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ROYAL CANADIAN MOUNTED POLICE QUARTERLY



VOL. 13—No. 1

*July, 1947*

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# Royal Canadian Mounted Police Quarterly

VOLUME 13

JULY, 1947

No. 1

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(Photo by T. V. Little, Ottawa Journal)

**President Truman shakes hands with S/Sgt. C. W. Graham, R.C.M.P., outside the U.S. Embassy in Ottawa, June 11, 1947, while U.S. Ambassador Ray Atherton and Admiral W. D. Leahy, Chief of Staff to the Commander-in-Chief of the U.S. Army and Navy, look on.**

# E D I T O R I A L

The visit of President Truman, our good friend and neighbour, to Canada's capital city brought untold pleasure to thousands of Canadians. To members of the Force it brought the privilege of close association for several days

**President Truman's Visit** with a distinguished head of State who completely won their affection and respect by his effortless courtesy, great understanding and unassuming modesty. And this affection and respect was by no means one-sided. The President's pride and gratification in the role the Force took in his visit is reflected time and again in his remarks to various members and to the press, sentiments similarly reflected by Mrs. Truman and their charming daughter.

An R.C.M.P. escort, consisting of an officer, two N.C.O.'s and two constables, which remained with the President at all times throughout his trip, was waiting on the platform at 11.20 a.m. June 10 as the Presidential train drew to a stop at Rouses Point, N.Y., where the international boundary was crossed. Looking very fit and in happy mood, Mr. Truman appeared from his coach, and seeing the escort lined up in front of him remarked with a smile, "We're in Canada now". He strolled over and, with camera recording it, shook hands with one member of the five-man detail—a gesture typical of his countrymen tourists during this season of the year.

The *Quarterly's* cover picture for this issue shows another handshake that took place in mid-afternoon of the same day after the distinguished family and their entourage stepped from the special train at Island Park Drive on the outskirts of Ottawa. His Excellency the Governor General had just welcomed the President while Viscountess Alexander greeted Mrs. Truman and Margaret. Prime Minister King then stepped forward, and the photo records the scene as the two friends warmly clasp hands in a hearty shake that symbolizes the friendship between Canada and the United States.

These felicitations over, the official drive to Government House began. With the President and His Excellency the Governor General occupying the lead car, the motorcade wound its way along the six-mile-long avenue of welcome. An R.C.M.P. motorcycle escort flanked the Presidential car and led the way, and a member of the Force was posted at every intersection.

As the procession neared the Rideau Gate entrance to Government House a guard of honour, made up of 100 ranks from Canada's three Armed Services, came to attention, a mass band from four units, including the R.C.M.P., broke into Star Spangled Banner under the baton of the Force's director of music, and a 21-gun general salute rumbled up the river a few hundreds yards distant. Bare-headed, the President and His Excellency alighted from their limousine, and while Mr. Truman inspected the guard his wife and daughter, obviously enjoying the brief ceremony, watched from their waiting cars.

Whenever the President made an appearance, the public turned out to see him—each time, it seemed, with greater enthusiasm as they became imbued with his simple friendliness, a quality which with his infectious smile and genuine sincerity captivated all hearts. And it was evident that the visitors were pleased and deeply moved by the acclaim they received. There was dignity tempered with informality all through, and perhaps nothing more exemplifies the President's transcendence of formal barriers than our frontispiece in this issue, which shows him shaking hands with an R.C.M.P. N.C.O. in the door-way of the United States Embassy.

On the whole the protective measures adopted were the same as those taken during the memorable visit of the King and Queen in 1939. The Force and the Ottawa City Police Department pooled resources throughout with the usual excellent results. On the morning of the third day, June 12, an eight-man motorcycle squad escorted the President and the U.S. Ambassador as they motored to the Seignior Club near Montebello, Que., and back. The Hull City Police Department kept the Quebec side of the inter-provincial bridge clear so that the party would not be held up at the intersection there, and the Quebec Provincial Police cooperated closely along the highway for the journey both ways.

The President and his ambassador had luncheon at Papineau Manor during their short stay at the club, and from a picture reproduced on page 68 of this issue, showing the President strolling arm-in-arm with members of his personal bodyguard on the wooded

grounds, a better idea than words of ours can convey is to be gained of the President's facility in putting others at their ease.

There was some disappointment that the Force's Mounted Section, discontinued as a wartime measure but now under training, did not turn out for the occasion. Mr. Truman doubtless would have liked the distinct Canadian atmosphere of such a touch, but a mounted troop was not yet ready and it must be remembered that an untrained horse and a large crowd is a very dangerous combination. Future ceremonies of this nature will no doubt see the Force in this traditional role. However, the motorcycle squad which substituted came in for approval from the President who remarked that he was so pleased with them he wished he could take them back to Washington. In fact he commented on the efficiency and organization of the whole visit and was particularly impressed with the public's immediate and good-natured response to requests by the police.

A very pleasing feature of the visit from the Force's viewpoint were the pleasant relations that existed between the police and the press. Cameramen were given every opportunity to get good shots and newsmen received equal courtesies in their efforts to cover this very newsworthy event. The press was pleased with the arrangements, too, and the editors of several leading dailies said so in letters to the police. "We would like", wrote the Information Division, Department of External Affairs, "to take this opportunity to express the appreciation of the members of the Information Division of this department who were associated with various officers of the R.C.M.P. in the arrangements for newsmen and photographers covering the visit to Ottawa of President Truman. It is felt that the cooperation of your officers greatly assisted in the successful news and picture coverage of this event. Many of the visiting newsmen and photographers before leaving expressed their appreciation for the assistance which had been given them."

In addition to being the first State visit of a U.S. President to this country it was the first time that any of the Truman family had set foot on Canadian soil. In leaving they said they'd like to return sometime and take in the whole of Canada; as to this, it would be difficult to imagine a more pleasant police assignment than that of seeing them around.

\* \* \* \* \*

Not in all its eventful history has Canada's capital city played host to so many visitors as during the week of June 15, 1947, when upwards of 200,000 pilgrims from near and far, from our own and distant lands, assembled there to celebrate the 100th anniversary of the Roman Catholic diocese in Ottawa, Ont. With their customary thoroughness and efficiency, the press and radio covered the four-day Marian Congress which marked that celebration—its brilliant processions, magnificent pageantry and solemn religious ceremonies; but it is appropriate that the *Quarterly* should mention the role taken by the R.C.M.P. in handling the vast throngs of people.

The tremendous concourse of humans occasioned by that remarkable demonstration of Christian faith and ideals naturally posed extraordinary police problems. The main seat of the religious festivities was Lansdowne Park, and, apart from Federal District Commission property which is policed by the Force, the responsibility for preserving law and order rested primarily of course upon the Ottawa City Police Department. But as was only to be expected when faced with a task of such magnitude, the chief constable of that fine department sought and received the assistance of the R.C.M.P.

A permanent R.C.M.P. detail was assigned to help in traffic control at the Lansdowne grounds, and from the official opening on June 18 until the closing day the Force provided motorcycle escorts to conduct church dignitaries to and from the various functions, while other escorts helped in controlling the crowds of sightseers and worshippers at strategic points, and in closing and opening roadways and intersections when necessary.

The over-all direction of these matters came under the officer in charge of the City Police Traffic Department, whose squads and those of the Force worked together in splendid unison. Essential re-routing of motorists and pedestrians sometimes led to confusion, occasionally irritation, when some, after blocks of bumper-to-bumper driving, found themselves back where they started. However, patience, courtesy and tact soothed ruffled tempers and kept the situation in an even, smooth-running vein, and it is a tribute

to the public's humour and common sense that everyone, even in the most trying circumstances, seemed to appreciate the difficulties and acquiesced so willingly.

Local plain-clothesmen from both the city and Mounted Police, and others imported from Toronto and Montreal, mingled with the crowds and kept an alert and wary eye out for known pickpockets, confidence men, petty thieves and other past offenders.

The day after the Congress closed, both police forces continued to operate together, along with C.P.R. police at the railway station, at various points of egress, as the scores of thousands of outgoing travellers joined in what was termed by newspapers as probably the greatest mass exodus of humanity from a city since the evacuation of Paris before the German onslaught in 1940. And here again the excellent spirit of cooperation and harmony which invariably has existed between the Ottawa City Police Department and the R.C.M.P. staved off mishaps that might easily have occurred.

Many compliments were received from Congress and Church officials, Government representatives and the general public on the way the police acquitted themselves. The Force received expressions of appreciation on the performance of the R.C.M.P. Band which led the colourful three-hour-long Marian procession of 20,000 people the day before the Congress concluded, and for the protection afforded the famed Dionne quintts who throughout their sojourn were guarded by two peace officers appointed for the purpose—one from the Force, the other an Ottawa city constable. Especially gratifying, in that they exemplify that most desirable state of friendliness and cooperation which prevails between Canadian police bodies, were a letter to the Commissioner and a brief public statement both from Chief Constable J. P. Downey of Ottawa. "I hardly know how", said the chief constable in the letter, "to express my thanks to the Mounted Police for their untiring efforts and cooperation with the city force during the Congress. Without their help, both in the city and at Lansdowne Park, our men, who worked constantly for 18 hour stretches would have been swamped with work."

\* \* \* \* \*

The late Viscount Bennett made his first venture into politics when in the 1890's he entered the legislature of the Northwest Territories at the age of 28. That legislature was not conducted along the party lines which obtained in Dominion politics, but notwithstanding that many of its members held the same party affiliation as he did where Canadian affairs were concerned, Mr. Bennett soon found himself in strong and articulate opposition to the territorial government. It required no little temerity for so young a man to call down upon himself the polished sarcasm of the Premier the Hon. F. W. G. (afterwards Sir Frederick) Haultain, or the sharp invective of the Hon. A. L. Sifton (afterwards Mr. Justice Sifton of the Supreme Court of Alberta), but Mr. Bennett did it time after time and came back for more. He was fortunate to receive this training so early in life and from men of such calibre; there can be no doubt that the experience stood him in good stead later in the wider fields of Dominion and Commonwealth politics.

In all the fields that he entered, Viscount Bennett left his mark. However, it is neither the intention nor the place of the *Quarterly* to attempt an appraisal of his political career, if indeed an appraisal can be made so soon after the events of which he was a part. Rather it is our intention to emphasize the fact that when he passed, the R.C.M.P. lost a good and valued friend.

When the *Quarterly* was launched in July, 1933, its first issue contained an introductory letter from the Rt. Hon. R. B. Bennett, then Prime Minister of Canada. Referring to this Force, he said in part:

"Their absolute integrity, high sense of duty and their persistent and rigid enforcement of the law have given to them a reputation which has greatly enhanced respect for the institutions upon which the preservation of British law and order depends". These words are more than a tribute to the Force; they are an index to the character and quality of the man who wrote them. Whatever differences his political opinions and policies may have aroused, his devotion to Canada and to "the institutions upon which the preservation of British law and order depends", was the overmastering passion of his life, and it motivated his actions and expressions until the day he died.

## NOTES

# on *Recent Cases*

### R. v. April

#### *The Migratory Birds Convention Act—Meaning of Lawful Excuse under s. 6 of the Act—Appeal Upheld*

When Henry April, plume vendor in Montreal, Que., imported stuffed terns from France as a source of plumage for milady's hat, he overstepped the law which provides that it is unlawful to buy, sell or possess any migratory bird or parts thereof. The resulting case is believed to be the first of its kind to be heard in Canada.

The common tern, a species resembling a pigeon in appearance, occurs regularly and naturally in the United States and Canada and is guarded with a close season throughout the year by The Migratory Birds Convention Act. Exhibits were seized by R.C.M.P. investigators from two women milliners who had purchased them from April.

Charged with Possession of Migratory Non-game Birds, s. 6 M.B.C. Act, April pleaded not guilty at Montreal on Aug. 28, 1946, before Hon. E. Tellier, Judge of the Sessions of the Peace. The prosecution was conducted by M. Gaboury, Montreal, while H. Kliger, advocate of Montreal, acted for the defence.

The Court reserved its decision until later, and on Oct. 22, 1946, handed down the following judgment:

The following charge was laid against the defendant:

"On or about the 22nd of May, 1946, Henry April, did have in his possession, without lawful excuse, migratory non-game birds, to wit: one (1) tern, contrary to s. 6 of The Migratory Birds Convention Act".

The evidence may be summarized as follows: The defendant is said to have imported from France in 1946, 156 birds, under the name of "pigeons".

These birds are said to have been sold to different merchants in Montreal, and when the members of the Federal police called at the premises of the defendant, he made a written statement (Exhibit 1) on the manner in which he disposed of the birds,

and at that moment he still had in his possession a bird which was seized and which is the ground of the present prosecution.

It is not necessary to say that the birds were dead and stuffed and that they were so imported from France, to be used as ornaments for hats and for other similar purposes.

The prosecution more specifically invokes the violation of article 6 of The Migratory Birds Convention Act. Article 6 of this Act, as amended in 1933, reads as follows:

"No person, without lawful excuse, the proof whereof shall lie on such person, shall buy, sell or have in his possession any migratory game bird, migratory insectivorous bird or migratory non-game bird, or the nest or eggs of any such bird or any part of any such bird, nest or egg during the time when the capturing, killing or taking of such bird, nest or egg is prohibited by this Act".

It ensues from this Article that the possession of the birds concerned is unlawful, if they were killed, captured or obtained during the period or term when the present Act expressly prohibits to capture, kill or take such birds.

However, the present Act cannot prohibit the capture or taking of birds beyond the territorial limits in which the said Act may exercise its jurisdiction.

Indeed regulations No. 1, 2, 3, 4, 5 and the following ones, adopted by virtue of the provisions of the said Act, do enact restrictions with respect to the capture and taking of different migratory birds.

This Court is of the opinion that article 6 and regulations 1, 2, 3, 4, 5 and the following ones, but more particularly No. 3 which is invoked by the prosecution in this case, must be read together. They complete each other and one of them is the corollary of the other.

The Migratory Birds Convention Act has been specifically passed for the protection of certain birds in the course of their

annual migration when they pass over certain parts of Canada and the United States, as indeed the terms of the said Convention prove. Actually, if we refer to the Convention itself, we may read in the preamble as follows:

"Whereas certain species of birds pass in the course of their annual migrations, certain parts of Canada and the United States, and whereas a great number of these species have an important value from the point of view of food, or for the destruction of insects which harm the forests and fodder plants as well as farming crops both in Canada and in the United States, and that these species are in danger to be exterminated because of lack of adequate protection during the hatching season or while they go to their reproduction grounds or on coming back therefrom. . .".

Thus the regulations adopted by virtue of the above said Convention and the Canadian Act itself show very clearly that it concerns birds which are killed or captured within the limits determined by that law.

It is enough to read article 4 of the said Act in which it is enacted that the Governor-in-Council may establish such regulations as may be deemed suitable to protect the migratory birds which are considered as game birds, migratory insectivorous birds and migratory birds not considered as game birds which *stay* ("inhabit", according to the English text) in Canada during the total or part of the year.

Also it is enough to read Article VI of the Convention. Regulation No. 17 of the said Act which was cited by the prosecution, has no application to the present case. On the contrary, in this regulation there is no concern about importation which is the case in hand, but there is a specific prohibition to export these migratory birds from one province to the other and to the United States.

Article VI of the Convention itself is even clearer than our own Act. Here is what it says:

"The high contracting Powers agree to prohibit, save for scientific purposes or for propagation, the expedition, or the exportation of migratory birds or their eggs from one State or from one province to another, during the time of prohibition established by the State or the province. They also agree to prohibit international

traffic in these birds or in their eggs, captured, killed, taken or to expedite them at any time, contrary to the laws of the State or the province in which such birds or eggs have been captured, killed, taken or exported. Containers in which are packed migratory birds or parts thereof or eggs of such migratory birds, transported or offered for transport, from the Dominion of Canada to the United States or from the United States to Canada, must bear the name and address of the exporter and a complete description of the contents, written on the outside of the container".

Now in our case it concerns a bird imported from France, a dead bird which was stuffed, as the evidence of the prosecution and the defence shows.

If the claim of the prosecution were to be maintained, it would have been necessary to come to the conclusion among other things, that a woman from Europe, for instance, coming to Canada in an outfit comprising in her dress one of those birds or a part of one of them, as defined in subparas. (c) and (d) of article 3 of the Act, could be arrested on her arrival in Canada, charged with unlawful possession of a migratory bird and sentenced for the offence, even if she proved that the bird was not killed, captured or taken in Canada.

This Court is of the opinion that the Act does not want to say and does not say what the prosecution wishes it to say.

The Act of the Convention concerning migratory birds and the treaty itself are not laws respecting trade and commerce, have not been adopted to protect trade and commerce, but laws to protect game birds and they cannot be concerned with anything but harm which as a result of circumstances may be caused to game birds inhabiting our country and the United States.

Acting in the way he did, the defendant has probably violated the provisions of the Customs Act, by importing under the name of "pigeons" birds which were not that, but he has not violated the Convention respecting migratory birds.

Moreover, the charge to the effect that the defendant is said to have had in his possession without any lawful excuse a migratory bird which is not considered as a game bird, namely a "tern". Indeed the said Act and the Convention invoked by the prosecution, have provided legislation

for the following three sorts of migratory birds:

1. Migratory birds considered as game birds.
2. Migratory birds considered as non-game birds.
3. Migratory insectivorous birds.

The prosecution alleges that the bird which was found in the possession of the defendant was a "tern" and the witness heard to this effect stated that it concerned a "swallow". If we compared the English text with the French text of the said Convention, we could see that the word "tern" is translated in both cases by the word "sterne" and it would be included in the species of migratory birds considered as non-game birds, while the word "hirondelle" in the same French text is translated by the word "swallow" and falls in the classification of birds known as migratory insectivorous birds. Surely the law did not mean to cover the same case by two different provisions.

In summing it up it can be seen that the bird concerned was not a bird which was alleged to be in the charge. On the contrary, it concerns a different classification of birds, and though the restrictions may be the same in both cases, the defendant could not invoke a plea of something formerly found guilty or not guilty.

In the opinion of this Court the defendant has furnished a lawful excuse as provided by the Act and he has rebutted the presumption.

In view of all the above-mentioned reasons the charge is dismissed.

An appeal, entered against this dismissal by the appropriate Federal Government department, was heard by Hon. Wilfrid Lazure, Judge of the Superior Court, Montreal, on Jan. 23, 1947, the same counsel appearing with the addition of H. Matheson as special counsel appointed for the prosecution. Dr. O. H. Hewitt of the Wild Life Protection Branch, National Parks Bureau, Department of Mines and Resources, was called to explain to the Court the shortage of such non-migratory game in Canada as the tern and the necessity for upholding the laws enacted for their protection.

After hearing the evidence from both sides, the Court said it would render its decision at a later date and requested the lawyers for both sides to submit written factums with regard to whether it would be considered an offence to import migratory non-game birds from countries other than those enumerated in the Act.

The text of Mr. Justice Lazure's decision which upheld the appeal is given here, and a comparison of it with the judgment of the Court below provides an interesting study:

The charge in this case was dismissed on Oct. 22, 1946, by Mr. Justice Tellier, and the plaintiff makes an appeal against this judgment before this Court in conformity with section 749 and the following ones of the Criminal Code.

The accused has been charged with having had, on May 22, 1946, in his possession, without valid excuse, a migratory non-game bird, namely, a tern, the whole contrary to section 6 of The Migratory Birds Convention Act (Chap. 130 of the R.S.C., as amended in chapters 16, 23 and 24 Geo. V, 1933).

According to the evidence the accused imported from France, in 1946, 156 birds identified as being pigeons; it is presumed that he later on sold the birds to various merchants of Montreal and finally the last one was seized at his place of business by the R.C.M.P. At the time of the seizure, the accused made a written declaration in which he admits having imported the birds from France, having sold 155 and having kept the last one at his place of business; all those birds were evidently dead and stuffed when he received them and they were to be used as ornaments for ladies' hats.

Section 6 of the Act concerning migratory birds reads as follows:

"No person, without lawful excuse, the proof whereof shall lie on such person, shall buy, sell or have in his possession any migratory game bird, migratory insectivorous bird or migratory non-game bird, or the nest or egg of any such bird or any part of any such bird, nest or egg during the time when the capturing, killing or tak-



outside the limits of Canada, and imported here afterwards, it would have been simple to state it in the Act or at least in the numerous regulations, which fully specify all the exceptions concerning the open seasons, the hunting instruments, prohibited captures, etc. But the legislator did not specify it, and the law which prohibits possession of them must apply even to birds killed outside the Canadian frontiers.

The statute law, moreover is made with that object in view; and the appellant refers the tribunal to *Corpus Juris*, vol. 27 p. 950, *verbo GAME*, para. (14) c, where it is stated:

“Game taken without the State. The statutory provisions which make it unlawful for any person to sell, offer for sale, or to have in his possession, certain game during the close season, extend to game taken without the State or country and imported into it, unless the language of the statute limits its application to game taken within the State. . .”.

Furthermore, he mentioned the case of *Whitehead v. Smithers*, (*Law Times Reports*, vol. 37 N.S., p. 378), where the appeal Court, reversing the decision of a magistrate, declares:

“It is an offence for a person to have in his possession, during the prohibited period, a protected bird, whether such bird came from abroad or not”.

