. But no summary can give more than a hint of the romance and drama involved in *Steel of Empire*. There are great and glamorous names in the pages: Alexander Mackenzie, John Jacob Astor, William Van Horne, Donald Smith, who became Lord Strathcona, and a host of others, down to the President today, Sir Edward Beatty, recently knighted by the King. The Canadian Pacific has indeed a glorious tradition, and Mr. Gibbon's book, the only important contribution to the subject, will interest not only the general reader but should be of the greatest significance to all who are concerned with railway problems in the United States or Canada. In a very real sense *Steel of Empire* is a history of Canada, with special emphasis on the westward push.

Seventeen full-page color plates, sixty-four pages of halftones and nearly one hundred and fifty line cuts add to the attractiveness of his handsome volume.

Notes on Recent Cases

The value of fingerprinting was exemplified recently when the body of an unknown man was found in a Canadian National Railway box car at Ottawa. It appears that the man had entered a heated freight car with the object of securing free transportation to Ottawa, not realizing that the fumes generated by the heating plant were dangerous.

A post mortem examination was made and it was established that no violence had been used but that death was due to carbon monoxide poisoning. No letters or papers could be found on the clothing to indicate the name of the deceased.

S/Sgt. Butchers was called to the Undertaking Parlors and took the fingerprints of the dead man, from which it was definitely established that he was identical with a prisoner who had previously been convicted on charges of housebreaking and theft. Without this method of identification, relatives and friends of the deceased would have been unaware of his fate.

This instance clearly demonstrates one of the many advantages which would accrue if fingerprinting was made universal.

* * *

At the commencement of July of the present year, four young men who had been attending a dance in Nova Scotia, decided to steal a car and subsequently to abstract a quantity of illicit liquor from the premises of a bootlegger who resided in the vicinity.

Having effectively accomplished both purposes and having loaded ten five-gallon kegs of rum into the stolen car, the youths were in process of departure from the premises of the bootlegger when this individual (who had viewed the theft from an open window) opened fire with a high powered rifle, mortally wounding the driver of the stolen vehicle.

The three remaining youths then effected their escape from the immediate proximity of the bootlegger and notified our nearest Detachment at Sydney, N.S., with the result that members of the Force proceeded with despatch to the scene of the crime where they arrested all parties concerned in the theft of the rum and the bootlegger responsible for the shooting, the wounded driver of the car being rushed to the nearest hospital where he expired shortly after arrival.

A search of the premises of the bootlegger revealed an additional quantity of rum contained in nineteen five-gallon barrels, a Winchester repeating rifle, a .410 shotgun, a .32 revolver, and a quantity of ammunition.

A charge of murder was laid against the owner of the premises who had caused the death of the driver of the car, but he was subsequently acquitted, the jury deciding that he was protecting his property; the fact that the goods being stolen were contraband did not enter into the question. Without a doubt the Court had in mind Section 59 of the Criminal Code.

His Lordship, Mr. Justice Carroll, who presided at the trial, made the following comment in regard to the impartial manner in which the evidence had been produced by members of the R. C. M. Police who had been active in the investigation:

"You heard the evidence of the three members of the Royal Canadian Mounted Police and I want here to congratulate these three



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TO MAKE SETS



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members of that splendid organization for the care they took in looking into all the details of this sad tragedy and in giving us those details in court. They gave their evidence without prejudice or animosity and this is the correct way for policemen to make investigations and give their evidence."

Such remarks by a Supreme Court Judge are deeply appreciated.

In view of the fact that contraband spirits were involved in the original theft and a further quantity found in the subsequent search, charges against the parties concerned are being proceeded with under the Customs Act.

* * *

An unusual case developed toward the end of 1933, as a result of an investigation in Southern Ontario arising from the utterance of \$15,000.00 of counterfeit United States Gold Certificates.

It was ascertained that this money had been paid to a winery at Hamilton, Ontario, for approximately 1,300 cases of Canadian wine, the shipment having been loaded on trucks at the winery premises during October, 1933, and transported to a dock on the outskirts of the city. Here it was loaded on a boat described as a Sub-chaser registered under the name of *Harry H*, the property of a resident of Rochester, N.Y. This vessel, with the wine cargo aboard, left the dock late on the night of October 28th, 1933, bound for the U. S. A.