The French law seems to us to have the same effect; see *Dalloz, Repertoire Pratique*, vol. 11, *verbo CHASSE-LOUVETERIE* (*Hunting-Wolf-hunting*), p. 369, sec. 1080:

“B. exotic game.

“In principle, game coming from a foreign country comes under the provisions of section 4 of the law of May 3rd, 1844, which establishes no exception in its favour (Colin, p. 217; Giraudeau, No. 423; Leblond, No. 64). When the law of 1844 was discussed in the Chamber of Deputies, the Chairman of Committee, Mr. Lenoble, formally declared this when answering Mr. Vatout”.

To demonstrate to a certain extent the senselessness of section 6 if the restrictive interpretation which the plaintiff gives it was accepted, the defendant states as an example that a European lady coming to Canada, wearing a hat ornamented with such a bird or one of its parts, could be

arrested upon her disembarkation and brought before the Court for illegal possession of a migratory bird, even if she could prove that the bird had not been killed or captured in Canada. It seems, however, that if that European lady violated the law as interpreted by the appellant, she would nevertheless have a very valid excuse, as stated in section 6, as it is for that reason that the officer taking the risk of arresting her would have his labour for his pains.

On the other hand, however, it must be stated that if the defendant's interpretation was correct, a fisherman would then be allowed to navigate his boat at sea outside the three-mile limit, to kill and destroy freely all the protected migratory birds and come back and sell on the Canadian market what he had taken; if he was arrested, he could plead that section 6 does not apply outside the territory in which the law exercises its jurisdiction.

As the appellant maintains, he would have a still better reason than the accused in this case, since the fisherman could prove the bird had been killed outside the limits of Canada while in the present case, it is not even established that it was not killed in Canada; all we know is that it was imported from France.

If the viewpoint of the accused was adopted, the law, in my opinion, would be incomplete, its sanctions too often ineffective and its purpose illusory.

Regarding the second point brought up by the accused, to the effect that it is not a tern but a pigeon or a swallow which is involved, I must state that the proof made on appeal is much more satisfactory and more complete than that given to the judge of first instance; the latter certainly had reason, from the evidence given, to dismiss the charge.

At the hearing held on appeal, two well-known ornithologists affirmed that the bird seized and produced before the Court was a tern and not a swallow, as the witness of the Crown had declared in the first instance. In any case, if we refer to the dictionaries, we shall see, as was declared by the plaintiff's witnesses, that the sea swallows are web-footed birds belonging to the gull family; their real name is tern.

According to the encyclopaedists, that bird is very well known in France, where they are considered as migratory birds, as

they are in Canada. If the French exporter of the birds shipped to the accused in this case gave them the name of pigeons, the Court suspects that this was done intentionally; that exporter must have known that the Customs Act of Canada is very similar to that of France, since the two Acts agree with respect to Customs legislation in the case of game and birds of foreign origin. See: Customs tariff, 1927, R.S.C., Chap. 44, section 14, Schedule C, item 1212. Regarding France, see *Dalloz, Répertoire Pratique, verbo Hunting*, section 1113, where it is stated that the seizure of exported game and that of game of foreign origin come under the Customs regulations.

If the exporter to the accused had labelled those birds as being terns, it is possible that the French authority would not have permitted the exportation, but it is certain that the Canadian Customs would have ordered their seizure. That is why the tribunal suspects that they were labelled, as they were, under the name of pigeons

because in France birds of this kind are so well known under the name of terns or sea swallows.

The Court therefore concludes that the accused in this case must be found guilty and that the seizure of the bird produced in this case must be maintained.

The plaintiff's appeal is granted, but, as the accused perhaps acted in good faith when he purchased those birds, the fine that he will have to pay will be the minimum set by the law, namely \$10; he will, however, have to pay the costs of the two Courts, and a fee of \$25 to the attorney of the appellant, and in default of the payment, he will spend one month in jail.

The fine and costs were paid. Charges which had been preferred against the two women milliners were withdrawn.

The question as to what constitutes a lawful excuse within the meaning of s. 6 of the Act is ably discussed in *R. v. Stuart* (1924) 3 W.W.R., 648.

### R. v. Dubuc et al

*Evasions of Wartime Prices and Trade Board Regulations—Extensive Black Market Activities—Uttering Forged Documents—Butter and Sugar Marketed in Colossal Quantities Without Coupons—Manipulation of Ration Bank Cheques—Rationed Commodity Sold Above Ceiling Price*

Early in the spring of 1946, irregularities respecting butter ration regulations in the province of Quebec were noticed by officials of the audit centre, Ration Administration, Wartime Prices and Trade Board. Of four butter ration bank cheques bearing the signature "O. Roy", which had been deposited by one firm, three upon being cleared in the customary way through the audit centre and presented at La Banque Provinciale du Canada, Montreal, Que., were returned with the notation that no ration account was there in the name of O. Roy. Examination at the audit centre revealed that the account number, 131, had meantime been altered on the three cheques to 181, while the fourth cheque, the one that had not been submitted to the bank, still bore the number 131.

In due course further cheques bearing the same signature, and some signed by

Patrice Dubuc, whose ration account was No. 131, were received at the auditing centre. A butter wholesale and retail merchant in Montreal, Dubuc was of course authorized to issue butter ration cheques against his account, but an odd feature linking the cheques bearing his signature with the others signed O. Roy, apart from the account numbers, was the marked similarity in the handwriting of both sets of signatures.

About this time, Apr. 1, 1947, the Ration Administration reported the matter to the R.C.M.P., Montreal, in an effort to track down the source of any irregularities, and the investigators soon concluded that the "manipulations" pointed to either of two things: criminal negligence, if not downright illicit coupon trafficking, on the part of some bank official or officials; or that somewhere between the bank and *bona fide* distri-

butors was a person or group of persons using blank cheque forms upon which he or they forged signatures and imprinted stamp impressions identical to those of various banks before making the documents available to picked illegal distributors.

Indications were that butter was filtering through to the black market. All evidence was consistent with Dubuc being a possible source of questionable ration documents, and as a starting point it was reasonable to assume that he might in some way be connected with the deficiencies. However it was decided that to interrogate him at that early stage would be premature and might hamper the progress of the investigation, so he was not approached for the time being. Instead an extensive inquiry commenced, embracing the districts of Montreal, Quebec City, Three Rivers and Joliette, and by elimination and follow-up methods, the R.C.M.P., cooperating with W.P.T.B. officials, stifled the largest black market ring ever brought to police attention in Canada and put an end to illegal transactions involving many thousands of pounds of butter and sugar.

It all started in October, 1945, when Paul Emile Collette, branch manager of La Banque Provinciale du Canada in Montreal, phoned Dubuc, a customer of his, and complained that he was overdrawn in his butter ration account. The wholesaler put him off by saying that he was in possession of enough ration cheques to cover the deficit. However Dubuc didn't have cheques or coupons to meet the overdraft and, after several interviews, Collette arranged to render the account solvent for any number of ration cheques made out against it; in return for this service the manager received from \$50 to \$60 a week.

A brief explanation of the banking routine with regard to ration cheques and coupons might perhaps facilitate a clearer understanding of how these illegal transactions were possible. It was based on the money banking system.

The retailer, in replenishing his stock, endorsed the coupons received across the counter and turned them over to the wholesaler who deposited them to his own ration coupon bank account. When paying for his butter from the butter maker, the wholesaler issued cheques against his ration coupon bank account; it was of course no more lawful for him to overdraw on his ration account than it would be to write an N.S.F. cheque in money transactions. The butter maker deposited the cheques thus received to his own credit and they were transferred to the wholesaler's bank to be deducted from the wholesaler's account. Finally the banks sent all documents, cheques and coupons, to the W.P.T.B. audit centre for checking with the bank's records. The success of the whole system, it will be seen, depended in large measure upon the integrity of employees of the various banks authorized to handle ration coupon banking.

Not only did Collette credit fictitious deposits to Dubuc's account, but destroyed or withheld numerous cheques that should have been charged against it. Dubuc, in depositing cheques and coupons received from his patrons, would "pad" the deposit slips with greater amounts which by agreement Collette accepted as correct. In other words he might hand in a deposit slip for 25 butter ration cheques which Collette would endorse as accurate though perhaps only 20 cheques were remitted. Later, in describing this *modus operandi* to the Court, the special W.P.T.B. prosecutor termed it the "perfect set-up because this destroying of returned coupons or cheques made it impossible for anyone to check up on ration accounts of various merchants".

Apparently intoxicated with his new-found immunity from the ration restrictions, Dubuc widened his operations. In addition to selling butter in his own store above the ceiling price and often without coupons, he acquired an "agent distributor", one Robert Sabourin, sales

supervisor with Swift Canadian Co., Limited, Montreal, whom he kept supplied with signed blank cheques ranging in amounts from 5,000 to 20,000 coupons each. Sabourin bought the coupons for 75c and \$1 per 100 and fed the market through sub-agents, namely Lucien Comeau of St. Hyacinthe, Que., Gerard Houle, grocer of Joliette, Que., and Alberic Tousignant, grocer of Montreal. Through these avenues, the ramifications of the racket grew to enormous proportions and enfolded grocers, butter makers and butter wholesalers in a wide-spread area throughout the province.

Sub-agent Comeau must have devoted some thought to the initial profiteering possibilities of the nefarious traffic in which he was engaged and to how much more lucrative to himself the business could be made. At any rate he decided to cut Sabourin out and, one day toward the end of March, 1946, in partnership with unemployed Ovide Lariviere, also of St. Hyacinthe, branched out on his own.

From Jean Paul Brouillette, a bank employee of St. Hyacinthe, the two confederates obtained two blank ration cheque books, one for butter, the other for sugar, and with these entered into a more flagrant form of offence. With the books as samples to copy from they forged an undetermined number of cheques, and had various stamps made, patterned after those of the bank and some wholesale merchants, which they signed in Dubuc's name.

Where before only butter was involved, sugar now came in for attention, and a flow of thousands of pounds of sugar and butter was "short-circuited" from legitimate stock piles to inundate the black market. And almost at once an alarming volume of illegal butter and sugar coupon bank cheques emanating daily from many rural districts began to accumulate at the Government coupon audit centre.

Sugar ration cheques were sold to Edgar Thibodeau, a Montreal *restaurateur*, by Joseph Auger, a Montreal truck

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driver, who acted in behalf of the new partners. Lariviere himself employed a Montreal truck driver named Leo Marcel Devost, whom he supplied with money and ration cheques so that he could make deliveries of sugar to specified places. Before long the infractions against sugar rationing spread in almost the same proportion as had those in connection with butter.

But the whole structure of these violations began to crumble when, for some reason best known to himself, Dubuc signed several ration cheques, O. Roy. As there was no account in that name, Collette did not honour or falsify them when they turned up at his bank. However, apparently desiring to keep account No. 131 out of the limelight he, in what seems to have been a feeble effort to throw a red herring across the trail, changed the account number on the counterfeit cheques to 181 and returned them to the audit centre.

Continuing investigation disclosed that a butter retailer named Philippe Page, of Louiseville, Que., had solicited butter coupons from Sabourin's agent, Houle, word of whose dealings had got around, and was disappointed to learn that this distributor handled only ration cheques. Being a butter retailer, Page had no use for cheques; however, he conspired with Houle to drum up trade by introducing him to various butter makers whom he persuaded to deal with the racketeer by promising to take off their hands some of the butter thus made available. Page subsequently bought cheques from Houle and used them to get butter from these butter makers.

Meanwhile W.P.T.B. officials notified the Force's Montreal Black Market Squad that sugar ration bank cheques of a spurious nature (those put into circulation through the machinations of Comeau and Lariviere) had also appeared. As all sugar cheques were eventually "funnelled" through the Canada and Dominion Sugar Refinery Ltd., the investigators decided that the most likely way

of ensnaring those responsible was to attack the problem at that point. On May 17 the refinery reported that sugar bank cheques thought to be forged had been presented by an unknown person, but that the order was being delayed in accordance with police instructions. Three days later the unknown caller returned, as pre-arranged, for the sugar represented in this order, took delivery of it and was shadowed through the streets until he was observed to transfer the load to a trailer attached to another car which was then driven away. This car and trailer were now followed to a private garage. Upon entering the garage a few minutes later the investigators caught the driver, who turned out to be a local restaurant proprietor named Edgar Thibodeau, in the act of unloading the sugar.

Thibodeau stated that he bought cheques from Auger whom, he said, had on another occasion supplied him with 1,000 lbs. of sugar without coupons. Auger had assured him that the cheques would be honoured without question, and now blaming him for the predicament he was in, Thibodeau agreed to cooperate with the police and arranged to meet Auger at his restaurant the next afternoon, May 21. Auger arrived on schedule but, apparently noticing Thibodeau's nervousness, became suspicious and beat a hasty retreat from the store. Before the investigators closed in and arrested the fleeing man, they saw him throw away seven butter ration cheques all of which were drawn on La Banque Provinciale du Canada and bore the forged signature of Dubuc. Three more butter and ten sugar ration cheques were discovered in Auger's room.

Subjected to rigid interrogation, Auger implicated Lariviere who when arrested the following day was in possession of similar sugar ration coupon cheques. Lariviere acknowledged his conspiracy with Comeau in the forgery and sale of the sugar and butter cheques, and a search of his room yielded a number of

other forged ration documents and some rubber stamps, stamp pads and kindred material of the forger's stock-in-trade.

Similar incriminating accessories were seized from Comeau who in a confession of guilt divulged the names of different merchants to whom he had sold cheques to the value of 90,000 coupons.

Now aware of the situation the Ration Administration placed a freezing order on Dubuc's entire butter stock, amounting to some 10,000 lbs., and transferred it to the refrigerators of the Cooperative Federal through which it was re-routed into the legitimate market.

These developments proved to be the thin edge of the wedge in the investigation. One arrest led to another and signed confessions were obtained also from Dubuc, Collette, Sabourin, Houle and his brother Benoit, Tousignant and his brother Bernardin, Brouillette, Page, Marius Veillette and Henri Loranger, both of St. Thomas de Caxton, Egide Bergeron a creamery owner and operator of Louiseville, Que., Georges Bergeron, Repentigny, Que., Arsene Keroack creamery operator of Notre Dame de Standbridge, Que., Philippe Lebeau of Montreal, Georges Crevier butter merchant of Montreal, and others.

Charged with breaches of the W.P. T.B. Regs., order 464, in some instances under p.c. 8528 and in others p.c. 8528 and 4714, the accused came up for trial at different places. All pleaded guilty and were ordered to pay fines ranging

from \$7,000 and costs in the case of Dubuc to \$25 and costs. Comeau was sentenced to three months' imprisonment and a fine of \$2,000 and costs. In addition, he and Lariviere pleaded guilty to Uttering Forged Documents, s. 467 Cr. Code, Lariviere being sentenced to 23 days' imprisonment, Comeau to two months' imprisonment concurrent with the term imposed under the W.P.T.B. Regs. All fines and costs were paid with the exception of that, amounting to \$500, of Lariviere who in default served three months in jail.

Though no exact estimate can be given of the amount of butter and sugar diverted into the black market through the misuse of bank ration documents, bogus and genuine, in this case, described by the Court as a "black market of the blackest nature", the exhibits held by the investigators indicated that about a million and a half pounds of butter alone had definitely passed through other than lawful channels. Had not the activities of this crime been curtailed the entire system of the prices board in butter and sugar might have been jeopardized.

Many hours of painstaking effort were put in by those who tracked down and unravelled the threads of this complex investigation. In the light of the case's successful conclusion, one is moved to reflect on the truth of these words of Sir Walter Scott, especially as they apply to Dubuc: "Oh, what a tangled web we weave, when first we practice to deceive".

### R. v. Juteau

#### *Public Mischief—Common Law—Missing Persons*

Down in Spryfield, N.S., a 16-year-old girl disappeared from her home on Mar. 29, 1947. The matter was reported to the R.C.M.P. and several leads were followed without result. There was no great concern for the young lady's safety, however, as it was believed that she had run away with her boy friend, Bernard Oakley, son of a neighbour farmer. But on April 25, a new angle of inquiry was

injected in the case when a man who identified himself as the girl's father, Ralph John Juteau, phoned the R.C.M.P. detachment at Halifax, N.S.

"You will find Bernard Oakley and Marie in the swamp", he announced. "I murdered both of them."

With that he closed off.

Juteau was located, questioned at length, and finally admitted that he was

responsible for the phone call. Worry over his missing daughter, heightened by too much drink, had brought on what he himself termed his "foolish actions".

He told about his daughter going away and not coming back. He believed she was with Bernard Oakley, but didn't know where. Fretting under the seeming inertia of the authorities and bolstered by the false courage of intoxication, he had determined to stir things up and force greater action.

Though it was known that both missing persons had been seen alive since their disappearance, as a matter of routine procedure searches were made in several swamps following the receipt of the phone message. As usual, the police examined every avenue of evidence, despite the fact that it was felt the outcome was a foregone conclusion. Then on April 28, came a telegram from Bernard Oakley in Montreal, Que., to his parents. He and the missing girl had got married.

Juteau appeared on April 29 at Hali-

fax before Magistrate R. J. Flinn, charged under the common law with Creating a Public Mischief. The text of the information follows:

"... that Ralph J. Juteau . . . did . . . by means of certain false statements to wit: 'You will find Bernard Oakley and Marie in the swamp. I murdered both of them.' thereby cause the officers and constables of the Royal Canadian Mounted Police, maintained at public expense for public benefits, to sustain and give their services to the investigation of the said false allegations thereby temporarily depriving the public of the services of the said police officers and rendering liege subjects of the King liable to suspicion, accusation and arrest and in so doing did unlawfully effect a public mischief."

The accused pleaded guilty, on the advice of his counsel, A. G. Cummings, K.C., of Halifax. The prosecution was conducted by P. T. Hickey, also of Halifax. The court imposed a fine of \$25 and costs or in default a term of one month in jail. The fine and costs were paid.

### R. v. Mensch

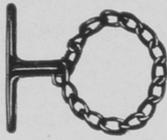
#### *Assault Occasioning Actual Bodily Harm—Immigrant Farm-hand Mistreated by Employer*

Alexander Krasnodemski, a 32-year-old Polish war veteran who as one of 1,800 Polish soldiers exchanged for German prisoners of war interned in this country immigrated to Canada in November, 1946, was assigned by the government to work for Jacob Mensch near Churchbridge, Sask. He arrived at the Mensch farm Dec. 3, 1946.

On Feb. 13, 1947, he was taken to Langenburg, Sask., by a neighbour and upon being medically examined was found to be suffering from multiple bruises and abrasions, fractured ribs, frost-bite to the face and both wrists, and pleurisy brought on by malnutrition; he was at once admitted to hospital.

Interviewed through an interpreter, he unfolded a harrowing tale of abuse and

ill-treatment at the hands of his employer whom he alleged had overworked, beat, and underfed him. His life as a farm labourer had been far from happy. Not only was he denied his wages, but several times was beaten and mauled by his employer, who weighed about a hundred pounds more than he did, was six foot four in height and much stronger. Himself only five foot seven and weighing less than 150 lbs., the complainant while stiff from the soreness of the physical violence he had absorbed was forced to work outside in 45 below zero weather, and when he took sick his plea for a doctor was ignored. One very cold day, he said, he was compelled to work outdoors without rest from 6 a.m. to 9 p.m., hauling feed and driving the stock.



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These and other acts of brutality, he related. Mensch denied the allegations, but the fact remained that Krasnodemski had been severely assaulted and ill-used by someone, that before at least one witness the employer had showed a callous indifference toward his helper's welfare, and there was no indication that the Pole had had trouble, or even the opportunity to have any, with anyone other than Mensch. The complainant was discharged from the hospital on March 6, but his physician advised him against doing work of any kind for at least a month.

On May 15 and 16, 1947, Mensch pleaded not guilty at Yorkton, Sask., before Police Magistrate S. H. Potter of Melville, Sask., to two charges of Assault Occasioning Actual Bodily Harm, s. 295 Cr. Code, allegedly committed on Jan. 16 and Feb. 6, 1947. The prosecution was conducted by W. B. O'Regan, K.C., of Yorkton, agent of the Attorney-

General, and S. A. Edgar, also a Yorkton barrister, appeared for the defence.

Krasnodemski, speaking through an interpreter, testified that he had tried to do the work required of him but that his employer was not satisfied. There were, he said, 80 head of cattle, 17 horses and six pigs to feed. He had to haul hay and straw a distance of 12 miles for this stock and, instead of the four Mensch children helping out they kept shouting at him in German, "Faster, faster".

Despite the fact that the hired man had tried to do everything asked of him, the farmer had mistreated him and resorted to the violence that had resulted in his bodily injuries. The farmer had, he charged, hit him on different occasions, both with his fists and a steel manure pitchfork. On February 6 he was in the barn feeding the horses after supper when Mensch grabbed him by the collar, threw him heavily to the ground

and, kicking him and trampling him, had called him a "Polish swine" and several unprintable names. "When Hitler shot 12,000,000 Poles", his employer had taunted him on that occasion, "I can't see why he didn't shoot you."

One witness, Mr. L. Holod told the Court that he lived a mile and a quarter from Mensch. When he first visited the accused's farm, the accused had told him that Krasnodemski was a slow worker. On his next visit he did not see the Pole. He asked his host where Krasnodemski was and the reply was that he was out getting hay. Witness said he told Mensch that his helper might freeze as it was cold and getting dark, but that Mensch replied it would not be a very great loss if such a thing did happen.

Dr. J. P. McManus of Langenburg testified that on examining the complainant he found multiple bruises, abrasions, and swelling to the right upper arm and shoulder, bruises of different ages, fractured ribs, stripes of bruising across the upper back and chest, frost-bites, injury to the nerve of one arm, and pleurisy which developed due to the patient's injuries. Krasnodemski, the doctor concluded, was suffering from undernourishment, hard work and exposure, and was worried, depressed and badly frightened.

For want of sufficient evidence, the first charge was withdrawn, but the accused was found guilty on the second and sentenced to serve two months at hard labour in Regina gaol, also to pay a fine of \$100 and costs amounting to \$73.20 and payable forthwith or to serve an additional term of four months at hard labour. The fine and costs were paid.

In his remarks, Magistrate Potter said, "One of the outstanding things in this case is the fact that here was a man who was a German prisoner of war, later fought with the Allies, came to this country to become a Canadian citizen and was led into the home of an employer such as this. I can understand how his war experiences might account for the weakness with which he took the treatment. I have no difficulty coming to the conclusion that what happened in that barn is true, and that the accused treated this man exactly in the manner he (Krasnodemski) described". His Worship referred to the regrettable lack of supervision by the authorities in the case of this Polish ex-soldier, observing that apparently no one had taken any steps to see how he was getting along. He expressed the hope that the situation would soon be corrected.

### R. v. Neisz

#### *Abandoning Infant—Child Welfare—Crime Detection Laboratory*

In July, 1946, Saskatchewan Child Welfare Department officials expressed concern over the disappearance of a child that had been born the previous May in a Regina hospital. According to the mother, the infant had been left with the putative father, Paul Clemence Neisz, a farmer near Sedley, Sask., which is 35 miles south-west of Regina. But upon being questioned by child welfare representatives, Neisz was evasive and gave unsatisfactory answers; insisting at first that the child had been returned to its mother and that he didn't know any-

thing more regarding its whereabouts, he later changed his story and said that he had left the infant with a relative whose identity he refused to disclose.

The R.C.M.P. investigation that ensued brought to light a shocking case of dereliction of parental duty that resulted in the death of a helpless baby.

In February or March, 1946, a girl with whom Neisz had been keeping company told him that she was going to have a baby and that he was the father. She asked him to marry her but he refused. Then, in the morning of May 11,

eight days after the baby had been born, she sought out Neisz who was disking in a field on his father's farm and told him that she had left the baby at the house, that it was his responsibility and he would have to care for it. She thereupon departed in a car driven by an unidentified man.

Determined to return the child to its mother, Neisz followed the couple in his own car but failed to locate them. On the way back to his farm he "dropped" the baby in a clump of bushes by the road, then continued on to his home, ate his lunch and worked all afternoon. The baby was left exposed all night, and next morning when he went to look at it he discovered that it had died, so he buried it in a nearby summer-fallow field.

On Aug. 10, 1946, Neisz led the investigators to a sandy knoll about a mile from his home, which he said was the approximate location of the grave but that the exact spot would be hard to find as he had since plowed and harrowed the field. After several hours' digging a badly decomposed body was uncovered.

Thoroughly examined later at the R.C.M.P. Crime Detection Laboratory, Regina, the exhibit was found to be formless—no outline could be traced as disintegration was well advanced and all flesh was reduced to a soapy mass; from the bones, however, the remains were identified as those of a very young human being. There was no suggestion of injury.

The mother stated that she hadn't seen the baby since she took it to Neisz. In July she had written to her parents, whose farm adjoins the Neisz farm, inquiring after the baby's welfare. Her father had interviewed Neisz, but was not satisfied when told that the baby was in safe hands.

Charged with Abandoning a Child Under the Age of Two Years, s 245 Cr. Code, Neisz pleaded guilty before Mr. Justice P. M. Anderson in King's Bench Court at Regina on Sept. 9, 1946, and was sentenced to 20 months at hard labour in Regina gaol. M. A. MacPherson, K.C., of Regina, acted for the defence, and H. E. Sampson, K.C., also of Regina, conducted the prosecution.

### R. v. Roberts et al

*Breaking, Entering and Theft—Safe Blowing—R.C.M.P. Gazette—  
Police Service Dogs—Crime Detection Laboratory*

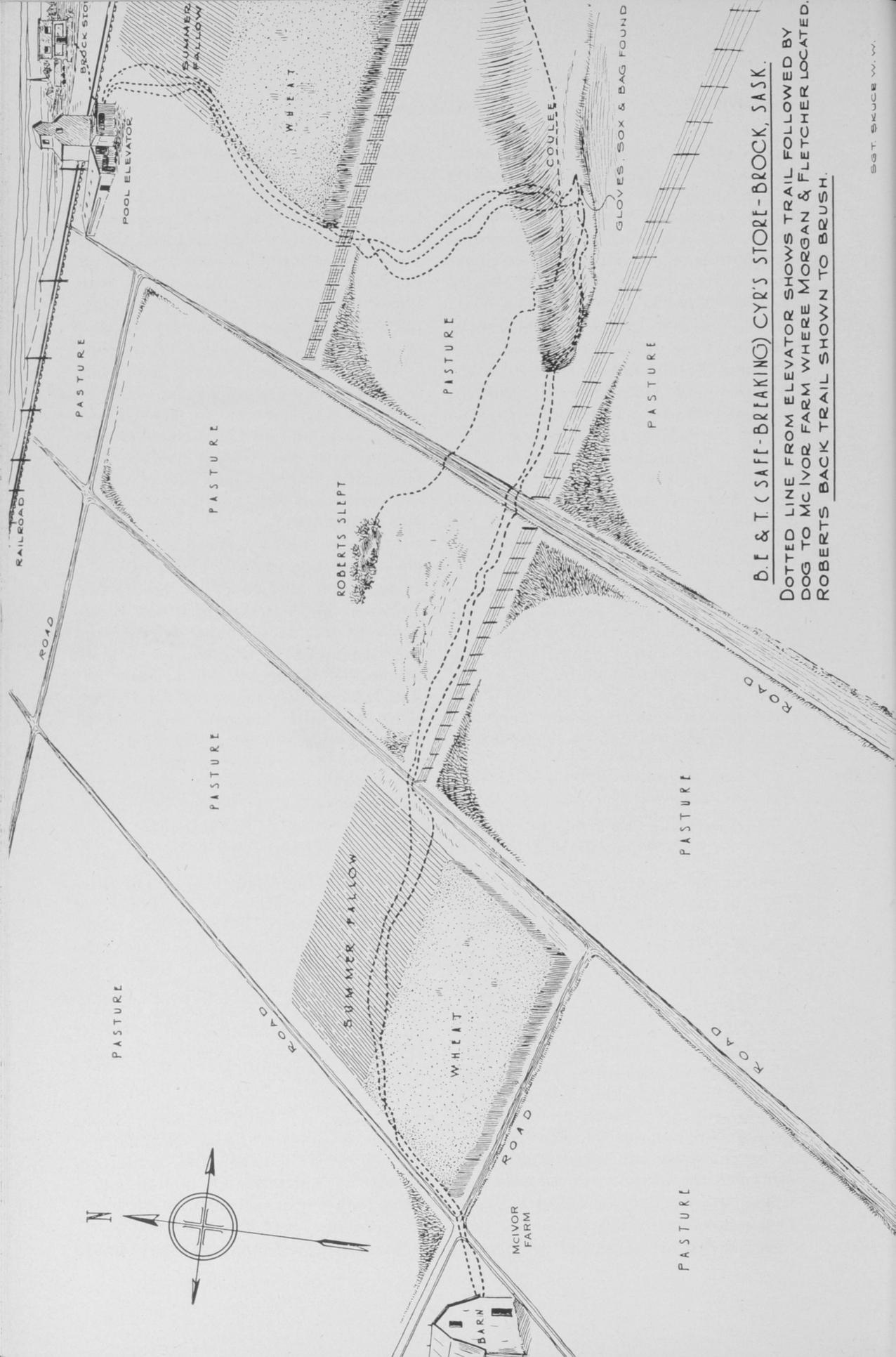
In the hamlet of Brock, Sask., about 2.40 a.m. on May 26, 1946, three sharp explosions sounded from the rear of the general store owned by Philip Cyr. The Chinese proprietor of a restaurant on the corner diagonally opposite the store was checking the day's receipts when he heard three distinct explosions in quick succession and running to a front window of his establishment, peered under a partly-drawn blind and saw three men come out of Cyr's store. He summoned help at once from another merchant across the street and together they gave chase but the unknown trio escaped.

A woman who lived about a quarter of a mile south of the town saw three men run past her place, and her son sub-

sequently pointed out three sets of footprints that proved to be an important clue. A number of other persons awakened by the commotion had seen the lurking figures which they took to be fleeing human forms. Though all agreed that the figures were dressed in dark clothing, none could identify any of them owing to the pre-dawn semi-darkness then prevailing.

Upon being notified, the R.C.M.P. detachment at Kindersley, Sask., passed the word on to adjoining detachments, also to Swift Current and Battleford. Patrols were immediately started, and a sharp look-out for strangers in the locality continued throughout the day.

Investigators found that an outside



B. F. & T. (SAFF-BREAKING) CYR'S STORE-BROCK, SASK.  
 DOTTED LINE FROM ELEVATOR SHOWS TRAIL FOLLOWED BY  
 DOG TO MCIVOR FARM WHERE MORGAN & FLETCHER LOCATED  
 ROBERTS BACK TRAIL SHOWN TO BRUSH.

burglar alarm on Cyr's store had been rendered useless and that the break-in had apparently been effected through a back window quite close to the safe. The front entrance was a double door, with one half only being in use. The glass in the upper panel was broken just above the yale lock, and as it was later learned from one witness that three men were seen at the front door shortly after the explosions, it was assumed that the crime ran something after the following pattern. Entry was made through the back window, the charge was set and then the culprits departed by the front door, leaving it open until after the explosions. The blasts blew the door shut, locking the intruders out. They broke the glass in the door, reached inside and lifted the night latch and hurried inside to gather up the loot.

The safe was blown by the "outside shot" method, and its condition revealed that the explosive charge had been heavy. Soap of a well-known brand was found adhering to the wreck, and samples of it were taken along with specimens of the gypsum lining and enamel of the safe. These were sent to the R.C.M.P. Crime Detection Laboratory at Regina, Sask.

A curious feature of the case was that of the three drawers in the safe, two were untouched, while the third, the one in which money was kept, had been forced open and pilfered. This indicated that someone familiar with the store's routine had committed the offence, or else that the "job" had been well "cased" beforehand.

On top of the debris were some tools stolen from a nearby tool house, which were examined for finger-prints, but none was found. A pair of cotton soap-saturated gloves covered with whiting from the safe lining indicated that gloves had been used before and after the explosions. A wall clock near the safe had stopped at 2.45. The store owner, payer for the Saskatchewan Pool Elevator and for the Reliance Grain Company, esti-

mated that somewhere between \$400 and \$500 was missing.

Meanwhile Police Service Dog Tell was taken to the area where the three sets of footprints were. He immediately picked up the scent and proceeded south through a fallow field into a draw and turned west along a shallow coulee. Here in some low brush he located a crumpled paper shopping bag. Continuing west he crossed a highway, led the way into more pasture, crossed another road, passed on through still more pasture, then south-west through summer-fallow and a wheat field. It was noticed that only two sets of footprints were now visible. The dog kept on, turned south along a ditch, traversed a road intersection, entered a farmyard and came to a halt before a large barn. In all he had trailed four or five miles.

The investigators searched the barn and came upon two strangers hiding in the loft, completely hidden under wheat sheaves. Hitch-hikers, they said they were; but through the *R.C.M.P. Gazette* index, they were identified as Robert Morgan and Lawrence T. "Sonny" Fletcher, two well-known safe blowers. Their shoes bore traces of mustard oil, a favourite defence of experienced criminals against police dogs.

Back at the coulee in the first pasture, Police Service Dog Ignatz was put to work, and in nearby shrubbery found three pairs of socks and a pair of soap-smearing gloves. Upon being examined by laboratory experts, the soap was found under microscopic, chemical and spectroscopic analysis to be chemically similar to the type taken by the investigators from the safe in Cyr's store. It is believed that the discarded socks had been worn over the footwear of the culprits while in the store and afterwards in a vain attempt to ward off the scent from their trail.

Next day a patrol noticed a stranger walking through the field where the shopping bag, socks and gloves had been discovered. Upon being questioned, he

stated that he had spent the night in the elevator at Brock, but Police Dog Tell back tracked and established that he had slept in a large clump of buck brush in the adjacent field. He was identified as Philip Joseph Roberts, and his shoes also had oil of mustard on them.

The footwear of all three suspects fitted exactly into the footprints found in the fallow field; and a store-keeper in Netherhill, Sask., recognized Morgan as a purchaser of eatables on May 25. Roberts, Morgan and Fletcher, who incidentally at the time of their capture were wearing dark-coloured clothing, were held in custody while an extensive search for the missing money was carried out, but all efforts to find it failed.

On Apr. 2 and 9, 1947, at Kindersley, the accused appeared in King's Bench Court before Mr. Justice W. G. Ross



**Reg'n. No. 24-K,  
Police Service Dog  
Tell.**



**Reg'n. No. 142-U,  
Police Service Dog  
Ignatz.**

and jury, charged with Breaking, Entering and Theft, s. 460 Cr. Code, and pleaded not guilty. The prosecution counsel were W. M. Rose, K.C., agent of the Attorney-General at Moose Jaw, Sask., and R. J. Tracy, agent of the Attorney-General at Eston, Sask., while the defence was conducted by E. Hall, K.C., of Saskatoon, Sask.

This is believed to be the first case in which evidence of dog tracking was admitted in a high court in Saskatchewan, and of special interest therefore are the following remarks of His Lordship in his charge to the jury:

"Now we come to the evidence of the actions of the dogs, particularly that of 'Tell'. I am prepared to hold that this evidence is admissible. It was not objected to by counsel for the defence, and it is a part of the evidence before you. The weight of such evidence is, of course, entirely for you to decide. If the evidence were not supplemented by other evidence implicating the accused, I would advise you to receive it with caution, because of the chance of error in the actions of the dogs.

"Here I do not see any chance of error. I have been working with dogs all my life, and I have the utmost confidence in their ability to do the particular tasks they are trained for without error.

"You are not, however, dependent in this case on the evidence of the actions of the dogs in itself. There is also the infallible evidence that when the men were apprehended, their shoes were taken from them, and all were smeared with oil of mustard. These shoes were then fitted into the tracks made by the three men who ran away from the store, and found to compare".

(The question of dog-tracking evidence is discussed in 6 R.C.M.P.Q. 259, 7 R.C.M.P.Q. 381 and 11 R.C.M.P.Q. 88.)

All three accused were found guilty and the following terms of imprisonment meted out: Roberts five years, Morgan four years, and Fletcher two years one month—all in Saskatchewan Penitentiary, Prince Albert, Sask., sentences to date from Oct. 26, 1946.

After his conviction, Fletcher admitted that he and his companions had committed the crime.

### R. v. Scott et al

#### *Conspiracy at Common Law—Illegal Exportation of Cattle—Infractions of Quarantine Regulations of Animal Contagious Diseases Act*

Investigations that set the wheels of law enforcement turning at several points in Ontario began in January, 1946, when complaints were received by the Veterinary Director General of the Health of Animals Division, Department of Agriculture, that certain drovers in the Belleville, Ont., district, apparently in collaboration with one or more accredited veterinarians, were violating the cattle quarantine and export regulations of the Animal Contagious Diseases Act. R.C.M.P. investigators were called in after it was discovered that ear tags from cows belonging to an accredited area had been used to facilitate the exportation of cows that had not passed the required tests for tuberculosis and Bang's disease and therefore were ineligible for export.

The regulations lay down that dairy cows from non-accredited areas—areas in which the incidence of tuberculosis is more than one-half of one per cent—cannot be exported without first undergoing two T.B. tests with a 60-day interval between them; cows from accredited areas, on the other hand, are exportable without delay after only one T.B. test.

Incidentally, the percentage of tuberculosis is established by periodic tests, known as General Tests. All the cattle in the county are ear-tagged when the first general test is made, and natural additions to herds are similarly identified on the occasion of future tests. The ears of T.B. reactors are punched with the letter "T" and the animals are later

slaughtered under supervision, the owners being compensated by the government. If a general test shows less than one-half of one per cent, the county is declared an accredited area for three years, and if it shows less than one-fifth of one percent the period is extended to six years. Once a general test starts, the county becomes a Restricted Area to which no cattle are admitted unless a test proves them to be free of tuberculosis; such additions to the area are ear-tagged at the time of entry and isolated for 60 days.

Under the existing system ear tags are the Department of Agriculture's sole means of identifying cattle, and consequently the department must rely absolutely on the integrity of the accredited veterinarians whose duty it is to test the animals to be exported.

S. 73 of the quarantine regulations reads:

"Any unauthorized interference with animals after inspection, whether by substitution or otherwise, or any other evasion, or misrepresentation, will be deemed a breach of these regulations".

S. 91 reads:

"No person shall remove an official identification eartag affixed to an animal by an inspector except under authority of the Veterinary Director General".

The present investigation disclosed that veterinarians, drovers and American cattle buyers, acting in concert, had committed numerous infractions. To circumvent the regulations cattle were herded from Hastings county (a non-accredited area) into Prince Edward county (an accredited area), charts were falsified and ear tags substituted, it being purported that the animals involved were natural additions to the herds of the latter county and therefore eligible for immediate shipment into the United States. In some cases blood samples from known healthy cows had been offered for testing purposes and accepted as having been taken from animals that otherwise would have been ineligible; in others ear tags, which represented cows eligible

for export, had been affixed to ineligible cows.

The investigation embraced several localities, and involved: three veterinary surgeons—Dr. Stanley H. Shippides of Wellington, Ont., Dr. George L. Brown of Selby, Ont., and Dr. Hugh J. Cairns of New Hamburg, Ont.; four cattle dealers—Harry O'Neill, Fred A. Scott, and Michael Levine all of Belleville, and Samuel Levine of Outremont, Que., three American cattle buyers—George Lisker and Leon Switt of New Jersey and Hyman L. Myers of Waterbury, Vt.

Of more than passing interest to the police are the charges preferred against the conspirators. Procedure under the Animal Contagious Diseases Act being by way of summary conviction, prosecution under the Act of offences against it is outlawed by the Statute of Limitations after six months of their commission. Nor can the charges be properly laid under s. 573 Cr. Code as this section applies only to indictable offences. However, conspiracy is an indictable offence at common law, which is not subject to the Statute of Limitations and under which offences can be prosecuted by virtue of s. 15 Cr. Code; authority for this is found in *Archbold's Criminal Pleading, Evidence & Practice* which under the heading Conspiracy and Common Law lays down at p. 1427 (28th edition) that:

"Every agreement between two or more persons to commit any offence is conspiracy, and indictable whether the offence is punishable on indictment or on summary conviction. *R. v. Pollman*, 2 Camp. 299; *R. v. Whitchurch*, 24 Q.B.D. 420; 59 L.J.M.C. 77; 16 Cox 743; *R. v. Connolly*, 79 L.J.K.B. 90; 3 Cr. App. R. 29; 26 T.L.R. 31".

The general wording of the informations follows:

". . . that—, in or about the counties of Hastings and Prince Edward in the years —, and the month of—did unlawfully conspire with—of—to do unlawful acts to wit: to violate regulations made by the Governor General in Council, under the



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# *MAPPIN'S*

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Animal Contagious Diseases Act, Revised Statutes of Canada, 1927, c. 6".

In all the cases M. Robb of Belleville acted as special prosecutor for the Department of Agriculture and the Minister of Justice.

Indications were that in January, 1946, Scott, Switt, Lisker and Dr. Shipsides had conspired together to violate the cattle export regulations. Scott had removed ear tags from cattle belonging to an accredited area but sold for slaughter and used them to facilitate the exportation of ineligible cows; he had permitted the use of his barn for the effecting of this substitution and for the bleeding of healthy cattle by Dr. Shipsides who passed off the blood samples as being from other cattle intended for export; he also forged signatures of farmers on identification slips that provided for the issue of new ear tags by the veterinary. Dr. Shipsides submitted the false blood samples to Kingston, Ont., for laboratory tests, and made up false certificates from a list of ear tags

given him by Switt so that Scott could export ineligible cows to Lisker.

In the case of O'Neill and Myers, who conspired to export two cows that had been rejected by the American veterinary inspector, O'Neill had two other of his cows tested and, with his consent and in his presence, Myers removed their ear tags and appended them to the ears of the rejected cows which then were re-shipped and passed inspection.

At Belleville on Sept. 9 and 12, 1946, respectively, both men pleaded guilty to separate charges of Conspiracy at Common Law before Magistrate T. Y. Wills. O'Neill was fined \$75 and \$3.50 costs or in default 30 days in gaol, Myers \$300 and \$2.50 costs or 30 days in gaol, the fines and costs in both instances being paid.

On Oct. 24, 1946, Switt appeared voluntarily at Belleville before Magistrate Wills and pleaded guilty to Conspiracy at Common Law. He was ordered to pay a fine of \$1,000 and \$3 costs or

in default to serve three months in gaol. The fine and costs were paid.