On enquiries being made it was established that no vessel with such a cargo had reported outwards from Hamilton, as required by the Customs Act;

and further that no vessel of this description had reported inwards or outwards at the port of Hamilton.

On further investigation being made it became apparent that the owner of the *Harry H* had, a few days before the shipment, made enquiries as to the procedure to be followed in exporting wine from Canada by boat, and was advised as to what was necessary by one of the Port staff at Hamilton. However, nothing further was seen of this man.

More detailed enquiry disclosed that the *Harry H* had been tied up at Port Hope, Ontario, since 1930, and that a certain lawyer, who had attended to the registration of the vessel, had requested the Collector of Customs at this point to refuse clearance until the fees for this service (which were still owing) had been paid.

On October 28th, 1933, the wine was placed on board the vessel. On the same day the owner registered at an hotel in Hamilton under an assumed name, and telephoned the Collector, representing himself as the lawyer who had requested that clearance be withheld, and advised the Collector that he had been paid and therefore no further restrictions were necessary insofar as the clearance of the *Harry H* was concerned.

The Collector at Port Hope also revealed that the *Harry H* had cleared that port on October 28th, 1933, for Toronto "in ballast" and had reported inwards on October 30th from Frenchman's Bay. When asked why the boat had not gone to Toronto, in accordance with the clearance granted, the Master claimed the engines had broken down. It was noted, however, that the vessel returned to Port Hope under her own power.

On November 29th, 1933, the alleged owner of the *Harry H* was arrested by the U. S. A. authorities in connection with the passing of the counterfeit Gold Notes and admitted that he owned the vessel, also that he had transported a cargo of wine aboard her to the U. S. A. Having thereby made his money out of the shipment this individual was no longer interested in what became of the vessel.

On December 2nd, 1933, members of this Force proceeded to Port Hope and placed the *Harry H* under Customs seizure for non-report to Customs.

Enquiries of the Winery Company in Hamilton confirmed the fact that the shipment of 1,300 cases of wine to an American had been paid for with United States Gold Notes amounting to \$15,000.00, these notes subsequently proving counterfeit.

Despite the admission or claim of the alleged owner that the *Harry H* was his property, the question of ownership was never finally solved, the whole transaction regarding registration, etc., remaining shrouded in mystery.

The decision of the Department was rendered on April 13th, 1934, offering release of the *Harry H* on payment of a penalty of \$400.00 or in default that the vessel be forfeited and sold to realize that amount and expenses; this is the maximum penalty for non-report.

As no release was taken within thirty days of the decision, the *Harry H* was put up for sale and was sold by auction to a local resident.

The question of passing the counterfeit Gold Notes involved infractions of United States laws and concerned a citizen of that country. In due course proceedings were taken by the United States authorities.

Division Notes

"A" Division

The annual revolver shoot took place this Fall. One hundred and sixty-five—all ranks—shot the classification course and thoroughly enjoyed the keen competition that existed among the different squads. Of this number forty-four won the coveted badges. Cst. H. J. Blais led the field with the splendid score of 239. While this Constable did so well, there were a number of others who compiled very satisfactory scores, particularly Cst. H. Longchamp, who came second with a score of 236. The average for those who won the revolver badges was 215, and the average for the 165 members who shot the classification course was 173.5. Three members came within three points or less of making the required 200 points.

On October 4th the bowling season opened at the Ideal Alleys. The bowling club consists of some forty-five members, including twenty from Headquarters. The members meet each Friday evening and bowl three games. The club is divided into two sections—the good and the not so good—and prizes are awarded each evening for the best score in both sections, subject, of course, to a handicap regulation. It is also proposed to award a prize for the High Cross and the High Individual score made during the season; also individual prizes to the members of the team having the highest total at the finish.