Both Scott and Dr. Shippides admitted part of their guilt when questioned, but upon arraignment for preliminary hearing on charges of Conspiracy at Common Law they pleaded not guilty and elected trial by jury. Each was committed for trial and released on \$5,000 bail, but subsequently both re-elected for a speedy trial and pleaded guilty before Judge W. S. Lane in county Court at Picton, Ont., on Jan. 8, 1947. Counsel for Scott and Dr. Shippides were R. A. Pringle of Belleville and C. R. Widdifield, K.C., of Picton, respectively.

Prosecution evidence was to the effect that cattle from Hastings county were moved into Prince Edward county and exported as cattle raised there.

Testifying for the Crown, Switt explained that export certificates for ineligible cows that he had bought were secured when the falsely-represented blood samples were approved and tags from tested cows were placed in the ears of the ineligible cows which were then shipped to New Jersey.

On the witness stand, Dr. H. M. Younghusband, Belleville veterinary, told of inspecting accredited and supervised herds in the Belleville area, the owners of which had sold cattle to Scott. Some of the cows, he said, were unsuitable for export because of their age or physical condition, but their ear tags later appeared on the records of cattle that had been exported.

Dr. Moynihan, district veterinary inspector, told the Court of the department's system of administering the regulations, and of the instructions sent out to accredited veterinarians regarding their duties when testing cattle for export. His department, he said, had endeavoured to raise the status of Canadian export cattle, nearly 70,000 head of which had gone to the United States during the past fiscal year. This meant considerable revenue to Canadian stockmen and if irregularities continued the

market was in danger of being lost, he concluded.

Both accused were fined \$1,500 or in default ordered to serve six months in gaol; the fines were paid.

"You must realize that your profession is an honourable one and one calling for fullest integrity", stated His Honour as he passed sentence on Dr. Shippides. "You must also realize that the type of evasion of export regulations brought to light in this Court could not be done without the assistance of a veterinarian."

To Scott, the Court commented that his offence was not against one individual but society at large and the efforts of the department to maintain an export market for Canadian cattle.

The investigation also disclosed collusion of a similar nature between Dr. Brown and Michael Levine. In November, 1945, Dr. Brown helped prepare a shipment of 21 cows not eligible for export by showing opposite a list of ear tags for them a list of ear tags of cattle that were eligible for export according to Levine's charts. Knowing them to be ineligible, he then tested the cows and abetted in their exportation with ear tags substituted by Levine.

When first questioned in May, 1946, Dr. Brown gave a signed statement in which he admitted his part in the foregoing transaction and Levine first denied then made a partial admission in July, 1946. But on Jan. 7, 1947, in separate trials before Judge Lane at Belleville, both accused pleaded not guilty to Conspiracy at Common Law. Counsel for Dr. Brown was H. L. Rowntree of Toronto, Ont., while Mr. Pringle acted for Levine, with Marcel Marcus, K.C., of Montreal, Que., acting in an advisory capacity.

When the Crown produced the signed statements, defence counsel argued that they were inadmissible as evidence, but the Court, after a "trial within a trial" to determine the issue, overruled the objection and held that the statements were voluntarily given and therefore admissible.

As at the trials of Scott and Dr. Shippersides, Dr. Moynihan gave facts regarding Canada's cattle market with the United States, and told of the department's system of administering the regulations, stressing the point that the integrity of the accredited veterinarians was a most necessary factor in their administration. After explaining that ear tags were distributed through district offices to accredited veterinarians whose duty it was to use them when registering natural additions to herds or to replace lost tags, he said that he knew of no way by which Levine could legally have a supply of loose tags in his possession. Witness declared that it was only through a close check being kept by the department on the health of export cattle that the present export trade to the United States had been built up and maintained. "It is the veterinarian's duty when testing cattle to inspect the tags to see that they have not been tampered with", he concluded.

No defence was offered on behalf of either defendant. Both their counsel argued that there had been no evidence of a pre-arranged scheme or "meeting of the minds", which constituted the essence of conspiracy, and therefore moved for non-suit at the conclusion of the prosecution's case.

Crown counsel, however, satisfactorily rebutted this contention and each accused was convicted and ordered to pay a fine of \$1,000 or in default to serve six months in gaol; the fines were paid.

In sentencing Dr. Brown, Judge Lane pointed out that in the evidence before him there had been nothing to show substitution of blood samples as had been in the case against Dr. Shippersides. "However", he continued, "you knew what was going on; you knew of the substitution of ear tags and assisted in it to a degree. As a professional man, the certificates you make out do not warrant that kind of work. Your offence has been one against the Belleville district and against the cattle export trade."

Also bared by the investigation was collusion between Dr. Cairns and Sam Levine in which the former prepared false charts, listing ear tags of cattle supposedly tested, and gave loose ear tags to Levine to use as he saw fit. The investigation brought out that Dr. Cairns had completed certificates for cows before examining the animals. Several of his charts showed discrepancies, and different instances of the misuse of ear tags and charts were revealed.

Charged with Conspiracy at Common Law, both accused were arraigned at Woodstock, Ont., before Magistrate R. G. Groom on Feb. 26, 1927. The veterinarian pleaded guilty and later gave evidence for the Crown in the case against Levine who, defended by H. L. Hagey of Brantford, Ont., pleaded not guilty.

Manipulation of ear tags makes the certificates of the department worthless, said Dr. Moynihan, testifying for the prosecution. Our export trade is tragically jeopardized when cattle are exported out of this country without being properly tested. Since these irregularities have been discovered the State of New Jersey has refused to accept grade cows and will take only purebred cattle from listed herds.

Levine was ordered to pay a fine of \$1,000 and \$85 costs or in default to serve six months in gaol; the fine and costs were paid. Dr. Cairns was ordered to pay a fine of \$1,000 or in default to serve six months in gaol, and the fine was paid.

In all probability some of the cows illegally exported, perhaps all of them, were healthy and sound; there does not appear to have been any deliberate attempt to export diseased cattle. Seemingly the unlawful tactics set forth here to get around the regulations were adopted by the conspirators merely to expedite matters in their own interests by avoiding the 60-day interval and its attendant expenses.

# *Restoring Order Among the Civil Populations of* War-Torn Europe

by SGT. R. J. KIDSTON, M.B.E.

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**“When the Nazi war machine rolled over Europe, an immense civilian problem was created. That a similar though greater problem would attend the subsequent process of liberation was realized and it was given a prominent place in the planning for invasion. . . . For that purpose, and to assist in re-establishing with a minimum of delay some degree of order in Europe, the formation of the Civil Affairs Branch of the army was commenced.”**

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**I**F THE effects of warfare could be confined to the military forces opposing each other and the generals had only the enemy to contend with, their problems would be fewer and it is probable that the conflict would be shorter. Directly or indirectly and with varying force, war strikes the civilian population, however, and the scope of contributing factors to the battle is widened. The sequence of cause and effect created by the first shot does not terminate with the suffering of innocent non-combatants. The starvation of civilians, the destruction of their homes, and the death and injury caused among them, result in repercussions harmful to the fighting troops. The health of the soldier may be affected by epidemics and the spread of infection, military movement may be hampered, and army resources may have to be diverted to civilian relief purposes.

The means for dealing with the effect

Reg. No. 10,400, Sergeant Kidston went Overseas with No. 1 Provost Company (R.C.M.P.) (See 12 R.C.M.P.Q. 102 & 230.), and held the rank of major in that corps. Early in 1944 he was posted to the Civil Affairs Branch and from September of that year until the spring of 1946 served as a senior public safety officer in France, Belgium, Holland and Germany. In Holland he was responsible for the reconstruction of the police forces of both the city and province of Utrecht and in Germany experienced the difficulties of police work under the abnormal conditions then prevailing.

of war on the civilian at home is available in the national administration, but within the theatre of operations the problem thrusts itself upon the military commander who, until the recent war, had no particular remedy or special machinery for its solution.

Until well into the 19th century, a warring general gave little thought to the hapless people whose homes, property and means of sustenance were destroyed. When they interfered with the operations in any way, they were ruthlessly swept aside. If little pity was wasted on them, even less thought was given to them as being a potential source of assistance to the army, beyond the immediate but temporary feeding of men and horses. The pillage of field and barn and the slaughter of stock was a usual complement of war, while the looting of homes was a traditional prerogative of the soldier. The civilian was an unavoidable nuisance; it was unfortunate if he suffered, but there was no place for him in a battle.

With advancing years and the progress of man's invention and development in the art of war, regions directly affected by the combat became greater in extent; more civilians were involved, the maintenance of an army became more complicated and the reaction of the civilian situation on the military forces began to be felt with increasing gravity. It became a matter of such magnitude that it could

be ignored no longer. Furthermore, the codification and almost universal ratification of the Rules and Usages of War at the Hague Convention placed upon the military commander certain limitations of conduct and mandatory responsibilities which ended the dependence of the civilians' fate on the general's conscience or decision. Now, not only was it necessary to take measures to prevent any interference with military operations, but international laws decreed that civilians should receive a certain degree of assistance and protection.

Even so, until as recently as the outbreak of war in 1939, the matter was still considered so relatively unimportant that it could be dealt with without the provision of a special branch of the army. Throughout the Great War of 1914-18, it continued to be viewed in a negative way and no constructive thought was given to the organization of a branch of the army which would be particularly devoted to the control and welfare of the civil population. At that time, since no exhaustive examination of the subject had been made, only a few general aspects were outstanding, such as the emergency care of refugees and the restriction of their use of roads needed for military traffic. These tasks were taken care of by town majors and the Provost Service. The advantages of relieving the army proper from the nuisance of civilians, leaving it free to fight the enemy, had not been fully considered, neither had the proposition that the civilian might be turned from a liability into an asset.

When the Nazi war machine rolled over Europe, an immense civilian problem was created. That a similar though greater problem would attend the subsequent process of liberation was realized and it was given a prominent place in the planning for invasion. This time it would not be a question of a few thousand refugees making their way to the rear, of towns and villages destroyed within the limits of comparatively static battle lines as was the case in the previous war.

The overwhelming success of the German armies had brought about total enslavement of whole nations, the imposition of new administrative systems, mass movements of populations, and a drastic disturbance of every phase of life. It was obvious that the vast-scale operations planned for the defeat and eviction of the Nazis would aggravate conditions already existing with further devastation, hunger and misery, the destruction of transport systems and industry, and widespread chaos to a point almost beyond imagination. It was seen that an extensive, highly-developed means of preventing the civilian situation from impeding military operations would be required. For that purpose, and to assist in re-establishing with a minimum of delay some degree of order in Europe, the formation of the Civil Affairs Branch of the army was commenced.

\* \* \*

RECORDS of the three services were examined and certain officers with special qualifications were given the opportunity of entering the new field of work. Later, as the organization developed, applications were called for generally and officers whose experience in civil life made them suitable for the work were posted to Civil Affairs for training.

In 1943 the Civil Affairs Staff College was opened under conditions of extreme security measures at Wimbledon, a London suburb famed for its "common", an area of open parkland, and its tennis courts. In several large mansions, which a few decades ago had been the fashionable homes of prosperous London merchants, candidates for the new branch went through exacting three-month courses of testing and instruction. The directing staff included nationals from every European country occupied by the enemy, instructors who in peacetime were leading figures in civil administration, police and fire departments, economics, law, public utilities and other callings, and army officers expert in staff

duties, military organization, supply and certain other military subjects.

In addition to its instructional role, the Wimbledon establishment formed the centre of Civil Affairs research and planning. The latest intelligence on conditions in Europe was received there while every particle of information painstakingly extracted from cooperative prisoners of war, civilians who had managed to slip away from the Continent and from Allied personnel who had escaped from Nazi P.O.W. camps, was filed for study and reference and a mass of up-to-date knowledge slowly accumulated. With this information, planning and training were carried on in a positive and practical manner and some assurance was provided against placing the Civil Affairs organization on the ground when the time came with a mere technical and theoretical knowledge only.

Similar to the practice prevailing at other senior military schools, the system of instruction at Wimbledon divided the attending officers into groups or "syndicates", of about six students each. These syndicates formed convenient units for study, discussion, the execution of practical schemes, and for the collective solution of certain problems. Officers joined their syndicates for all lectures and instructional periods of general interest, but for special subjects they were further divided into functional and regional groups. Thus all public safety officers would receive instruction together on police subjects during functional periods, while for regional lectures each officer would attend the particular one devoted to the country for which he was destined.

In selecting the members of syndicates, the aim was to include in each officers of different functions and varying civil experience. For example, a syndicate might contain a lawyer from South Africa, a Norwegian naval officer, a police officer, an assistant curator of a museum, the municipal engineer of a large American city and an executive of

a food distributing concern, each of whom in addition to his peacetime calling had had experience in different branches of the armed forces.

As a result of this excellent system, each syndicate had a variety of experience to draw upon in the solution of school problems while in addition, the individual benefited from extra-mural instruction and an interchange of useful knowledge.

On completion of the course at Wimbledon, student officers either returned to their military units or appointments to await a call or were posted to the C.A. Mobilization and Training Centre at Eastbourne on the south coast of England. There they were employed in specialized training of junior officers and other ranks, the collecting of equipment and transport and in preparations for Overseas action.

\* \* \*

THE purpose of the new branch was "to assist the military commander in the defeat of the enemy"; a direct and uncomplicated object upon which initial action was predicated and all policy was founded. The role of the organization was essentially military and positive; it was concerned not with mitigating the effect of war on the civilian but with limiting the effect of the civilian on the army. From that simple principle, primarily intended to cover such urgent contingencies as the control of refugees and recruitment of labour to repair roads, the plan expanded in logical sequence, as the military situation permitted, to include every feature of life where an improvement of the civilian's state would have a counter-effect favourable to the army. Thus the provision of food gave strength for labour and lessened the possibility of interference with army rations; the establishment of a police force released troops from guard duties and facilities for religious worship and social activities raised morale to the general good.

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An analysis of the organization reveals its scope and complexity and illustrates clearly how important it is in the scheme of warfare today. The organization of Civil Affairs is based upon the following divisions and sections:

*Military Government Division*

Public Safety (Police, Intelligence, Fire, Civilian Defence, Subversive activities)

Legal

Education

Custody of Allied and Enemy Property

Fine Arts and Public Monuments

*Financial, Banking and Currency Division*

*Economics Division*

Trade and Industry

Agriculture

Labour

Salvage

Fuel

Distribution

*Public Services Division*

Public Works

Transportation (Railways, Shipping, Road Vehicles, Canals)

Telephones, Telegraph, Radio

Postal Service

*Public Welfare Division*

Health

Housing

Emergency Relief

General Welfare

Under the name Allied Military Government of Occupied Territory, the new branch of the army made its first appearance during the invasion and occupation of Sicily. All those engaged in it were military personnel drawn from the British and U.S.A. forces to receive the special Civil Affairs training.

During the earlier campaigns against the Italians in the Somalilands and in Abyssinia, the civil administration had been conducted by members of the Colonial Civil Service and officials brought in from the Union of South Africa and British possessions in East Africa. In Eritrea, Libya and Tripoli an improvised organization known as the

Occupied Enemy Territories Administration, operated under the Commander-in-Chief Middle East but it was not essentially military in composition or character. Again, certain work of a Civil Affairs nature was undertaken in Morocco and Tunisia by the North Africa Economic Control Board, but this also was a civilian body.

The invasion of Sicily was the first operation where the civilian problem was handled directly by the army, with its own personnel specially selected and trained for the purpose. By the time the Allied forces crossed over to Italy the newly-fledged organization had proved its worth and, with its title simplified to Allied Military Government, it continued to develop and to improve in design as experience revealed the need for additions or modifications.

The degree to which forward planning was carried by the new branch is illustrated by an undertaking carried out at Manchester during the early summer of 1944. For two months a number of officers from the U.S.A. and British C.A. organizations assembled at the American C.A. centre and collaborated in producing plans for the operation of Civil Affairs in the zones to be occupied by the British and U.S. in Germany. So detailed were the plans and information required to be that it was known as "pin-point" planning. Each officer was given a special assignment in accordance with his particular qualifications: one, for instance, would apply himself exclusively to the industrial economy of an area, another to the police and fire organization, while a third investigated the railroads and canals. It was the task of each to collect all the information he could find on his subject, even to the smallest detail, to index or tabulate the data and finally to prepare a comprehensive paper.

A library contained many reference books, guide-books, directories and records dealing with the German localities under survey. A staff of translators was employed and certain German



**Maquis  
welcome  
the  
liberating  
troops.**

nationals were present who could be consulted to obtain first-hand information on specific points.

One large room was given over to an extensive collection of maps including street maps and plans of establishments and installations. Aerial photographs of all important places provided most valuable information as they were sufficiently enlarged to show individual buildings or their sites.

Most of the time each officer worked alone, extracting and assembling the information concerning his particular subject, but the data obtained was deposited without delay in a central filing system so that it became generally available. Daily conferences of those officers dealing with each area provided a medium for interchange and coordination of facts and resulted in the maintenance and enlargement from day to day of a comprehensive picture of civilian life in the zones of Germany which the British and U.S. forces were to occupy.

At the outset the plan had been viewed with some misgiving as to its workability and usefulness but on its completion the results were considered to be of value far in excess of the time and effort spent in obtaining them. Useful knowledge was obtained on the numbers of detachments and specialist officers likely to be required and where they should be placed to the best advantage; the probable locations of headquarters and supply dumps were selected, and detailed plans were made possible for placing the C.A. network on the ground with a minimum of delay and confusion. In addition and perhaps of even greater value was the detailed information on local situations which had become available for the use of C.A. detachments taking over control of almost any place in North-west Germany. To the officers engaged in it, the work had given a fund of facts likely to be of great assistance in the jobs to which they had been assigned. An administrative medical officer, for example, knew where

he might find hospitals, convalescent homes, drug stores, X-ray equipment and so forth while a police officer, whose duty it would be to reorganize the police in the cities and rural districts of a particular area, knew where police headquarters, stations, offices and barracks might be found, the strength, type and rank of personnel involved, and even had some knowledge of individuals.

\* \* \*

WHEN Fortress Europe's West Wall was breached on the coast of Normandy and the Allied armies pressed on through France, Luxembourg, Belgium and Holland, Civil Affairs came fully into its own and the importance of its duties and the necessity for the extent of its organization were forcibly demonstrated.

Crossing the frontiers into Germany, the liberating advance of the Allied forces changed to a march of conquest. Civil Affairs, its character undergoing some changes, became the civilian administrative arm of the military government imposed upon a defeated nation.

The Americans entered the war with the nucleus of a Civil Affairs branch, for ever since 1862, when Federal forces captured New Orleans and found it necessary to take over the administration of a large populous city, the importance of the civilian problem and its relation to fighting a battle had been appreciated and given attention.

In the British Army and the Canadian Army, Civil Affairs is not a branch of the Staff but a "service" comparable to the Medical Service and the Provost Service, while in the United States Army it forms the fifth staff division. At Supreme Allied Expeditionary Force, where the British and American Armies were united under the command of General Eisenhower, Civil Affairs was designated as the fifth division of the Staff, taking its place with the others in planning the war, advising the Supreme Commander on its own particular functions, and dictating internal policy and

technical instructions to its organization in the field.

The difference in the designation of Civil Affairs as a Division of the Staff in the U.S. Army and a Service in the British Army does not indicate divergent views of its importance but merely points to a variance in the two organizational systems. Below G.H.Q., the British Army adheres to its time-honoured system of three branches: "G"—General Staff Branch (operations, intelligence, organization, training and tactical movement); "A"—Adjutant General's Branch (personnel, promotion, discipline and medical services), and "Q"—Quartermaster General's Branch (accommodation, supply and transport). The American staff has a slightly different arrangement of components under five divisions, i.e. G1, G2, G3, G4, and Civil Affairs, G5.

In each case, Civil Affairs is a positive integral part of the Staff and is recognized as a vital factor in military operations. It is not a semi-civilian, minor appendage to the army whose activities are considered of no great importance. Its personnel is composed of members of the armed forces who, selected for their particular knowledge and ability in the Civil Affairs field, continue to be soldiers and to perform military duties.

Civil Affairs work is directed by staff officers at H.Q. of formations who are in close contact with "G", "A" and "Q", while the executive work in the field is done by detachments composed of Civil Affairs officers and other ranks stationed in cities, towns or areas. The size and functional constituents of a detachment vary with the particular circumstances of the task involved but the "basic" detachment employed on general C.A. work consists of four officers and a small number of other ranks who perform the duties of clerks, interpreters, cooks, batmen and drivers.

In a basic detachment the multifarious duties are divided roughly into two: Administration and Public Safety. Usually a major (Administration) is in com-

mand of the detachment with one captain (Administration) and two public safety officers, a captain and a lieutenant, to complete the team. The Administration side deals with the internal affairs of the detachment and with general Civil Affairs work such as municipal government, food, commerce, housing, labour and education. The public safety officers, who invariably have had previous police experience, are responsible for the indigenous police force and its work, the fire-fighting organization, all matters relating to the restoration and maintenance of law and order and the process of detecting and eradicating Nazism and other subversive elements.

\* \* \*

WHILE hostilities were in progress, basic detachments went forward with the van of the advancing armies to

deal with communities as they were overrun, and with refugees, displaced persons, concentration camps and special installations as they were encountered. Such detachments landed on the beaches of Normandy with the first assaulting troops and dropped at Arnhem with the airborne divisions.

As the enemy was forced back and the liberated territories became greater in extent, the work of the Civil Affairs detachments progressed from emergency first measures to functions of increasing scope in restoring the normal every-day course of life and the economic resources destroyed, damaged or paralyzed by the tide of battle. The smooth running of modern life is interrupted to some extent if any one of its complexity of parts is impaired and in Europe not just one but every feature of the machine had been

**. . . control of civilians. Inhabitants of a newly-captured town being rounded up, while enemy fire is still in progress.**





**Housing problem. Hannover five months after the last bomb fell.**

smashed or thrown out of gear and a vicious circle of needs and deficiencies was created.

The prospect which greeted a detachment when it wheeled into a newly-captured town was indeed usually a discouraging one. Street fighting might still be in progress at the other end, an occasional zing of a sniper's bullet effectively curtailed movement, buildings were burning, streets were blocked by tumbled masonry, and there was little sign of the civilians with whom Civil Affairs had come to deal. Usually, in such cases, where localities had been fought over, almost all the inhabitants had been evacuated or had fled and there was not much that Civil Affairs could do until the battle had passed on and conditions quietened and became safer. In the meantime the Army Fire Service dealt with the blazes and the Engineers with their heavy equipment cleared roadways along the main thoroughfares to open a route for the convoys.

Soon the civilians began to appear, singly at first, dazed and fearful, then in increasing numbers until there were sufficient to establish some form of administration and to get the wheels turning again.

In newly-liberated towns and cities of friendly nations where no fighting had taken place, the situation, although different, presented no less a problem for Civil Affairs. Invariably a state of turbulent disorganization existed which continued for several days before the unflagging efforts of the detachment and hurriedly-appointed officials began to take effect.

Immediately the iron hand of the enemy was lifted, the underground resistance movement sprang up to seize control, and a witch hunt for Nazis and collaborators began. Many of the civic officials, the senior officers of the police and fire departments and leading citizens who had collaborated with the Nazis, fled with the enemy and those who could

. . . hungry,  
homeless . . .  
a German  
family returns  
to its home town.



be found were clapped behind bars or shot out of hand. It was not easy to replace them. However courageous and energetic the underground leaders might be, they were seldom capable of filling the vacant positions in the civil administration. Their followers, energetically engaged in rounding up their erstwhile oppressors, administering immediate and violent punishment to some (like shaving the heads of women offenders) served only to add to the confusion.

The first tasks of the Civil Affairs offi-

cers were to meet the leaders and to effect the appointment of a mayor, a chief of police and other officials to whom responsibilities for the various departments of the local government could be handed. In addition to the difficulty of finding individuals with the necessary qualifications, complications appeared as local factions who had worked together against the common enemy now separated and manoeuvred for control.

After a few days, however, and a pro-

**Friends of Fritz. Women collaborators in a French town are paraded in the square, shorn of their hair and made to sing the national anthem.**





The Dutch fuhrer, Anton Mussert, and his personal bodyguard guarded by members of the *Marechaussee*, the national police force of Holland.

cess of trial and error, an acceptable administration usually began to function and a sufficient degree of order was established to permit the problem of reorganization to be tackled in detail.

As a part of the army organization, the Civil Affairs detachment was under command of the local military commander on whom the ultimate responsibility for all matters in his area devolved, the detachment commander having a position on the Staff as adviser on civilian affairs. In practice, Civil Affairs had a free hand in its own field of activities and although the military commander was kept fully informed of the situation from day to day no matters were refer-

red to him unless they directly concerned the army or his assistance was required.

At first considerable call upon the army was made to provide patrols and guards, transport for civilian supplies, and for technical assistance from the Engineers and Signals to restore roads, bridges and communications; but the demand diminished as the efforts of Civil Affairs produced results.

The policy in liberated friendly territories was to encourage the indigenous authorities to take control as soon as possible. Often this was accomplished in a matter of months. Four or five months after the German surrender in the Netherlands, for example, the major-

. . . the life stream of a nation . . . A railway junction anywhere in Germany.





**Military Government officers and German officials at the reopening of a district court.**

ity of Civil Affairs officers had been withdrawn from that country and had gone forward into Germany leaving behind only a skeleton organization to provide liaison and special assistance where required.

\* \* \*

**I**N Germany, Civil Affairs duties were fundamentally similar to those in liberated Europe, but there was a marked difference in policy and attitude. The United Nations entered and occupied Germany as conquerors, not as liberators; the title "Civil Affairs" was changed to "Military Government" and the plans of the organization were based on a long term policy.

In France, Luxembourg, Belgium and The Netherlands, the sympathetic offer of assistance and the open hand of friendship had been the key-notes of relations between Civil Affairs and the people of those countries; but in Germany cooperation and obedience were demanded; sterner, more exacting measures were

taken and little sympathy was given to the "master race".

Hostility, sabotage and only grudging compliance with instructions had been expected from the Germans but in fact the attitude encountered was docile and subservient.

When the surrender came and the Allied columns passed through the German lines to fan out over the country, a fuller realization was obtained of how completely the Nazis had been defeated. Germany was smashed. The arrogance of the invincible armies which had poured over the frontiers in 1939 and 1940 was not to be seen in the masses of dejected prisoners herded together in vast concentration areas. The Luftwaffe and the German Navy were finished. The life-blood of the nation ceased to flow along clogged railways, roads and waterways. The great cities, without exception, towns and even small villages were dumps of rubble and tottering ruins. The German people were hungry,

stunned, leaderless and fearful, with no fight left in them.

At all levels servility and obedience were accorded Military Government officers; but the energy and effort displayed were promoted by fear, anxiety to deny connection with the Nazi Party, and ingrained discipline rather than by any commendable considerations of shame or regret.

Quickly the web of Military Government was spread over Germany and, unhampered by conditions of active warfare, functioned to the full extent of its plan.

The former Greater Reich was divided into four zones: That of the British being in the north-west, with Russia in the east ruling the largest sector, the U.S.A. controlling that in the south, and France occupying a zone, the smallest, beyond her eastern frontier in the Saar and Alsace Lorraine.

The partition of the country into zones resulted as a matter of course in the abolition of the centralized German administrative system but this was in keeping with the major policy of the United Nations to return to the individual states the functions that Hitler and his Nazi regime had taken over.

Similarly, the highly centralized German police organization was broken down and routine control of the city and rural forces reverted to the local authorities.

The organization of the German police is a complicated one and includes officials who in the British Empire and the U.S.A. would not be considered as policemen. Certain important deletions have been made but the general system has not been changed since the defeat of Germany when it had two principal branches:

THE ORDER POLICE (*Ordnungspolizei* or *Orpo.*) composed of the following main branches:

- (i) *Protection Police (Schutzpolizei* or *Schupo.*) Town police.

- (ii) *Rural Police (Gendarmerie)*

(iii) *Fire Police (Feuerschutzpolizei)*  
THE SECURITY POLICE (*Sicherheitspolizei* or *Sipo.*) with the following divisions:

- (i) *Criminal Police (Kriminalpolizei* or *Kripo.*)
- (ii) *Secret Police (Geheime Staatspolizei* or *Gestapo*)
- (iii) *Nazi Secret Service (Sicherheitsdienst* or *S.D.*)

Other main divisions of the German police organization include:

*Administrative Police (Verwaltungspolizei)* Buildings, Trade, Health, Schools, Licences, etc.

*Special Police (Sonderpolizei)* Railway Police, Game Wardens, Post-office Police, Factory Guards, etc.

Not only was the whole system centralized on a national level but it was completely in the hands of the Nazi Party through the control exercised by party officials at every step up to the ultimate authority, the Minister of the Interior, a position held by Himmler, who was also Chief of the German Police and Leader of the SS.

The police organization was closely affiliated with the army, both by the ramifications of the Nazi system of national administration and because all police recruits were obtained from that source. So military was the character of the police that it was possible for the police reserves known as Barracks Police to be formed into SS battalions and as such they were employed on active service.

Under Military Government, the Gestapo and the S.D. were abolished and the Order Police was demilitarized and de-Nazified completely. The *Kriminalpolizei* was placed under the command of local police authorities. Previously this plain-clothes body had been controlled directly from Berlin and, independently of the local police forces, had conducted all criminal investigations other than those of a minor routine nature.

(To be continued in the *Quarterly's* next issue)

# The Gopher's Eye Was Phoney

by WILLIAM BLEASDELL CAMERON\*

**N**EARS ago when I was editor of *Field and Stream* in St. Paul, Minn., Insp. John Beresford Allan of the North West Mounted Police spent a day in that city. He was on his way from the headquarters of his command at Prince Albert, N.W.T. (now Saskatchewan), to Old Point Comfort, Va., where he had been called by the illness of a daughter who, with others of his family, had been spending the winter in the South for the benefit of her health.

The inspector, a former captain in the Canadian Militia and an old campaigner with an enviable record in the early military history of Canada, added something to his fund of experiences while in the Pullman on the way down from Winnipeg, Man. Entertaining a party of fellow-travellers in the smoking compartment with a graphic account of his daughter's skill with a rifle, he looked round for something resembling a gopher's eye—a target she favoured—and spotted a wooden rosette with a bright ebony centre in the wall beside him.

"Of course", he said, "one could not wish for a better mark than a gopher's eye. It shows up so well. . . ."

"It reminds me very much of this", he continued as he placed his index

\*Well known to readers of the *Quarterly* for his tales of early Western Canada, Mr. Cameron was the sole white man to escape from the Frog Lake Massacre, Apr. 2, 1885. He is the author of *The War Trail of Big Bear* and other books on early history of the West, and in 1943-44 was curator of the R.C.M.P. Museum, Regina, Sask. He resigned that position to take up mink farming, but has since given that venture up also. Now close to 80 years of age, he lives at the Pacific coast where his writing keeps him fully occupied.



Insp. J. B. Allan.

finger against the black point of the rosette.

Almost at once the porter appeared at the door. "What is it to be, gentlemen?" he inquired pleasantly.

The police officer looked puzzled. Then, as realization of what had happened flashed upon him, he chuckled and waved his hand. "I guess we can do with some wine."

"That was once", he laughed, in telling about it afterwards, "that I called and held nothing in my hand."

Inspector Allan, who rejoiced in the nickname "Broncho Jack", was severely wounded by gunshot in the right shoulder on May 28, 1897, a year or two earlier during the pursuit of the notorious escaped Indian prisoner Almighty Voice. In that encounter, Ernest Grundy the Duck Lake postmaster, Reg. No. 3106, Cpl. C. H. S. Hockin and Reg. No. 3040, Cst. J. R. Kerr were killed and others were wounded before the fight ended in the deaths of Voice and two Indian companions.

Retired from the N.W.M.P. on Dec. 31, 1899, Lt. Col. Allan died at Vancouver, B.C., Oct. 9, 1927, in his 90th year.

# On Detachment

Written and Illustrated By  
**SUB-INSPR. F. S. SPALDING**

As Third Class Constable Robert Welsh sat in the dusty bouncing day-coach of the mixed train his mind went over one of the lectures at Regina, Sask.

"As a recruit", the sergeant had said, "you will in all probability be placed as second or third man on a detachment under an experienced N.C.O. The smaller the complement of the post, the more responsible will be your position and the greater your opportunity for experience."

Well, here he was on his way to a small detachment in the village of Backbush. He had heard it was a busy spot and that the corporal in charge, fellow named Smart, was a 24-hour dynamo. More of the lecture came back.

"You will be welcome at busy and hard-pressed points, for no matter how 'green' you are, you mean relief in some way for the personnel there. Having just left 'Depot' Division, you will of course be smart, neat and clean. And that will help you, for first impressions are important. The N.C.O. under whom you will serve will have years of experience behind him. Listen to and be guided by his advice."

Settling back in his seat and closing his eyes, Welsh dreamed of daring arrests, single-handed pursuits of escaping gunmen, and investigations into lurid murders.

Ah, rude awakening! His startled eyes gazed up into the face of a uniformed figure, then rested on two somewhat faded chevrons on the right sleeve.

"Come on man, you're not in Depot now."

Welsh leaped to his feet, fumbling for his haversack and forage cap.

"I'm Corporal Smart", the stranger continued. "Glad to have you with us. It's near eating time, so I'll show you to your quarters where you can wash up

and get a bite to eat. And since you've had a nice long nap, you'll be fresh for night patrol. That'll give Constable Donald a bit of a break—he's been on the go lately."

\* \* \*

At the detachment the corporal introduced Welsh to Constable Fred Donald, a stolid chap with a worldly-wise manner, who knew all the answers about the locality and routine. Later that evening Welsh learned that he would be accompanying members of a neighbouring detachment on a routine night patrol—things had been happening lately, and it was known that professional safe blowers were in the area.

After supper Corporal Smart took Welsh into the office, while Donald went to arrange an early morning Court session with the police magistrate. The corporal indicated a chair, passed the new-comer a cigarette and settled at his desk near the telephone.

Thought Welsh, here it comes: all the Thou Shalt Nots and the Thou Shalts. But he kept his ears open, his mouth shut and waited.

His expression must have reflected his thoughts, for the N.C.O. grinned and spoke. "Yes, here it comes. I know, advice is cheap. But this is one job where a man needs it. You won't learn everything overnight, or in a dozen nights. Old-time officers say that it takes five years to make a good detachment man, and I believe it. There are many do's and don'ts in a policeman's life. You've already learned some, I'd say, judging by the appearance of your kit. But you can't learn all there is to learn from books and lectures; you must meet conditions as they are.

"Now here are a few tips. Don't make friends too readily. Take your time and size things up. The people around here

are all new to you, and some of our doubtful characters—those living just within the law—will try to be friendly. That's only to be expected. They don't miss any tricks. I'll be able to paint a few local backgrounds when the occasion arises, but I won't be around all the time. Just try to keep in mind that nothing hurts the reputation of a young member of the Force more than shady associates."

The office door opened, and Constable Donald entered. "Night patrol just arrived corporal", he announced. "They've stopped in for a cup of coffee. Be over in a minute or so."

\* \* \*

**F**OLLOWING days, and nights too, were busy and rather confusing at times to Welsh. There was no schedule, no regular hours. No matter how long the day, there was always a backlog of office work to do at night. Once when he remarked on this to Donald, the other constable laughed.

"Why not suggest a 40-hour week to the O.C.?" he had said. Then his expression changed. "Seriously though, that's the way it is on detachment—there's no such thing as an 8-hour day. Suicides, sudden deaths, accidents or crime have no respect for Sundays and statutory holidays. We're lucky here. We've three men. In some spots there's only one, and during busy seasons they have their hands full. Some old-timers scoff, 'You don't know what a busy season is'. But I don't know about that. Around these parts in 1936 and 1937, for instance, it was really something."

"But what about investigations?" asked Welsh anxiously. "When do I get a crack at them? The last few weeks I've been a sort of hod carrier—escorting prisoners, night patrols and telephone

orderly. I'm not kicking, but . . . well, you see, I thought—"

"Sure, I understand", the other agreed. "But keep your shirt on. Investigations come soon enough. For a starter you'll be put on more or less minor stuff. And when it comes, here's what you do. Read over old files on similar cases, to see how they've been handled. If it's a country job, spread yourself and make inquiries about the location. Get to know the local officials and reliable farmers of the district. Beware the 'grape-vine', 'moccasin-telegraph'. And don't be surprised if the people know more about you than you think they do. Though you've never been near them, they'll know you. And a lot about your duties, too; maybe even our regulations."

As Donald lit a cigarette, Welsh smiled, "Keep talking, I'm listening".

"Where was I? Oh yes. I've always found that it pays to be on your guard during an interview or when taking statements. Never lose sight of the fact that you're the investigator. Some inquisitive birds'll try to turn the tables on you and start asking the questions."

Corporal Smart, busy at his desk, looked up and interrupted, "Look, Welsh, you'll have to re-type this report".

It was a request to headquarters for information unobtainable at Backbush. Welsh had already done it over once.

"There are men in our division headquarters, known as crime report readers", continued the corporal. "All the crime reports of the division go through their hands. Exacting job, believe me. But we can make it easier for them by being sure our reports are clear and to the point. Always try to remember that though the man on the spot knows the local picture well, is familiar with the

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**The ambition of most R.C.M.P. recruits in training is to go "on detachment", or active police service at rural points. To these prospective peace officers this article is directed.**

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people, the country and conditions of his detachment area, those at headquarters may not be. And so, when you say, 'Patrol to such and such a district was not possible', just because you know that it was heavy mud that stopped you doesn't mean they do. Don't keep it a secret. Tell 'em about it before asking for an extension of diary date.

"Your work's been fine, and those two short investigations you attended to were well handled. Now, is there any thing else I can help you with? Any questions?"

Welsh thought a moment. "What about some pointers on questioning and interviewing people?"

"That's a most important phase of police work. In the first place, be patient. We can learn a great deal about a district and the people who live in it, merely by discussing the crops, road conditions and the weather before getting down to official business. Unless our work concerns a spectacular crime, it's of no particular urgency or importance to the civilian.

And there's nothing more obnoxious than a brusque officious investigator talking down his nose in a direct question-and-answer way to an old-time resident or a person of foreign birth who has difficulty with his English.

"During the slack season, prairie farmers while shopping or loitering in the villages and hamlets may seem lackadaisical and unhurried. Nothing will block your efforts to get information more than a hurry-up manner and an I-must-know-this-and-that-immediately air.

"The opposite is true at harvest time. The farmer is busy then and time means money to him. Break-down in machinery and other irritating delays create short tempers, so here again be careful. Try to time your inquiry to catch the farmer in a congenial mood. Of course, I'm speaking now of routine matters. In serious cases, such as murder, robbery and arson, you'll find cooperation awaiting you, especially if you've been considerate in less grave instances.

"In the questioning or interviewing of anyone — witness or suspect — patience, consideration and common courtesy are essential. Don't thrust the authority of your uniform forward needlessly; it speaks volumes for itself, in the tradition that lies behind it.

"You asked for this, and you're getting it. Don't be abusive, loud or bad tempered. Losing your temper, particularly while questioning a more or less professional criminal, lays you open to ridicule — either silent or spoken. That sounds like text-book stuff, I know, but it's true. Well, it's almost 4 o'clock. Must run over to the court house and have a talk with the clerk. Hope these 'lectures' don't bore you."

Shortly after the corporal departed, the telephone rang.

Welsh took the receiver from the wall. "R.C.M.P. Backbush Detachment", he greeted. "No, this is Constable Welsh. Pardon? Oh, I see. No, Mrs. Harper, I don't think so. Not for a few days any-

way. I'll make a note of it and tell Corporal Smart when he comes in. Yes, thank you. Good-bye."

He replaced the receiver slowly and sat staring up at it, a puzzled expression on his face.

Constable Donald came in, glanced at him and took a second look. "And what brought on that look of intelligence? Been promoted acting corporal without pay?"

"Nothing like that", grinned Welsh. "Just got a hot one. Mrs. Mary Harper of the Redfern district phoned and said she was having trouble keeping her two small boys in line, and would a patrol be out her way tomorrow. We're to take along a bottle of Pink Pills for Pale People; she hasn't been feeling up to scratch lately. Can you tie that?"

Welsh threw back his head and laughed.

"Mrs. Harper", repeated Donald thoughtfully, "Don't know that I've run across the good lady in my travels. It's



not police work, but while her request is somewhat above and beyond the call of duty it won't hurt to oblige her if the corporal details a patrol to Redfern soon."

"Sure", chuckled Welsh, "and we can look into that case under the Juvenile Delinquents Act at the same time."

\* \* \*

LATE summer and early fall slipped by with a steady flow of minor complaints, automobile accidents, night patrols and general inquiries. Backbush Detachment had little time for after-hour recreation. Nothing really serious had come up, but Welsh began to realize that so-called "petty cases" required every bit as much accuracy, perseverance and attention to detail.

With Corporal Smart one day, he went into the country to pick up a mental patient. At the farm they were met by the distraught parents of the deranged man. Their 28-year-old son, Victor, was hiding in the barn or one of the other outbuildings. The two policemen located him by a stall in the cattle barn. He was whittling a piece of wood with a large game knife, Welsh noticed.

At their approach the demented man launched into a tirade of abuse against his father, his eyes glittering hatred. Corporal Smart spoke calmly, persuasively. His movements were slow and unhurried, as if he had all the time in the world. Welsh marvelled at his superior's patience, at the effect his easy manner had on the insane man. Eventually Victor consented to accompany them to the hospital for institutional care.

"As you know", said the corporal on the return trip, "each province has its own legislation for dealing with the mentally affected. But whenever you run into a mental case, don't forget that these unfortunates are ill, sick of mind. They're not criminals; they represent a great tragedy in a family, belong to somebody who loves them, and must be treated with kindness, tact and consideration. Not all of them will submit as easily as Victor did, but I have found, with few

exceptions, that patient human kindness pays off a great deal more than being hard about it.

"Mind you, I don't say such people aren't dangerous. They can be worse than an armed criminal—the violent types are completely unpredictable, and strong as giants. Never, if you can avoid it, set out on such a call alone. Get assistance from the next detachment, or two or three local residents. You'll find that we're only called in after the patient has become violent or threatening. Size and age are no yard-stick. I've seen a 14-year-old boy throw two husky policemen around, and one weighed all of 200 lbs. It'd be wise to read up your Division Instructions on this subject, and your *Constables' Manual*; there's a lot of good sound advice in them."