After twenty-eight years of service with the Force, Sergt. J. L. Austin retired to pension on November 1st. On the evening of November 2nd some forty members of the Division assembled at eight o'clock in Holt's Hotel, Aylmer, where Sergt. Austin was guest of honor at a Supper and was also the recipient of a beautiful silver tea service presented by his former comrades with their best wishes. A very sociable evening was enjoyed by all present.

A R. C. M. Police hockey team has been entered in the D.N.D. Hockey League. The schedule opened on November 20th at the Minto Rink, where all games of the league will be played. This is a composite team and includes players from Hdqtrs. Sub-Division, "A", "N" and "G" Divisions. The other teams are from the R.C.O.C., the R.C.C.S., the R.C.E., No. 1 Depot R.C.A.F. and H.Q. R.C.A.F. The schedule calls for two games each Wednesday evening, from November 20th to February 26th inclusive, which represents nine games for each team. The initial contest went to the R.C.O.C., last year's champions of the league, with a score of two to one, but it is yet too early to make forecasts on the performance of the teams, as the R.C.M.P. and the two R.C.A.F. teams are newcomers to the league. The non-participating members have accorded the team every support and a keen interest exists in this sport throughout the Division.

Cst. G. C. McKay, who came to the Division in February, 1933, from the North, where he had spent a considerable period, was united in matrimony with a bonnie lass from his native soil on September 23rd.

Cst. W. J. Johnston also decided on a change for the better, and on October 26th he took unto himself a charming young lady of the Capital City as his partner for life.

The congratulations and best wishes of all members are extended to the two couples.

The first shoot of the Indoor Season took place on November 27th and 28th. Sixty-two members shot the rifle practice on the first date and an equal number shot with the revolver on the 28th. Fifty-four who shot with the rifle also shot with the revolver.

After the first two shoots, which are practice ones, six sterling silver tea spoons are awarded each week—three for rifle and three for revolver. Prizes based on the shooting throughout the season are also awarded.

Cst. C. C. Wilson was successful in heading the scoring list with both rifle and revolver. In previous years he has carried off the season's trophy for highest combined rifle and revolver aggregate and apparently he intends to make a determined bid this year also.

The first ten rifle scores averaged 91.5, while forty-five members scored above seventy. The change from the two-bull target used last year to the present standard D.C.R.A. five-bull target was the cause of some misunderstanding in a few cases and resulted in a number of bulls being registered that did not count towards the score. The revolver target is identical to that used in the Chief Constables competition.

* * *

“Depot” and “F” Divisions

The annual Sports Day of “Depot” and “F” Divisions was held at the Barracks, Regina, on September 4th, 1935, with ideal weather conditions prevailing.

Lieutenant-Governor H. E. Munro and Mrs. Munro attended the meeting as Guests of Honour; an excellent programme of horsemanship and athletic endeavour being provided for the audience which numbered approximately twelve hundred.

The programme of fifteen competitions was completed in slightly less than four hours, Mrs. Munro very kindly presenting the prizes at the termination of the final event.

The winners of the various Mounted and Dismounted events were:—

100 yds. dash—Cst. Lewak.

220 yds. dash—Cst. Slinn.

440 yds. dash—Cst. Desserau.

1 mile race—Cst. Desserau.

Wheelbarrow race—Csts. Stevenson and Simbalist.

Discus throwing—Cst. Wonnacott.

Hammer throw—Cpl. Robertson.

Wheelbarrow race (ladies)—Cst. Bogden and Mrs. McLennan.

Tent pegging—Cst. Lynn.

Tent pegging (Sections)—Cst. Fair.

Tug of War—“C” Squad.

Jumping (half sections)—Csts. Kirk and McKenzie.

100 yds. dash—Team of four—Csts. Nichol, Wonnacott, Ramsey and Watts.

220 yds. dash—Team of four—Csts. Lewak, Stonell, Hassan and Slinn.

440 yds. dash—Team of four—Csts. Desserau, Reid, Watts and Patterson.

1 mile race—Team of five—“B” Squad.

Broad jump—Team of two—“B” Squad.

High jump—Team of two—“B” Squad.

Hammer throw—Team of two—“C” Squad.

Discus throw—Team of two—“C” Squad.

Shot put—Team of two—“B” Squad.

Squad aggregate for Meet—“B” Squad. Cup holders for year.

The first of the very popular “Barrack's Dances” was held in the Gymnasium in the evening, concluding another red-letter day for all participants.

* * *

“J” Division

On the 14th November the first of a series of dances, which we hope to continue through the coming winter, was held.

An entirely new scheme from that adopted last year was used in decorating our Drill Hall with bunting and flags. Bridge Lamps and colored footlights on the stage produced a subdued lighting effect.

The programme consisted of eighteen dances to music supplied by McGinn's Melody Men, a six piece orchestra from Fredericton, and lunch was served midway through the programme. A total of ninety persons, including members of the Force and their guests, enjoyed themselves thoroughly.

We hope to hold our second dance of the season on the 27th of December, and on the following day a Christmas Tree entertainment is to be given for the children.

The "J" Division Badminton Club made an initial start early this year, the courts being opened as soon as the evenings became cool enough to allow one to expend a considerable amount of energy without feeling uncomfortably warm.

Those who were members of the Club last year availed themselves of the opportunity of securing a good deal of practise before other clubs in the vicinity became active, and the majority of those recently posted to this Division have already worked themselves out of the "Beginners" class.

There have been four "Round-Robins" held so far this season, all of which have received enthusiastic support. Two of these events were particularly well contested, the issue remaining in the balance until the last game had been played.

The lady members of the Club have greatly contributed to the success of our tournaments by providing refreshments at the close of play, and evenings therefore have been brought to a very pleasant conclusion.

"K" Division

On Tuesday, the 27th August, 1935, with due ceremony under a cloudless summer sky, the corner-stone of the new Mounted Police barracks at Edmonton was laid by His Honour Lieutenant-Governor W. L. Walsh. In the cavity of the stone, Assistant Commissioner H. M. Newson, Officer Commanding "K" Division, had inserted a box containing one of the latest seniority rolls of Officers and N.C.O's of the Force, a nominal roll of "K" Division and one of the collar badges of the Force. Prayers dedicating the building to the service and welfare of the people of this country were offered by the Right Reverend A. E. Burgett, Bishop of Edmonton, following the mortaring of the corner-stone.

The ceremonies were arranged by the Dominion Department of Public Works, represented by Major-General W. A. Griesbach, C.B., C.M.G., D.S.O., who was accompanied by Mrs. Griesbach. A guard of honour composed of "K" Division personnel accompanied the official party. The Edmonton City Police were officially represented at the ceremony by the Chief Constable and his Chief Inspector.

The ceremony was viewed with great interest by the general public, and made something of a social event by the attendance of numbers of people who are much in the public eye.

Following the ceremony attendant upon the laying of the corner-stone at the new "K" Division Barracks at Edmonton, Alberta, His Honour W. L. Walsh, Lieutenant-Governor of the Province of Alberta, presented various revolver shooting trophies to members of the Force.

The Colonel W. C. Bryan cup, originally presented as an Alberta Provincial Police trophy, and now for the highest score made by a member of "K" Division, was won by Sergeant A. Ford with a score of 239 out of a possible 240.

Cups and medals were presented to members of the following "K" Division teams:

Dominion Open Police Championship team composed of Cst. Eaton who scored 291; Sgt. Wallace, score 289; Cpl. Mowat, score 288; Sgt. Forsland, score 287; Sgt. Ford, score 287; a team score of 1,442 out of a possible 1,500.

Dominion of Canada Provincial and Civic Cup, team composed of Cst. Eaton, score 291; Sgt. Wallace, score 289; Cpl. Mowat, score 288; Sgt. Forsland, score 287; Sgt. Ford, score 287; a team score of 1,442 out of a possible 1,500.

Provincial Cup, team composed of Sgt. Ford, score 291; Sgt. Forsland, score 290; Cpl. Mowat, score 284; Cst. Waton, score 282; Sgt. Wallace, score 274; a total team score of 1,421 out of a possible 1,500.

R. C. M. Police Trophy team composed of Cpl. Mowat, score 286; Sgt. Forsland, score 286; Sgt. Ford, score 285; Sgt. Wallace, score 283; Cst. Eaton, score 275; a score for the team of 1,415 out of a possible 1,500.