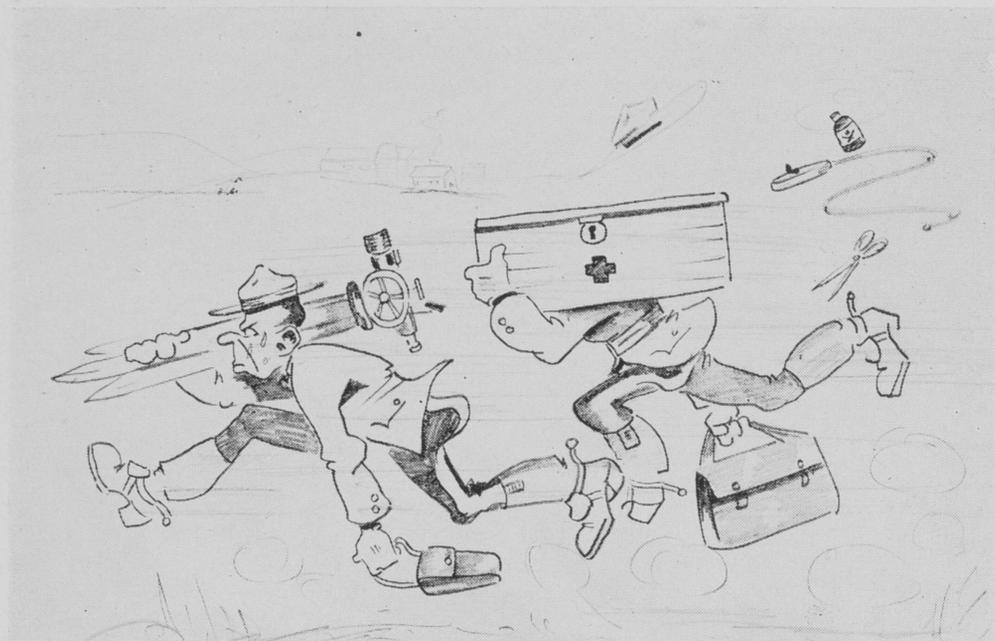
It was late when they left the provincial hospital, and as twilight deepened the headlights were switched on.

"I'll bet the shades of our North West Mounted Police brothers in arms groan when they see us rolling along over the prairie in closed automobiles", Welsh broke the silence. "The old team and buck-board must have been tough going in cases like this in the old days."

The corporal nodded soberly. "Times change. I'm afraid they'd find themselves slightly behind in their work these days if they galloped out on all investigations astride a four-footed carrier. Just think what we did today alone, and picture what we have ahead of us tomorrow. The days wouldn't be long enough. But don't get the wrong idea about the horse. Not many months ago, when all the roads were snowbound, Constable Donald and I covered over 250 miles by saddle horse during the season. When horses are necessary, I believe in using 'em, and none of this sitting around the detachment writing reports and diaries about snow conditions delaying unfinished work on hand.

"Incidentally, that brings up a point. Have you had equitation?"

Welsh squirmed in his seat. "No corporal, I haven't. Now don't look



**Highly trained instructional course graduates rushing to the scene of an accident.**

down your nose at me. It's not my fault. Just wasn't part of the training, that's all."

"Ye gods! Imagine a Mounted Police-man who hasn't pounded saddle leather", snorted Smart.

"But look here corporal. The curriculum now concentrates on the development of brains and the scientific approach. Guess the powers that be figure the modern recruit doesn't need his brains pounded upwards into his head first."

Corporal Smart took a deep breath, a firm grip on his passions, then in a calm well-modulated voice:

"For your information my dear fellow, I attended Canadian Police College Class No. 6 and for three months absorbed the intricacies and mysteries of all the scientific aids to criminal investigation—forensic medicine, toxicology, ballistics and the like. But mark you, long before that my wits and senses had been sharpened and my muscular coordination developed by intimate association with horse flesh. A course of equitation enabled me to appreciate more the intrinsic

value of training in advanced police methods."

Welsh realized that he had apparently stepped on one of the corporals sore spots. "When I left Depot", he put in meekly, "there was a lot of talk about the horses coming back. In fact I heard that the musical ride, abandoned in 1939 on account of the war, may be revived."

"Believe I read something to that effect in the papers", the corporal interjected reflectively. "The ride was certainly popular with the public, and wonderful advertising for Canada. That was proved at the National Horse Show in New York City in 1934. But, and this is important, that spectacular equestrian demonstration is a link with tradition that should never be broken. It's good news to hear it's being restored.

"However, it'll be a year or more before the men and horses can possibly be ready for that. What about riding as part of the recruits' training. In a recent issue of the *Quarterly* I saw where the Commissioner said there's nothing like a horse to bring out any weakness in a man. I agree with that, for if a man lacks forti-



tude, the horse will show it up. Wasn't there something in the papers that mounted training was to be re-instituted and that a number of remounts had been shipped for that purpose from our breeding depot at Fort Walsh in the Cypress Hills to our training establishments both at Rockcliffe outside Ottawa and at Regina?"

"That's probably right", replied Welsh, who had remained silent throughout the corporal's monologue. "Before my transfer here, there were some new horses in Regina and the men were being detailed for stable duty. A recruit, who had just come from Rockcliffe after taking Part I of his training, told me that men and horses there were already hard at it."

He looked across at the older man and gave a wry grin, "So I guess the riding school by now has again become part of the regular curriculum".

Corporal Smart slowed the car down

as he wheeled from the highway to Backbush's main street. On stopping at his home, he laughed as he turned the wheel over to the young constable, "See that you put our 'iron horse' away in the barn without scraping its flanks, Welsh. Good night".

\* \* \*

THE following afternoon, duty took Constables Donald and Welsh to a town some distance from the detachment, one of the growing number of communities policed by the R.C.M.P.

Welsh was introduced by Donald to Constable William Broadman, the man in charge, and for the next few minutes they talked about the pros and cons of town policing.

"How long have you been here?" inquired Welsh.

"About a year now. I was moved here when the town entered into the agree-

ment with the Force for its policing", replied Broadman.

"Must get a bit monotonous confined to village boundaries all the time?"

"Not at all. We police the rural as well. Constable Eastman, the second man here, is out on investigation. Normally this is a one-man detachment, but since taking over there's been two of us. You see, the contract calls for one man to do town police duty. We alternate week about. That way, both of us get an equal share of country and town police work. It works out quite well and personally I find the change very interesting."

"Don't you have difficulty at times satisfying everyone?" put in Donald. "The town council, local factions, small town reform clubs and all that. In other words, don't you think the Force has stepped out of character in assuming the duties once performed by part-time village constables in many instances?"

"To begin with", countered Broadman, "the Force hasn't 'assumed' these duties. They've been placed in our hands by public demand. Invariably, the Mounted Police have been approached by the town council through the proper provincial authorities. A tri-partite agreement is entered into between the municipal, provincial and Federal governing bodies whereby the Force undertakes to enforce the municipal enactments as well as the Dominion and provincial statutes within the community.

"I believe the public has decided the day of the 'village constable', as he is termed, has passed. I refer of course to the part-time individual hired to collect licence fees, catch stray dogs, carry the mail to the station, attend the town-hall furnace, who as an afterthought dons a peaked cap with a brass shield and walks the main street on Saturday night. With so many chores to look after, these untrained men can give little or no attention to thefts or any crime. And being very often over 50 or 60 years old, they are physically unsuited for real police work."

"Well, you seem happy about the

whole thing, I must say", laughed Donald. "And I suppose there's truth in what you say. But the general idea never appealed to me. You know the old saying about the Policeman's Lot."

"Baloney!" returned Broadman. "Any job is what you make it; and, don't forget, we are essentially a police force. We know we can't please everybody. But common sense and a few cardinal rules go a long way in getting along with most while doing town police work."

"As for instance?"

"Well, first, you have to be seen. Your presence alone, on evening patrols about the town, discourages petty law-breaking and crime in general. It is a recognized fact that the man pounding a beat is the greatest deterrent to crime in urban centres.

"Then you should be present, too, if at all possible, at such community events as picnics, old home week, the annual school field day and fairs. Circulate and mingle with the people; don't hibernate with personal friends where you can't be reached easily.

"Next, be absolutely fair and impartial, especially in the enforcement of town by-laws. Some people won't like being checked up, particularly if these laws have been dormant or haphazardly applied in the past.

"And one other thing, pay attention to your dress. I prefer the breeches, boots and Stetson—in my opinion they're the hall-mark of our corps and their authority is acknowledged more than that of the office brown.

"That's all, and I find those rules sufficient."

"To me", Welsh chimed in, "they sound like our regular detachment procedure."

"That's just the point", Broadman pressed. "There's no difference, except that town policing provides an additional advantage for better training in tact and diplomacy."

"The way you tell it, rings the bell".

conceded Donald. "Well, come along Welsh. It's time to hit the trail for Back-bush. Keep up the good work Broadman. Next time I'm talking to the O.C. I'll mention your name, providing you haven't been elected mayor—then you can do the same for me."

On the main highway, Welsh and Donald jerked to attention as a maroon car rushed them from a side road, ignoring the stop sign, and raced on at high speed.

"Whew! That was close", breathed Welsh. If we hadn't noticed that ass in time we might have smashed into each other. Let's catch him and tell him off."

"Take it easy", advised Donald and speeded up in pursuit.

When they overhauled the culprit, a middle-aged man obviously impatient at the delay, Donald was the spokesman.

"Good afternoon", the policeman greeted. "May I see your vehicle registration and driver's licence, please?"

The papers were handed over in silence.

Donald looked at them. "Did you not see the stop sign back there, Mr. Winton?"

"Sure I did. But you know these country roads. Very little traffic. Besides I'm in a hurry. I have a business appointment in the city."

Donald looked grave. "I'm afraid that's no excuse for breaking the law. If we hadn't been on the alert, we'd've crashed into you. You didn't even look right or left. I suppose you regard this as annoying, but had we collided the result might have been serious injury, possibly death, to any one or all of us, not to mention damage to the cars. And your appointment would have been out of the question then, Mr. Winton."

"Yes, of course, my good fellow. I understand and appreciate all that. But I didn't mean any harm. I'm truly sorry and all that. Now, if you don't mind, my time is valuable—"

Donald had his book out and was

quietly writing in it. He tore out a coloured sheet, handed it to the protesting driver. "My compliments Mr. Winton. This is a traffic summons for a violation of the Vehicles Act. Since you 'understand and appreciate' the laws, I fail to see why you ignore them. Kindly note the time and date for your appearance in Court. Good day."

Back in the police car again Donald counselled, "Never bluster and shout or wax sarcastic in dealing with traffic offences. People like Winton obey the law when it's convenient to them. A warning is merely wasted effort. Catch on?"

"Roger!" replied Constable Welsh.

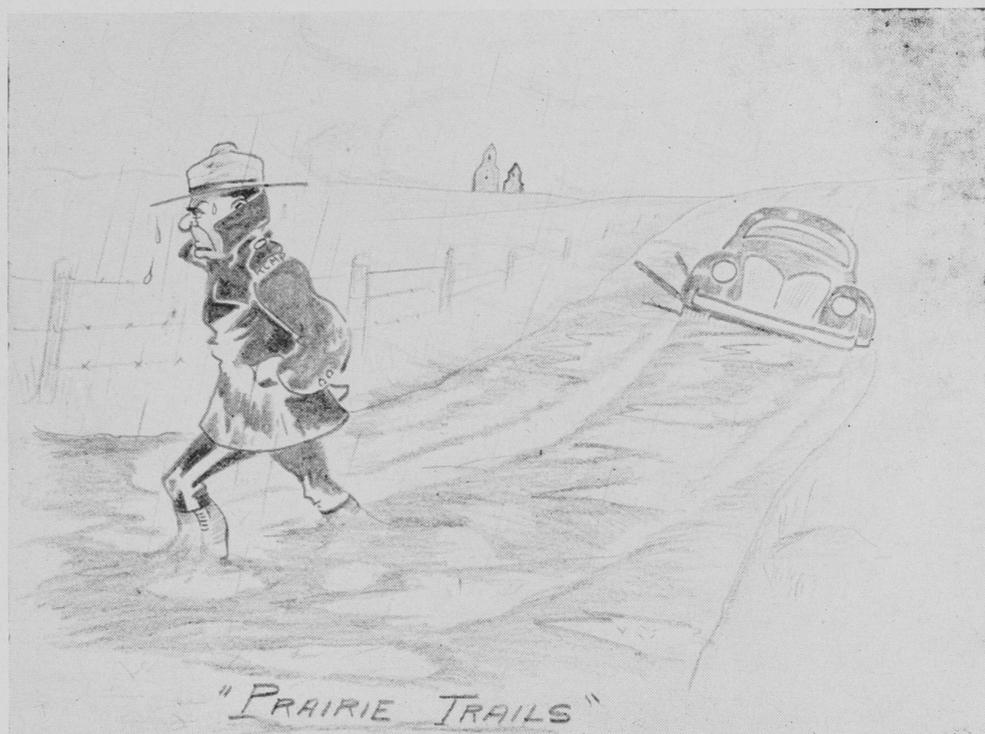
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**N**EXT morning in the detachment office, as all three members were putting the finishing touches to their reports, Welsh drew attention to a young farm-hand riding up the main street on a small saddle pony.

"Look, corporal. There goes the Spirit of '85. All he lacks is a pair of buckskin breeches and a pill box."

The three men chuckled, then Corporal Smart grew serious. "Let's not overdo our little joke. There's one thing we might be inclined to overlook in this age of speed and mechanized travel, stream-lined techniques in investigation, brain versus brawn, and all that. Don't forget we stand on a reputation built by men who performed similar basic police functions on horseback, or riding a four-wheel buck-board. They were few in number and their task was far from easy. They endured physical hardship in the most routine of duties.

"We feel burdened at times in having to type numerous lengthy reports. They did theirs in pen and ink. We curse our luck when we get mired in mud and have to walk a mile or two for a farm tractor to tow a police auto to high ground. Our old-time comrades rode through that mud exposed to the elements, with only a slicker to keep them dry. Mounted



patrols were out in 30 and 40 degrees below zero for many a rugged mile. They had no radios, no furnace-heated quarters to come back to. Barrack furnishings were crude, confined to bare essentials—no sheets, no springs. Only blankets and thin hard mattresses. The pay was poor, 50 cents a day. And uniforms were worn all the time.”

“Whew!” exclaimed Welsh.

“That day and age”, went on the corporal, “provided no other way of living and despite it those men and their horses, tenacity, intelligence and courage, established our tradition and prestige, and the Force is honoured. However, to quote the Old Testament, ‘Man doth not live by bread only’. Likewise we cannot exist on tradition or reputation; and that’s the reason for the gradual improvements that are taking place in the Force, both in working and living conditions. We are keeping abreast of modern progress, but the maintenance of prestige depends

upon us all.

“On the modern side of the ledger, we have longer hours of duty, a greater volume of work. What we escape in physical discomfort is offset by the complexity of the laws we must enforce.

“Often each of us is the citizen’s only contact with the Royal Canadian Mounted Police. In his eyes, each of us is that Force. By the intelligence and courage of our actions in the field, he judges the police as a whole. The traditions of the old North West Mounted Police of 1887 and the reputation of the Royal Canadian Mounted Police of 1947 remain now, as they did then, in the trained and capable hands of the detachment policeman.”

The trio sat wrapped in thought for some minutes. Suddenly the telephone rang.

“I’ll bet that’s the Indian agent calling to warn us that Poundmaker and Almighty Voice are on the war-path”, smiled Constable Donald.

# Historical Picture Presented to the Force

 COLOURFUL event took place at the R.C.M.P. barracks, "Depot" Division, Regina, Sask., on Mar. 20, 1947, when the Force was presented with an original oil painting, entitled "The Silent Force", by the Canadian artist J. S. Hallam, A.R.C.A., O.S.A., depicting Sir Wilfrid Laurier inspecting the R.N.W.M.P. contingent that took part in the coronation ceremony of King George V in 1911.

\* \* \*

THE presentation recalled the past, and there sounded faintly echoes of the prancing hoofs and jingling spurs of the contingent, consisting of Commr. A. Bowen Perry, C.M.G., six other officers, and 75 N.C.O.s and men, and 80 horses, as it entrained on the evening of May 20, 1911, at Regina and departed for Montreal, Que., where eight days later it boarded the S.S. *Montreal* to sail the broad Atlantic. The Commissioner preceded the main party on May 27 to make the necessary arrangements.

During the voyage the contingent drilled twice daily and cared for the horses—a full-time job. Horses and men were in fine fettle when they docked at London, Eng., on June 9, and from then until the coronation two parades a day, mounted and dismounted, were held.

Several inspections were made by notables of the British Empire: June 17, Field Marshal Lord Roberts of Kandahar, V.C.; June 19, His Royal Highness the Duke of Connaught accompanied by Field Marshal Lord Kitchener of Khartoum; June 20, Lord Haldane, British Secretary of State for War, accompanied by the Army Council; June 21, Sir Frederick Borden, Canadian Minister of Militia, accompanied by General Lord Cheylesmore, commanding overseas colonial troops; June 27, His Royal Highness the Prince of Wales, now Duke of Windsor, accompanied by Her Royal Highness Princess Mary and His

Royal Highness Prince Albert, now His Majesty King George VI; June 28, the Rt. Hon. Sir Wilfrid Laurier, Prime Minister of Canada, accompanied by Sir Frederick Borden. At the close of his inspection the Prime Minister expressed appreciation of the contingent's appearance.

On June 22, Coronation Day, the Commissioner and three officers represented the Force in a guard of honour at Buckingham Palace, and next day the contingent supplied two escorts—one which formed the first division of the Royal escort, the other as escort to Sir Edward Morris, Premier of Newfoundland. On June 28, a guard of honour was supplied to Her Royal Highness, Princess Louise, and that night a dinner was given by the officers of the R.N.W.M.P. at the Savoy Hotel to several prominent Canadians in London and officers from the overseas dominions, including Lord Minto, Lord William Seymour, Major Gen. Sir George A. French, K.C.M.G., first Commissioner of the Force, Col. Sam Hughes, and Colonel Clark, Commissioner of Natal Police.

Next day a marked distinction was conferred on the contingent when it was detailed to form the first division of the Sovereign's escort, and the following day the men were reviewed by His Majesty at Buckingham Palace, as part of the overseas dominions' troops.

On July 11, a formal dinner was given to the contingent at the Royal Palace Hotel, Kensington, and next day the detachment set sail for Canada aboard the S.S. *Corinthian*, docking at Montreal July 25. The squadron arrived back at Regina six days later. On every occasion the men had joined in the rejoicing and were warmly welcomed by the populace.

\* \* \*

AND now 36 years afterwards in the drill hall of the same barracks where the men of that contingent trained,



Regina Leader-Post photo.

**Principals at the presentation ceremony, from left to right: Mr. I. R. Dowie, Asst. Commr. F. A. Blake, Col. R. E. A. Morton, D.S.O., Supt. R. Armitage.**

the presentation ceremony commemorated the event with fitting dignity. Long service and good conduct medals were presented to Sgt. Major W. H. Stevens and Sgt. F. R. McIntyre by Col. R. E. A. Morton, D.S.O., D.C.O., of the Saskatchewan military area, who was introduced by Asst. Commr. F. A. Blake, Officer Commanding R.C.M.P. "F" Division. At this ceremony, the provincial government was represented by the Hon. Clarence M. Fines, B.A., provincial treasurer. Mr. Ian R. Dowie, vice-president of the Canadian Breweries Ltd., who was then introduced by Supt. R. Armitage, Officer Commanding Depot Division, presented the picture and spoke these inspiring words:

"It is a great privilege to be here today to present to you on behalf of the

O'Keefe Brewing Company of Toronto this picture painted by J. S. Hallam, A.R.C.A., O.S.A., depicting the Royal North West Mounted Police Coronation Contingent which in 1911 represented Canada at The Coronation of King George V, and I can assure you that the directors of my company appreciate greatly the honour which you have done us in accepting this work for your collection.

"I am not here today to speak about myself or my company, but I would like to tell you a little about our thinking and our purpose in commissioning this painting because I hope that you will feel as we do that it is not just a canvas painting by a famous Canadian artist to celebrate a famous occasion, but that it is a tribute to the part which your world-

famous Force has played in the development of this great country.

"You will remember how in the early years of the war when the outlook was very black, the people of Canada were bound together by a rare unanimity of purpose—the war must be won. There may have been differences of opinions as to how it could best be won and how Canada could best do her share, but all were agreed on the single objective—let's win the war. And then, the picture changed—the skies over Europe brightened and it became obvious that the war would be won. At that time there was some faltering in the spirit of the people of this country. Some people started to look way ahead and talk of industrial over-expansion and inevitable depressions, and worst of all, to cast doubts on Canada's ability to provide gainful employment for all the men and women who would be returning to civil life from the armed forces and from the war industries.

"Now, it is a good thing that people should look ahead. This country has been made great by the ability of her leaders to do so. But, it would certainly have had a depressing affect on the war effort if the voices of the pessimists had been the loudest and people had ceased to believe that they were fighting for a country which offered them a future full of promise.