Tyro medals were presented to Cst. Mighall whose score was 269; Cst. Winnick, score 259; L/Cpl. Warrior, score 246; Cst. Richardson, score 233; and Cst. West, score 167.

The second annual meet of the Alberta Police Golf Association was held at Calgary, Alberta, at the Bowness Golf Club on September 7th, 1935. Thirty-seven entries were received. The Championship was won by T. Nisbet, Police Court Reporter, City Police Court, Calgary, the runner-up being Sgt. R. Jennings, Edmonton City Police. The trophy in this event was presented by the Calgary Clearing House and is competed for annually. Other prize winners were as follows:

Consolation—Championship Flight: Winner: Cpl. K. Shakespeare, R.C.M.P., Edmonton. Runner-up: D/Sgt. T. Symons, R.C.M.P., Edmonton.

First Flight: Winner: S/Cst. H. S. Allen, R.C.M.P., Edmonton. Runner-up: Cst. W. McRae, Calgary City Police.

Consolation—First Flight: Winner: Cst. W. Dick, R.C.M.P., Edmonton. Runner-up: Cst. J. J. Duguid, Calgary City Police.

Second Flight: Winner: Inspector J. Stevens, C.P.R. Police, Calgary. Runner-up: J. C. Duguid, Police Court Clerk, Calgary.

Consolation—Second Flight: Winner: D/Cst. F. McAdam, R.C.M.P., Calgary.

Third Flight: Winner: Cst. W. R. Harrison, R.C.M.P., Calgary. Runner-up: Cst. H. Hammond, R.C.M.P., Trochu.

Consolation—Third Flight: Winner: Sgt. C. H. Clark, R.C.M.P., Bassano. Runner-up: Cst. R. S. McDonald, R.C.M.P., Edmonton.

Long Driving Competition: Winner: Sgt. R. Jennings, Edmonton City Police. Second Place: T. Nisbet, Police Court Reporter, Calgary. Longest Ball: Cpl. K. Shakespeare, R.C.M.P., Edmonton.

Low Qualifying Score: Winner: Sgt. R. Jennings, Edmonton City Police. Second: Insp. S. Wallis, Lethbridge City Police.

Low Score for 36 Holes: Winner: Insp. S. Wallis, Lethbridge City Police.

Low Score for 72 Holes: Winner: Sgt. R. Jennings, Edmonton City Police. Second: T. Nisbet, Police Court Reporter, Calgary.

Hidden Hole Competition: Winner: Sgt. T. Symons, R.C.M.P., Edmonton.

The Edmonton R.C.M.P. Golf Cup: Winner: Edmonton Team: (Shakespeare, Symons, Allen, Jennings). Second: Calgary Team: (Nisbet, Boyd, Frazer, McRae). Third: Calgary Team: (Stevens, Millen, Kemp, J. J. Duguid). Fourth: Calgary Team: (Smith, Dick, Harrison, Richmond).

At the conclusion of the play a banquet was held which was enjoyed by all contestants together with a number of guests, amongst whom were:—Ex-Supt. G. E. Sanders, D.S.O., C.M.G.; A. L. Smith, K.C.; W. S. Davidson, P.M., and F. G. Burr, Calgary Clearing House.

Obituary

Reg. No. 11326—Sergeant T. S. Wallace;

Reg. No. 11582—Constable J. G. Shaw;

**Reg. No. 10946—Constable G. C. Harrison; and
Provincial Police Constable William Wainwright**

A major tragedy in the annals of Canadian Police duty occurred during the early part of October when Reg. No. 11582, Constable J. G. Shaw, Provincial Police Constable William Wainwright, Reg. No. 11326, Sergeant T. S. Wallace and Reg. No. 10946, Constable G. C. Harrison were shot to death by Doukhobor bandits.

On October 4th, 1935, William Wainwright, a fee paid Provincial Police Constable of Benito, Manitoba, noticed three Doukhobors named, Poshnikoff, Voiken and Kalmakoff, travelling in an old touring car which had been seen in the vicinity of an attempted burglary in Benito township a few days previously.