"At that time, many advertisers were seeking for ways to serve the country through their advertising and it occurred to us that we could best do so if we could contribute in any way to the building of a greater faith in Canada's future. And so, we started talking in our advertisements about "Canada Unlimited" and, in those advertisements, we endeavoured to depict the many expanding fields which would be opened to returning personnel. Then, developing the point, we depicted in a series of 12 advertisements, cities in Canada as they had been 100 years ago, pointing out the amazing changes wrought in 100 years in these

cities by men who had faith in the future of the country, and foretelling that, if the same faith guided us through the next 100 years, the development of the country during the period would be no less startling.

"Last year, still pursuing the same theme, we commissioned pictures to depict the outstanding developments of each decade of the last 100 years, again striving to impress upon the younger generations that the development of their country, which they perhaps took for granted, was a matter of comparatively recent history—that there was still unlimited scope for further development which made their Canada a land offering to youth and enterprise opportunities unequalled anywhere in the world.

"This picture, 'The Silent Force', was one of that series and I think you will agree that any series of pictures purporting to depict the history of the development of Canada must necessarily include one which would be a tribute to the Mounted Police. We might, of course, have chosen other subjects to portray the part which you had played. We could have picked from the history of your Force any one of the thousands of heroic exploits of individual members, but we thought, and we hope that you will agree with our choice, that it would be most appropriate to depict this occasion on which in many respects Canada was making her first ceremonial appearance before the other nations of the world as an autonomous and self-governing Dominion. On that occasion, the Royal North West Mounted Police were chosen to represent Canada and so at the same time the Force made its bow to a world which had long heard of its prowess. No more appropriate body of men could have been found to represent our country because the history of your Force was so closely associated with the history of the times in which Canada had grown to acquire her new stature and status. Canada grew as men of enterprise pushed relentlessly on to the new horizons which beckoned to them and

the growth of that period was only made possible by the ubiquitous vigilance of the Mounted Police. It is a matter of history that this contingent stole the show. The sight of them in that parade is one of my earliest recollections. I was four years old at the time and I don't suppose I even knew where Canada was, but I vividly remember those men and the tremendous ovation which they received.

"We feel that, unfortunately, there is still a need to sell Canada to Canadians. The voices of the pessimists are still raised throughout the land, arousing fear among unthinking people of the economic conditions the next few years may bring. We feel that the people of Canada have nothing to fear unless it be fear itself, and so we continue to endeavour to present Canada to her people as a land of vast undeveloped resources and a land of opportunity for men with enterprise.

"There is a growing awareness nowadays, that the future of Canada and the future development of her resources will depend on the success of her most important crop—the bright young men and women coming from her schools and universities. The destiny of the country

is in their hands and, unfortunately, a growing number of them are being tempted to seek the apparently more lucrative fields south of the border. They are irreplaceable, they are indispensable to the future development of the country, and we hope that such advertising may make some small contribution to the important task of persuading these young people that their brightest prospects lie right here in Canada.

"It is a very great honour for us that this picture which was painted to serve the purpose which I have described, is to find a place here in your establishment. We hope that it will be seen by many generations of Mounted Policemen and that it will help to keep alive in them the spirit which it is intended to symbolize—the spirit which sustained their predecessors during the pioneer years and the spirit which has made Canada the great country that she is.

"It is with deep appreciation of the honour that you have done us that I present this picture to the Royal Canadian Mounted Police".

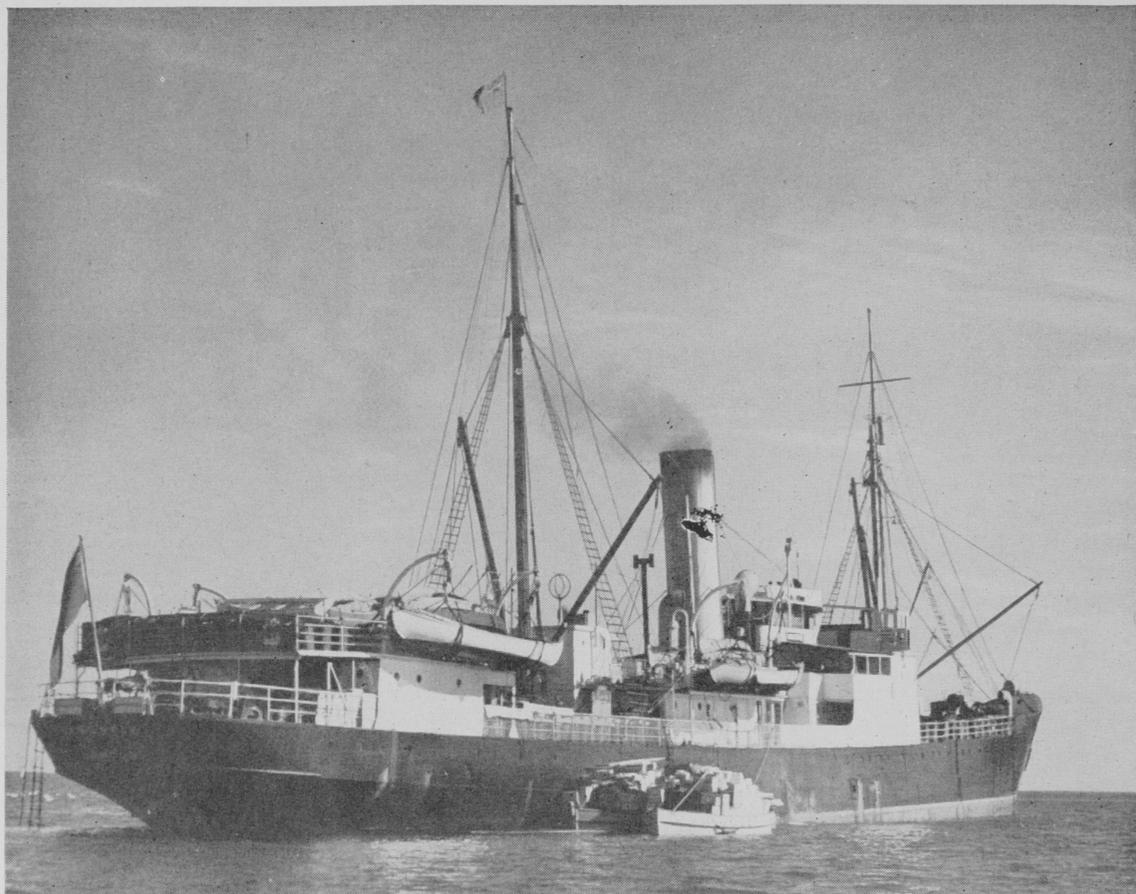
The painting was accepted on behalf of the Force by Assistant Commissioner Blake.

### *A Corporal's Power and That of a Governor General*

EXTRACT from an address on "Canada and World Affairs" given in London, Eng., last year, by the Rt. Hon. Malcolm MacDonald:

"How many people know that Canada extends almost to the North Pole, that it includes most of the Arctic Islands and that one of Canada's national problems is how to adapt the Eskimo people to the shock of contact with the white man's civilization and save that attractive and robust but simple people from the tragedy which has happened to most of the red-skinned people in North America.

"Most of the North of Canada is still undeveloped. Thousands and thousands of square miles there are still inhabited only by very small, scattered white communities of fur traders, trappers, missionaries and Royal Canadian Mounted Police, by bands of hunting and trapping Indians, and by the fringe of Eskimo settlements along the Arctic shores. Otherwise its inhabitants are a multitude of caribou, moose, foxes, muskrats, and other fur-bearing animals. Whenever I travelled there I always kicked myself, because in my youth, in those days when I first had the pleasure of knowing Lord Bennett, I did not have the adventurous spirit after accepting his princely generosity to join the R.C.M.P. In due course I might have become a corporal and been posted, say, in the Yukon. These men govern a much wider kingdom with a great deal more power and acceptance than can belong to a mere Governor of Malaya."



(National Film Board Photo)

Cargo scows being loaded from *Nascope*, 1946.

## The Wrecked *Nascope*

**Biography of a famous Arctic veteran whom Fate chose to protect from all disaster, until only disaster remained to save her from an ignoble end in the breakers' yard.**

As Canada's chief contact for many years with her far-flung Eastern Arctic frontier, R.M.S. *Nascope* was a national figure, so to speak, and on July 5, 1947, when she set sail from Montreal, Que., on her annual 11,000-mile pilgrimage into the Arctic, the news as usual appeared in leading newspapers across the country.

The vessel's job was to take personnel, supplies, equipment and mail to Royal Canadian Mounted Police detachments, Hudson's Bay Company trading posts, radio and meteorological stations, hospitals and missions scattered far and wide

in that remote zone. She also carried complete medical services for the Eskimos at all ports of call. On board were the Force's inspecting officer, Inspr. A. W. Parsons; Csts. A. R. Bates and M. L. Cottell, on their way out after a spell at Lake Harbour, and Cst. S. E. Decker, one of their replacements, en route to make family allowance payments and vital statistics registrations at Cape Dorset; an official from the Post-office Department; representatives from the Department of Mines and Resources, and doctors from the Department of National Health and Welfare. In her hold

were 1,100 tons of cargo—coal, food and clothing for the Northern archipelago—, 195 of them scheduled for R.C. M.P. detachments at Port Harrison on the Quebec shore of Hudson Bay; Lake Harbour at the south of Baffin Island facing Hudson Strait; Pangnirtung in Cumberland Sound, Baffin Island; Pond Inlet in Eclipse Sound, further up on Baffin Island, and Dundas Harbour on Devon Island, still further north.

The Department of Transport had designs completed for a new Canadian-built craft of 300 feet, to cost \$2,500,000, which was to replace the famous veteran on the Eastern Arctic Patrol. No one guessed that *Nascopie* was destined to die in harness, that disaster lay ahead. She went about her business efficiently, unloaded supplies at Lake Harbour (established as an R.C.M.P. detachment, Aug. 28, 1927) and at Sugluk and Wolstenholme.

\* \* \*

At 4 a.m. July 21, a partly cloudy day, the vessel, outward bound from Wolstenholme, steamed northward across Hudson Strait for Cape Dorset, Foxe Peninsula, on the south-west coast of Baffin Island, the next port of call. Conditions had been most favourable since leaving Montreal. The weather had been good, little ice had been encountered, and *Nascopie* was now two days ahead of schedule. But before the Arctic twilight settled again she had run her last mile.

Situated at the base of a high rocky hill, Cape Dorset boasts only five white persons and has a nomadic Eskimo population of about 400. There is a treacherous entrance to its outer harbour between two rocky islands that are 500 yards apart, and a strong tide-rip across the mouth heightens the danger. The chunky little steamer was on her way past this point about 3.15 in the afternoon when suddenly there came a grating thud—not unlike ice pounding on the bow, but less distinct. That's what it sounded like but there was no ice in

the vicinity, and in a few moments all on board sensed what had happened. Five miles from port and only half a mile from shore, *Nascopie* had been tossed aground—her bow, held fast in the merciless grip of rocks, eight feet clear of the water, her stern well down but fortunately not submerged.

The engines were stopped, then after a short wait, opened in reverse. No one was alarmed; *Nascopie* had experienced much more violent contact on other occasions, in forcing her way through ice. But unfortunately the tide was fast-ebbing and the tenacious rocks refused to let go as would have happened in ice. Finally, at 3.45, the captain gave the order for all passengers to abandon ship, cautioned them to wear warm clothes and take blankets along. A steel power barge used to take goods to and from the rough Arctic shores at the 20-odd ports of call was used to get passengers and crew ashore—82 persons in all, the youngest a baby of ten weeks; the registered mail also was taken off. The captain expected the vessel to assume an awkward angle when the 25-foot tide was out, but thought she would float easily at high tide after midnight and sail into the harbour in the morning. A number of stragglers headed for land about 4.30 p.m. in the ship's jolly-boat, but the officers and crew did not reach shore until 5 next morning.

But by 6 p.m. all passengers were safely landed. The women and children, and some men, were housed in the H.B.C. post manager's residence, seven men in the Baffin Trading Company residence, four found refuge in the Roman Catholic mission, nine officers in the Baffin Trading Company's Eskimo rest house, and members of the crew in the H.B.C. warehouse.

After midnight, when the tide was in, attempts to free the vessel were made. A kedge-anchor astern was lost when the cable broke under the strain of a heavy pull from the winches as the men strove to haul the vessel off the rocks. Finally

*Nascopie* was loose, but, with 12 feet of water in the forward holds, hard to manage as she backed out to sea. Sluggishly she headed for the opening, then suddenly was caught in the cross currents and forced onto another reef. Again she freed herself, only to be thrown broadside on the clutching reef, with her stern out of the water and her bow well down. Water flooded the stoke-hold and the firemen were sent ashore at 3 a.m.; their arrival there was the first intimation to the stranded passengers that the situation was more serious than they had first thought.

\* \* \*

J. G. WRIGHT, superintendent of the Eastern Arctic and chief Government official of the expedition, quickly organized a native crew to take a paterhead boat out to the ship. But about 4.30 a.m., when plowing through the rough sea only a few miles out, they met the officers and remainder of the crew proceeding in in three boats, tied together in tandem. The paterhead took them in tow back to the port. All were chilled and drenched by the cold drizzle which lasted throughout the night.

As for supplies, there was no pressing need at this or any of the other places serviced by *Nascopie*; all of them had enough on hand to last 12 months in case of an emergency, but it was near ship time and the stores were getting low. However, on the second day supplies of meat and poultry were salvaged from *Nascopie's* cold storage.

When word of the mishap was radioed to the outside world through the small radio station maintained locally by the H.B.C. and relayed on by the Government station on Nottingham Island some 100 miles to the south, orders were flashed to the C.G.S. *N.B. McLean*, 1,200 miles away in Belle Isle Strait between Newfoundland and Labrador, to steam under full power to where the grounded supply ship had come to grief.

Meanwhile the shipwrecked complement were as comfortable as could be

expected at the sorely over-taxed post and in a cold drizzling rain, and the crew were standing by hoping to salvage more of the supplies. Everybody feasted on turkey, steaks, fresh fruits and vegetables—the biggest problem being the cooking of the food. Mr. Wright assumed responsibility of government ashore and Inspector Parsons, the three constables and Alex Stevenson, Mr. Wright's assistant who was sworn in as a special constable, took care of law enforcement, while the medical officer looked after the health of the natives, of whom there were some 300, and saw that the sanitation for the white population was satisfactory. The natives were ordered to keep away from the post and the white men were forbidden to visit their tents. Night patrols were maintained by the constables to guard against fire and other untoward incidents.

On July 23, through persistent efforts, the stricken vessel was boarded by Inspector Parsons, Robert Haddon of the Post-office Department and Alex Stevenson, along with select members of the crew. Together they hacked their way through heavy oak doors with pickaxes and retrieved the precious mail and official records. Cold waters swirled around them as they groped in the darkness with only the feeble rays of their flashlights to point the way. The ship, at a dangerous angle, threatened to slip free any minute and sink into the depths.

The task was completed successfully, however, and then began a further period of waiting as passengers, crew and natives watched from shore the foundered vessel being buffeted by angry seas. According to early reports all of the first-class and apparently most of the second-class mail was recovered, though as this is written it is believed that certain shipments of police stationery and forms used in family allowances and vital statistics work had not been retrieved, nor had the correspondence of the inspecting officer and outgoing police mail from Lake Harbour Detachment. Due to the yeoman efforts of the men who descend-

ed into the bowels of the vessel and invaded flooded cabins, it is doubtful if anything irreplaceable was lost.

An H.B.C. Canso aircraft flew from Churchill, Man., with food and supplies in case the added strain of feeding so many extra mouths became too much for Cape Dorset's larder. This final touch made it a shipwreck *de luxe* from the personal comfort angle.

It wasn't until July 27 that the *N.B. McLean*, delayed by bad fog and heavy seas, was sighted several miles out from the cape. Next day with the survivors, including Inspector Parsons and Constables Bates and Cottell, from the ill-fated ship aboard she headed southward for Churchill. Taken out in power scows and peterhead boats manned by native crews, all hands had boarded the *McLean* as she rode at anchor about a mile from the wreck. From Churchill some of the travellers were flown to Winnipeg, Man., others went by train and still others remained, waiting to fulfill their original missions in the North.

While all this was going on, various departments concerned were busy with the painstaking task of drawing up new lists and getting replacement provisions ready, for the *Nascopie's* whole cargo except for the mail and a small quantity of foodstuffs was lost. The S.S. *North Pioneer*, chartered from the Clarke Steamship Co. Ltd., will rush the supplies from Montreal on August 16 to points on the eastern part of the itinerary; among the places she will call at are Pangnirtung, Pond Inlet and Dundas Harbour, at which points she will drop off 77 tons of general relief supplies to the R.C.M.P. detachments. From Churchill the M.S. *Severn* and a boat to replace the *Neophyte*, also lost, July 29, will distribute some 88 tons of other relief supplies to the R.C.M.P. detachments at Chesterfield Inlet, Eskimo Point and Baker Lake on the west coast of Hudson Bay, and Port Harrison on the opposite coast.

NAMED for an Indian tribe from the interior of Labrador, *Nascopie* was born on the Tyne, England, during the winter of 1911-12. Built to replace the smaller schooners which up to that time had been carrying the H.B.C.'s Arctic trade, she had steel reinforced sides and a gross tonnage of 2,500, quite ample for the needs of those days. From date of birth the flagship of the company's fleet, her normal colours were black hull and white superstructure with yellow masts and funnel.

Her first voyage was in 1912, when she sailed from England to Hudson Bay via Montreal, her get-away-day from that port being August 2. Never before had all the goods for the bay gone up in one ship and she was heavily laden. From Hudson Bay and Strait and Ungava she brought back a rich cargo of furs. Retracing her route, the next two years she proved herself well suited for polar navigation. World War I, however, interrupted her work in Canadian waters, and she was made available to the British Government.

Returning to England she sailed from Liverpool to Brest on Dec. 22, 1915, to load, and from thence on Jan. 3, 1916, left for Archangel on the south-west coast of the White Sea. The next winter she operated between Murmansk and Archangel, also carried munitions from France to Russia and returned with wheat. But the ice floes of the White Sea weren't the valiant ship's only worry; in mid-June, 1917, while two days out of Archangel Gulf on her way to Lerwick in the Shetland Islands, Saint John's, Newfoundland, and Montreal, she engaged in a running battle with a German submarine and her lone gun sank same.

The following summer *Nascopie* returned to the Hudson Bay fur trade and annually for the next decade plied from England to the Eastern Arctic. Some winters she served as a sealing vessel off Labrador and many stories are told of how the stench of seals still clung to her while she was being prepared to sail with food supplies for the North.

After this rough usage, she was laid up for three years in dry-dock in Scotland for a complete overhauling. During her inactivity other vessels serviced the Eastern Arctic, but 1931 saw her again in her old stamping grounds.

Not a true ice-breaker, the vessel is more correctly described as a semi-ice-breaker and, using a method all her own, she would force her way into cracks in the ice and by sheer power push forward, or approaching a solid mass slowly, her curved prow would ride up on it, and her downward weight would crack it.

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THE annual trans-Atlantic crossing from Britain, which had been made almost uninterrupted by the company's ships since 1668, was discontinued in 1933 after *Nascopie* sailed from Ardrossan on the west coast of Scotland. Thenceforward she set out each year from an Eastern Canadian port, usually Halifax or Montreal. Nineteen thirty-three was an important milestone in the vessel's career, for the Government then entered into a contract with the H.B.C. who undertook to transport the personnel and freight of the departments concerned. Experience had indicated that these services could be performed more satisfactorily and more economically by utilizing the company's transportation facilities, and *Nascopie* provided adequate service and ample accommodation.

Besides being the year when the Canadian Government commissioned her to convey its administrative officers, the police and scientists on the annual Eastern Arctic patrol, that year is memorable in that the Royal mail pennant supplied by the post-office was flown for the first time from the ship's mast. Insp. T. V. Sandys-Wunsch, the R.C.M.P. inspecting officer (retired with the rank of assistant commissioner Feb. 28, 1947), was appointed acting postmaster and was in charge of the mail, and it is noteworthy that the farthest north reached was Smith Sound—latitude 77° 53' north, lon-

gitude 74° 15' west or approximately 760 miles from the North Pole.

Enthusiastic philatelists were soon trying to get letters postmarked "Craig Harbour, N.W.T.", and as a result the Mounted Police corporal stationed there, in his capacity of postmaster at this most northerly post-office in the world, was busy in subsequent years stamping several bags full of mail for return to the senders. Frequently the N.C.O. had to enlist outside aid to oblige the stamp collectors. The ship's stay was only long enough to discharge its cargo, thus the R.C.M.P. detachment building with the regular blue and white post-office sign fluttering from it was a hive of industry at ship time when the scores of thousands of letters had to be attended to for distribution to countries all over the world.

Though it remained for the Force's now renowned *St. Roch* to traverse the North-west Passage from west-to-east and repeat the performance later in reverse, R.M.S. *Nascopie* participated in the first commercial crossing of the passage that since the 16th century had defied every man and ship that had ventured upon it, except Amundsen who in the *Gjoa* conquered it in 1906 after a three-year struggle. Trade prospered and *Nascopie* accomplished its historic feat in 1937 when from the east she entered Bellot Strait just above the northernmost tip of the continental mainland to found Fort Ross and exchanged freight with the H.B.C. *Aklavik* from the Mackenzie in the west. On the occasion of this outstanding event in the long story of Arctic adventure, *Nascopie* was the first steel-prowed ship, the first ship of any kind in 78 years, to enter these waters. She was also the first ship to go in and out of Prince Regent Inlet in one season; it was at Fury Point on Somerset Island, about 20 miles from Fort Ross, that Parry's *Fury* was wrecked in 1824 in his futile search for the elusive passage.