Suspecting the individuals referred to, Constable Wainwright communicated with Constable J. G. Shaw of Dauphin Detachment, Manitoba, by telephone and was later joined by him, with the result that after interrogating the Doukhobors, Constable Shaw took them into custody for the purpose of transporting them by police car to Pelly Detachment, Saskatchewan.

En route to the Detachment mentioned, Constable Shaw and Provincial Police Constable Wainwright, who was accompanying him, were attacked by their prisoners and murdered—the bodies of the victims being hidden in a slough close to the scene of the crime.

The Doukhobor bandits then made their escape in the Police automobile and having traversed the Provinces of Saskatchewan and Alberta, next came in contact with our organization close to the British Columbia boundary, near Banff, Alberta.

During the evening of October 7th information was received at Banff Detachment that a car bearing the license plates of the stolen police automobile had been seen on the Calgary-Banff Highway, proceeding in a westerly direction. Sergeant Wallace, with Constables Harrison, Campbell, and Coombe, left the detachment for the purpose of intercepting the bandits and shortly afterwards met the car containing the fugitive murderers close to the East gate of Banff National Park.

A fusilade of revolver shots was exchanged, in the course of which Sergeant Wallace and Constable Harrison received mortal wounds, subsequently succumbing to their injuries.

Poshnikoff, the leader of the Doukhobor bandits, was killed at the scene of the shooting, while his two companions, Voiken and Kalmakoff, made a temporary escape, meeting their death the next day in a further exchange of revolver and rifle fire with members of a pursuing party.

Sergeant T. S. Wallace was an ex-member of the Alberta Provincial Police, having been ten years with that organization before the Alberta Provincial Police was amalgamated with the R. C. M. Police in 1932. During the European War he served in France and Belgium with the Gordon Highlanders, reaching the rank of Sergeant and receiving the Military Medal for distinguished conduct in the field.

Constable G. C. Harrison joined the R. C. M. Police at Toronto, Ontario, on July 3rd, 1931, shortly after his arrival in Canada from Glasgow, Scotland; he had recently been transferred to Banff Detachment at the time of the unfortunate occurrence which cut short a promising career.

Constable J. G. Shaw was an ex-member of the Manitoba Provincial Police, having joined that Force in 1930 and subsequently became a member of the R. C. M. Police when the two organizations were amalgamated in 1932. During the European War he served on active service with the Durham Light Infantry and Royal Air Force. On the termination of the War, Constable Shaw joined the Middlesborough Constabulary in England and after four years association with that body, travelled to Canada where he was employed with the Western Canada Airways during 1929 and 1930.

Provincial Police Constable William Wainwright was an ex-member of the Royal Air Force, having served overseas during the European War. For a number of years Constable Wainwright was employed at Benito, Manitoba, in the capacity of Police Constable, where he was thrown in constant contact with members of the R. C. M. Police stationed on nearby detachments in Saskatchewan and Manitoba, and by whom he was held in high esteem.

Constable Shaw and Provincial Police Constable Wainwright were buried with full military honors at Swan River and Benito, Manitoba, respectively, while Sergeant Wallace and Constable Harrison were interred at Calgary and Banff, Alberta, following an impressive funeral ceremony at Knox United Church, which was very largely attended by Military, Police and Civic officials—the band of the Calgary Highlanders being in attendance and leading the cortège from the church.

No greater tribute can be paid to these members who met their death in the circumstances described, than to say that in doing their duty they upheld the finest traditions of our organization.

To the sorrowing wives, relatives and many friends of our deceased comrades we extend our deepest sympathy in their tragic bereavement.

Reg. No. 8769—Sergeant F. A. Samson

Th death of Sergeant Frank Arthur Samson occurred at Hamilton, Ontario, on October 1st, 1935.

Sergeant Samson engaged in the Force on September 24th, 1919; was promoted to Corporal on March 18th, 1921, and to the rank of Sergeant on March 1st, 1932. He was stationed at Regina, Toronto, and other points in Ontario. Prior to joining the Force he served for a period of seven years in the Royal Navy and the Canadian Expeditionary Force.

The funeral service was conducted at Grace Anglican Church, Hamilton, and interment made in the Soldiers' Plot at Woodlawn Cemetery. Members of the Force attended, together with a contingent from the Royal Canadian Naval Reserve. The local Militia and Provincial and City Police Forces were also represented.

Members of the Force extend their deepest sympathy to Mrs. Samson and friends in their sad bereavement.

Reg. No. 11116—Constable D. T. McBeth

Constable Donald Thompson McBeth died at Regina on August 4th last.

The deceased, accompanied by Cst. Mast, was canoeing at Regina Beach when a sudden wind storm capsized the craft in which they were travelling. The two Constables were compelled to swim to shore propelling the canoe with them. Constable McBeth was apparently seized with cramps and went down. Although Constable Mast, along with a number of other swimmers, conducted untiring rescue operations, the body was not recovered until some twelve hours later.

The late Constable McBeth joined the Force at Regina on October 29th, 1931. After completing his training there, he was transferred to "G" Division, being stationed at Fort Simpson in the Northwest Territories. During the summer of 1935 he returned to "Depot" Division.

The funeral service was conducted at the R. C. M. Police Chapel in Regina and interment made in our Police Cemetery.

Members of the Force unite in extending to the mother, relatives and many friends, our deepest sympathy in their sad bereavement.

Reg. No. 11150—Constable D. Miller

Constable Daniel Miller died at Newcastle, N.B., on October 14th, 1935, as the result of a car accident at French Fort Bridge on October 9th.

Sergeant Lucas, accompanied by Constable Miller, was driving with police car from Fredericton towards Bathurst on duty on October 9th, and en route crashed

into the railing of a bridge. Constable Miller received serious injuries to his skull and was removed to the Miramichi Hospital, where he later died.

The late Constable Miller joined the Force on November 5th, 1931, and after taking a course of training at "Depot" Division, was transferred to "J" Division, being stationed at Woodstock, Newcastle and Fredericton.

The funeral service was conducted at Newcastle and the remains despatched to Moosomin for interment.

Members of the Force unite in extending our deepest sympathy to his mother, relatives and many friends in their sad bereavement.

Reg. No. 12509—Constable A. C. Petrie

Constable Alexander Claud Petrie died at Regina on July 29th last.

The deceased, in company with Constable McDonell, had embarked in a canoe on Wascana Lake, and when quite a distance from shore became involved in difficulties, with the result that the canoe capsized. Apparently Constable Petrie was unable to swim and although Constable McDonell made every effort to keep him afloat until assistance arrived, he was unsuccessful. The body was later recovered and artificial respiration resorted to, but without avail.

The late Constable Petrie joined the Force on the 1st December, 1934, and at the time of his death was attached to "Depot" Division.

The funeral service was conducted in the R. C. M. Police Chapel at Regina and interment made in our cemetery.

We join, with all members of our organization, in extending sincerest sympathy to the sorrowing mother, relatives and many friends of Constable Petrie.

A/Asst. Surgeon W. Duncan-Smith

A/Asst. Surgeon W. Duncan-Smith passed away at Edmonton on the morning of Wednesday, October 23rd, 1935, after an illness of some weeks' duration.

The funeral was held on Friday, October 25th—six Officers and thirty-four other ranks attending the service at the Church. Asst. Commr. Newson, A/Supt. Hancock and Insp. Watts of "K" Division Headquarters accompanied the funeral cortege to the cemetery.

Mrs. Marion Hill

Mrs. Marion Hill, wife of Supt. C. H. Hill, M.C., passed away on September 19th at Regina, Sask., after a long illness.

Members of the Force will unite in extending deepest sympathy to Supt. Hill and family in their sad bereavement.

Mrs. Hill was well known to members of the Force, having resided in the Yukon and Eastern and Western Canada, and her loss will be greatly felt by her numerous friends in the Force.

Miss Violet Worsley

It is with deepest regret that we record the passing of Miss Violet Worsley at Victoria, B.C., on October 28th, after a lengthy illness. For many years Miss Worsley resided at Regina and Ottawa with her brother, ex-Asst./Commr. G. S. Worsley, where she made many friends among members of the Force.

Our sincere sympathy is extended to members of the family in their sad bereavement.

Ex-Inspector W. H. Scarth

Colonel William Hamilton Scarth passed away at Toronto on October 29th after a prolonged illness.

Colonel Scarth was born in Toronto on June 18th, 1870, the son of W. B. Scarth, who, as Managing Director of the Canada North West Land Company, contributed to the opening up of valuable farm lands in the early days of the Canadian Pacific Railway. Later, he represented Winnipeg in the Dominion Parliament and subsequently became Deputy Minister of Agriculture.

Colonel W. H. Scarth, after attending the Royal Military College, Kingston, was, on October 15th, 1889, appointed an Inspector in the Northwest Mounted Police, being the youngest Officer ever commissioned.

Inspector Scarth served in the Force for 12 years and led an adventurous and active life in those early days. He served at Regina, also at Macleod, where he became the close friend of the late Commissioner Starnes. From Macleod he was transferred to the Yukon and, with his men, packed his own supplies over the Chilkoot Pass. Later he served at Dawson and had charge of the famous O'Brien murder case.

During 1901 Inspector Scarth was granted six months leave of absence for the purpose of proceeding to South Africa, and upon the expiration of his leave he resigned from the Northwest Mounted Police to accept a Captaincy in the South Africa Constabulary, remaining in that country to become respected and beloved by all who came in personal contact with him—General Smuts being one of his personal friends.

Upon the outbreak of rebellion in South Africa, at the commencement of the Great War, he proceeded on active Service to German South West Africa, where he served with General Botha. Later he journeyed Overseas, where he was attached to the Royal Fusiliers; also serving as Master of Horse to the Royal Artillery.

After the Great War Colonel Scarth returned to South Africa, where he entered commercial life and took an active interest in ex-soldiers organizations. In 1928 Colonel Scarth returned to Canada, taking up residence at Toronto, where he remained until his demise during the present year.

The funeral service, which was held in St. Andrews Church, Toronto, was largely attended by persons from all walks of life, and members of the Force acted as pall-bearers. At the close of the service, which was conducted by Captain the Rev. S. Parker, in the uniform of the 48th Highlanders, and the Rev. T. W. Barnett, Colonel Scarth's many friends, led by the Veterans of the R. N. W. M. Police, paid their final respects. A gun carriage of the Royal Canadian Dragoons bore him to the grave, where the Last Post sounded after the salute of the firing party composed of members of the Royal Canadian Regiment.

Members of this Force extend their deepest sympathy to the bereaved relatives in the passing of a true Officer and gallant soldier.

Regimental No. 1326—Ex-Staff Sergt. H. S. Woodward

The death occurred at Findlater, Sask., on September 27th last of Mr. Henry Scarrow Woodward, ex-Staff Sergeant in the Northwest Mounted Police.

On April 30th, 1885, Woodward engaged in the Northwest Mounted Police and served in the Northwest Territories and also the Yukon. He took his discharge at Prince Albert on April 29th, 1891. During recent years he conducted a Real Estate Agency in Findlater.

The late Mr. Woodward was one of a number of veterans who recently received the sum of \$300.00 in lieu of scrip for service in the Force during the Riel Rebellion.

The funeral was held at Findlater on September 30th, 1935, and interment made in the local cemetery.

Reg. No. 1489—Ex-Constable J. Dumoulin

The death occurred at Ottawa, Ontario, on November 13th, 1935, of Mr. Josaphat Dumoulin, in his 74th year.

Mr. Dumoulin engaged in the Force on July 6th, 1885, at Regina, and while stationed at that point during his recruit period, acted as escort to Louis Riel. He was later transferred to "K" Division where he took his discharge on April 1st, 1889.

Upon leaving the Force, Mr. Dumoulin returned to Ottawa where he was employed as a Confidential Messenger with the Department of Public Works, and during 1933, retired after thirty-five years service.

Interment was made on November 21st in Notre Dame Cemetery at Ottawa.