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FOR World War II, *Nascopie* donned the conventional drab gray of war-

fare and took on extra tasks involving several hazardous voyages. Early in the conflict she ran the submarine blockade from Halifax to the Caribbean Sea and brought back cargoes of sugar from the West Indies. In 1940 she visited Thule in southern Greenland after weathering strong seas. On her return voyage she brought back a precious cargo of cryolite, from the site of the world's only cryolite mine at Ivigtut in that country. This vital ore was taken to Port Alfred, Que., for use in the aluminium industry at Arvida in the same province. In that summer also she had extended her Arctic patrol to as far north as Craig Harbour.

When *Nascopie* left Montreal in 1943, the big question mark was whether she would reach Fort Ross. For the first time she had been unable in 1942 to break her way through the solid ice with supplies for that tiny settlement. But the 1943 voyage likewise proved to be a disappointment in this respect. Boiler trouble delayed the vessel two weeks in getting out of the St. Lawrence. It may have been an act of Providence, for just about the time the old veteran was due to enter Hudson Strait, a submarine was reported off Port Burwell. It was probably known that she was carrying needed supplies to important meteorological stations and air bases and doubtless the enemy regarded her as a good prize.

High light of the 1944 voyage was the visit to Fort Ross. For three years she had been unable to reach that interior post, and in the 1943 attempt had got ice-bound and was almost lost, having drifted helplessly for six days before she managed to work herself free. In her anxiety to get away to a good start, *Nascopie* had started too early in the season and she had to wait off the entrance to Hudson Strait while the previous year's ice poured out. Heavy ice was again encountered in Prince Regent Inlet, but the sturdy vessel was equal to it and on September 1 dropped anchor off Fort Ross. After the post was re-opened, the vessel steamed triumphantly back to

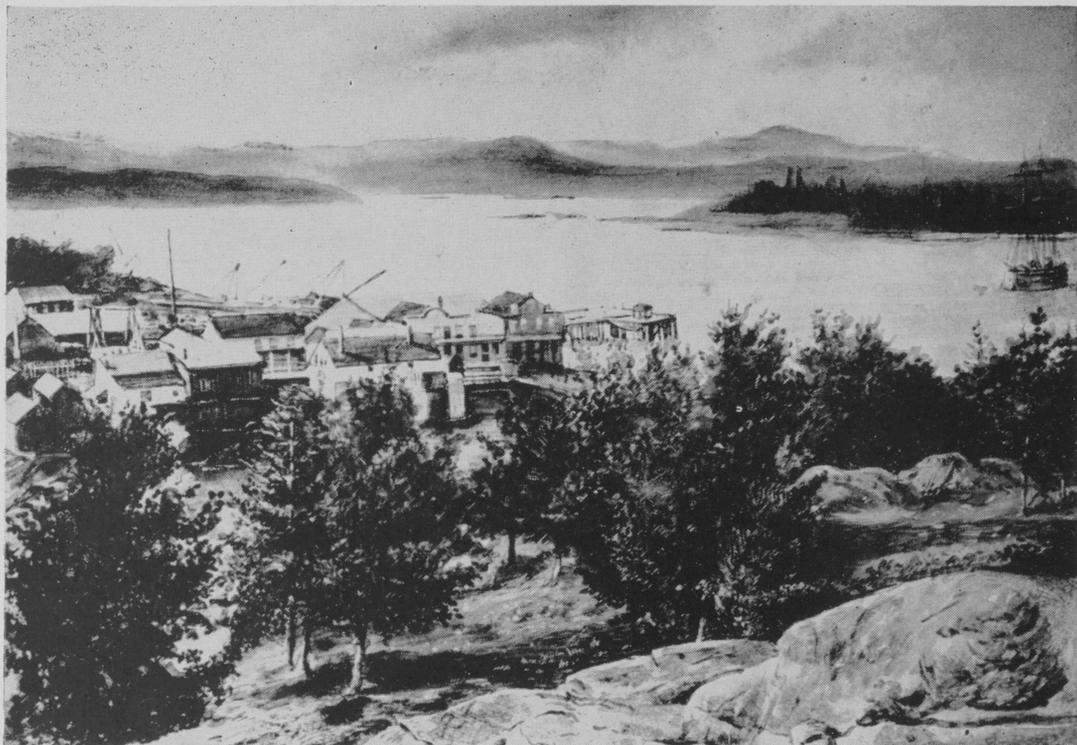
Montreal and arrived in a convoy from Goose Bay, Labrador.

The farthest north of the 1946 voyage, the first peacetime run in seven years, was at Dundas Harbour. There the old R.C.M.P. detachment, which had been established in 1924 and closed in 1933, was reopened and under the supervision of the R.C.M.P. inspecting officer a new police radio station was installed. Thus the most northerly post-office in the Empire went "on the air" to achieve wireless communication with the Outside. Making record time back to her dock in Montreal, *Nascopie* ended her 10,000-mile jaunt on October 3, in exactly 90 days.

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WITH 33 years of Arctic service behind her the stout old craft was nearing retirement age. Seeming to have borne a charmed life, she had survived unscathed the innumerable hazards of two world wars, and the owners, it was said, already had plans under way to replace her with two smaller vessels. Down through the years she had acquired various navigational aids—wireless, gyro-compass, direction-finding equipment and an echo-sounding machine; and keeping abreast of the times she had in addition for her last two voyages the most modern of all aids—radar.

Though there is genuine regret at the disruption of the good ship's humanitarian annual rounds and *Nascopie's* passing will be mourned by Northerners generally, perhaps it is but fitting that this faithful old veteran of two wars should "die with her boots on". As the last man left her, a small ice-field was moving in, and the drizzling dawn saw her stern high in the water at a 30 degree list, and steam rising from her boiler fires. In the chill Arctic waters she settled down to rest, as the ice she had so often conquered claimed her for its own, providing a lonely grave with a desolate rocky cape as a headstone.



(R.C.N. Photo)

Esquimalt Harbour in 1912 with the brig H.M.C.S. *Karlock* riding at anchor. Few present-day buildings and very little of the dockyard were in evidence in those days.

# Our Dockyard Detachment at Esquimalt

BY SGT. R. KILMER

THE whole story of H.M.C. Dockyard, Esquimalt\*, B.C., would fill a volume of many chapters. In his very interesting book, *Esquimalt Naval Base*, Major F. V. Longstaff tells us that this station, which is reputed to have been a port of call for naval ships since 1848, was established in 1837 by the appointment of a "Commander in Chief Pacific". At that time the British Navy was using Valparaiso, Chile, as a base for their ships on the Pacific, but with the growing need of more adequate protection for the Pacific trade routes

\*Esquimalt is the subject of an article entitled *Pacific Coast Command* in 10 R.C.M.P.Q. 219.

and the coast of what was then the Province of Canada, the Admiralty recommended that a shore station be built at Esquimalt harbour.

Seven acres of land were set aside for the purpose, and in 1855 Governor J. Douglas of Fort Victoria had three wooden huts built on Duntze Head at a cost of approximately \$4,500. In the ensuing years these huts served as a hospital base and as temporary barracks for the Royal Engineers then engaged in surveying the western extremity of the international boundary. Established on a permanent footing in 1865, this small station gradually grew into the large modern

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*Buried under the hustle and bustle of Esquimalt's Dockyard is an interesting tale of achievement and progress. Next year will mark the picturesque naval village's centenary, and this article gives some of the high lights of Canada's great Pacific harbour, of its origin and development.*

and well-equipped dockyard of today. A graving-dock that took five years to build was finished in 1887 and the opening ceremony—the docking of the 1,130-ton sloop of war *Cormorant* — marked the beginning of under-water repairs on naval and mercantile ships.

Built of hand-wrought stone in large blocks, this dock is always a source of wonder to the visitor. The pump-house with its imposing smoke stack catches the eye, a mute tribute to its builders. The old pumping machinery has been replaced by electric motors, and the metal mooring bollards by electrically-powered capstans, but nothing can replace the aura of frontier days that clings tenaciously.

When the Canadian Government took over the coastal defences from the Imperial Government in 1905-06, the British Navy's regime of administration in this dockyard ended, and another chapter of Esquimalt's growth was written.

**Aerial views of present-day Esquimalt Harbour. At top is the Government graving-dock; Government dockyard is on the point in the distance—the wooded portion marks Signal Hill, the buildings on this side being Army Ordnance. Centre photo shows part of the dockyard proper; the white concrete building on the right is the Naval Receiving store. At bottom is shown aircraft-carrier H.M.C.S. *Warrior* in the graving-dock with H.M.C.S. *Naden* alongside on the left.**

(R.C.N. Photos)



The present dockyard area is approximately 640 acres, extending from Duntze Head on the east side of the harbour entrance eastward to the foot of Signal Hill. Most of the development occurred during the recent war when numerous large shops and office buildings were erected. Construction included a large plate and boiler shop which flanks the east side of the dry-dock, also a torpedo shop to meet the needs of the ordnance division—the largest division in the whole yard. There is, too, a fine modern brick building containing offices, machine shops and stores for all calibres of guns, radar equipment and gun-sights. Near this latter building is a reinforced concrete indoor machine-gun range for testing guns of small calibres. Directly north on the harbour shore is an extension of a marine cradle track—of interest this, because it was installed only after a small hill of rock was blasted out of existence and the ground levelled off so that the

track could be laid into a new shipwrights' shop where repairs are made on the hulls of the smaller-type craft.

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**R**.C.M.P. supervision of this area dates from 1920 when the Force took over from the old Dominion Police. The detachment's strength in those days was one staff sergeant, one corporal, about eight constables and two horses. The guard-house, long since torn down along with the brick wall that enclosed the yard, was at the main gate, a location that is now about one quarter of a mile inside the compound. The new guard-house is a concrete commodious two-storey structure that is hot-water heated and fully equipped with modern conveniences. Upstairs are the dormitory, kitchen and recreation room; downstairs are the guard-room, offices and cells, and the office of the Marine Section.

Across the road is a large four-storey concrete building with offices on the

**Main gate to Esquimalt dockyard looking south-west, with the R.C.M.P. detachment on the right and the Naval Stores building on the left.**

(Photo by A. McVie)



upper flights while the ground floor accommodates a warehouse and transport office. By the way, these two buildings form a very devastating wind funnel during winter storms. Ask the man who's been on duty there.

Many and varied are the tasks of this detachment. Orders dealing with the security of the dockyard and protection of government property are drawn up by the naval officer in charge, forwarded to the O.C., R.C.M.P. "E" Division (British Columbia) for approval, then sent to the N.C.O. in charge of Esquimalt Detachment to be carried out. The main gate is manned at all times by two constables who must see that no government property is taken from the dockyard unless its removal has been authorized by those responsible.

Every day for one hour all vehicles using the gate are searched; the time chosen differs from day to day and all passengers must alight, while cushions are lifted, trunks opened and engine hoods raised. A thorough inspection is made in each case. At 4.30 p.m., when the civilian employees—approximately 1,700 in number—leave in a body, all available constables are stationed at the turnstiles. For about 15 minutes the watchers have their hands full examining the lunch boxes, parcels and so forth of every seventh or eighth person who is selected at random as the crowd streams through the four exit lanes.

Since 1939 the dockyard has grown about two-thirds in size and importance. Then, the civilian employees numbered between two and three hundred, the total motor transport consisted of nine vehicles and police personnel was made up of one sergeant major, one sergeant, one corporal, one lance corporal and 13 constables. In 1945-46 the civilian employees had increased to 2,300, the naval transport to 398 and police personnel consisted of one sergeant, three corporals, 11 constables and 13 special constables. Today, two constables are on duty constantly at the main gate, one on fence patrol, one on dockyard patrol and one

at the turnstiles during civilian working hours.

During the war when man-power was a problem in all the services, veterans of the First Great War were engaged by the Force as special constables to take care of the upswing in duties at Esquimalt. We of the regular Force pay tribute to these men who answered their country's call to serve on the home front, after having done their bit on the battlefield years before. Their work accomplished, these special constables are being replaced by regular members of the Force.

Esquimalt Detachment at the present time has a strength of 24, ranks high in importance and in my opinion is ideally suited for men who still have a few years before going to pension. Quarters are excellent, working conditions good and you can always figure out weeks in advance what day you will be off, what shift you will be on. Shifts are eight hours on and 16 hours off, with every sixth day to yourself.

Immediately after V-J Day the dockyard was a scene of great activity. About 40 ships were de-commissioned here, and many attempts were made to smuggle in tax-free cigarettes. This practice is not so prevalent now, but the police must still be on the alert to prevent theft of government property.

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YES, this historic harbour has witnessed a naval and marine pageant of note. A hundred years have passed since Captain Courtenay sailed H.M.S. *Constance* into Esquimalt and dropped anchor, the first British warship in these waters, and last year when the Aircraft Carrier H.M.C.S. *Warrior* moored at Givenchy jetty. During that interim the harbour has seen the coming of the Detached Squadron from Britain, the wooden walls with muzzle-loading guns of the post-Trafalgar period, the transition from square-rigged sail to steam, from wooden hull to iron-clad right up to the modern cruiser, destroyer, frigate,

corvette, minesweeper and fairmile. A red-letter event in this station's history was the day not long after Pearl Harbour that Britain's H.M.S. *Queen Elizabeth* dropped anchor in Royal Roads and later docked under her own power in

the graving-dock to be converted into a troopship.

Little did the builders of those three huts at Duntze Head dream that they were laying the foundation of a future world-renowned port.



(National Film Board Photo)

President Truman beams good-naturedly as he strolls arm-in-arm with members of his R.C.M.P. escort at Quebec's Seigniory Club on June 12, 1947.

# SOME PRESS VIEWS

## Served Country Well

The Royal Canadian Mounted Police not only served Canada well on the home front during the war, investigating alien activity and doing all kinds of police work necessary in a country at war, but had an excellent record on the fighting front. Two hundred and thirteen members of the famous Force swapped scarlet tunics for battle-dress, and served with the Canadian Army through two bitter campaigns, according to a two-part history of No. 1 Provost Company (R.C.M.P.) in the R.C.M.P. *Quarterly*.

The story, written for the *Quarterly* by Lt. Col., now Asst. Commr. L. H. Nicholson, is informative and interesting not only to members of the Force. Those who trained in England during those long years before the opening of the Italian campaign, and those who fought in Sicily, Italy and in Western Europe will find in the articles, interesting and accurate accounts of high lights of the war. While the articles deal chiefly with the activities, adventures and experiences of the Mounted Police, they give an interesting resume of the whole campaign. An indication of how well the policemen-turned-soldiers served their country on the battle-field is indicated by the fact 60 won commissions and 31 earned decorations. Seven were killed in action, two died of wounds, two died on active service and 13 were wounded. But only one member of the R.C.M.P. was taken prisoner.

Moncton Transcript

## Story of Provost Company

Something of the "local" touch is contained in the second and concluding part of the story about members of No. 1 Provost Company (R.C.M.P.), Canadian Army, which appeared in the Royal Canadian Mounted Police *Quarterly*.

The interesting story titled "Battle-dress Patrol" and written in two parts recounted the experiences of the company from the time it first was formed. The second part deals with experiences from the opening of the Sicilian campaign up to Germany's unconditional surrender and on to the return of the Force's men in khaki to Canada.

One of the men mentioned is Cst. D. G. Stackhouse who was with Estevan Detachment R.C.M.P. when war broke out in 1939. He went from Estevan to Eastern Canada to join the Provost Company. He was killed in Italy while on duty.

Two pictures of Constable Stackhouse appear among the illustrations in the story, one showing him in R.C.M.P. uniform and the other shows him as a provost lance corporal, directing traffic on point duty at a much be-signed corner in Campobasso, Italy.

Estevan Mercury

## 213 Members Served in Army

Two hundred and thirteen members of Canada's famed Mounted Police traded scarlet police tunics for drab army battle-dress during World War II, the R.C.M.P. *Quarterly* has revealed in a two part history in the magazine.

The story comprises two informative articles. The first tells of the formation of the company and describes "its arrival in England, and its adventures and duties up to the time of its embarkation for European battle grounds". The second "recounts their experiences from the opening of the Sicilian campaign up to Germany's unconditional surrender . . ." and includes some interesting statistics on the wartime role of the Force.

Sixty policemen won commissions and a total of 31 earned decorations. Seven were killed in action, two died of wounds, two were killed on Active Service and 13 were wounded.

Quebec Chronicle Telegraph

## Redcoats and Horses

It is good news that the "Mounties" are to get back their horses.

Return of the high-stepping R.C.M.P. mounts is certain to win popular acclaim. With the Force resorting more and more to the use of fast patrol cars and planes in tracking down the West's "bad men", it had been feared that the highly-trained police horse was on its way out.

In the minds of people most everywhere the mounted redcoat is a symbol of law and order. Without the horse, the symbol is definitely weakened. The pages of history cannot be so easily and should not be so harshly blurred. Progress is fine but so is tradition.

While there is a glamorous side to the Royal Canadian Mounted policeman on horseback, there is also a practical side. R.C.M.P. headquarters in Regina state that a recruit is not properly "finished" until he has had some training with horses. At one time, new members had to put in 1,000 hours on horseback before they completed a training course. A special selected group would take a course in riding and jumping that would last nearly a year. By the time a recruit was through, he was an expert horseman. And much more often than not, he made a better policeman.

During the war years, because of the shortage of man-power and the great need for more policemen, the training of police recruits in the handling and riding of horses had to be discontinued. It is this valuable training that is now being restored.

With the return of the R.C.M.P. horse, it is almost certain that the famous R.C.M.P. musical ride will eventually be shown again. The stirring musical ride was last featured at the San Francisco World Exposition in 1939, and in pre-war years was shown on frequent occasions at the Regina exhibition. Almost eight months of steady drilling by both rider and horse was required.

It is doubtful if the R.C.M.P. horse will again play a very important part in the actual apprehension of criminals. Police forces, like cavalry regiments, have become mechanized with the changing of times. Nevertheless the horse will have its honoured place and the mounted force will retain increased popular respect because of it.

*Regina Leader-Post*

### Northward Ho!

Few city residents will have escaped a slight feeling of envy on reading that the R.C.M.P. vessel *St. Roch* is being prepared for another voyage into the Far North. The little ship already is internationally famous for having been the first in history to make the west-to-east crossing of the North-west Passage, and her present overhauling at Esquimalt reawakens all the thoughts of Arctic adventure and achievement which properly accompany such a voyage.

The ship has on several occasions spent the winter fast in the Northern ice—during her North-west Passage saga she was held not far from Fort Ross, which is inside the Arctic circle—and in the present instance the crew does not expect to see city lights again until late in 1948.

There may be few among the admirers of these hardy souls who would venture to accompany them on their journey into one of the last frontier areas of the globe, but all will join in wishing them success and a safe return in their stout ship.

*Victoria Daily Times*

### Youth and the Police

In the sports day at Alfred, when 70 policemen from Ottawa got together with 150 boys, can be seen a widening of the R.C.M.P. "Youth and the Police" program, now in its second year.

That program was originally designed to introduce the R.C.M.P., friendly-wise, to boys and girls across the country by giving talks and films to them in school, and as well by lending a hand with their games and hobbies outside. It was a great success from the start. School principals from all parts of Canada wrote to say how the R.C.M.P. had managed to alter the rather alarming idea that many children had entertained about them, and to win the confidence due to them as valuable and helpful friends.

It became clear that this success opened the way for a much broader program. Not only "Mounties", but policemen of every force, should seek the respect of young people. And the young people concerned should not be only those attending the usual schools, but still more those whom some kind of trouble had got into reform schools.

The success of such a broader program was by no means a certainty. It was one thing for a scarlet-clad Mounted Policeman, with his tales of the North, to win the hearts of good boys and girls in public school. It was quite another proposition for a city policeman to score a hit with juvenile delinquents cooped up in a reform school.

Yet this was just what was attempted at Alfred for the first time in Canada on such a scale. The R.C.M.P. were only one of five police forces represented. Nothing could be more heartening, therefore, than the unmistakable success of the occasion. It can only be

hoped that the happy impression made upon police and boys alike will not be lost, but will help to maintain the invaluable contact that has been made.

Ottawa Citizen

### **The Police Appeal to Youth**

The educational campaign being carried on by the Royal Canadian Mounted Police against juvenile delinquency is one of the most interesting steps yet taken by a law-enforcement body to bring about closer relationship between the youth of the country and the representatives of organized authority.

The work consists of a series of lectures on the various aspects of police work, with special emphasis being laid upon the detection of crime and the theme that ultimately crime does not pay off. An organization such as the Mounted Police has numerous interesting anecdotes and experiences which are bound to appeal to the normal-minded boy with a love of adventure, and extensive use is made of these in the campaign. One of the prized possessions of the Mounted Police is in the picture, "The North-west Passage", the story of the trip of the small R.C.M.P. patrol boat around the top of the North American continent, which completed in the present century the adventure which explorers had undertaken repeatedly over a period of centuries. This picture forms an important feature of the course.

The psychological background of the campaign is formed by the idea that for too long the policeman has been pictured as a form of bogey man, small boys being frightened by the idea that the police officer will promptly march him off to jail for the slightest misdemeanor. The Mounted Police are seeking to instill the belief that the policeman is the friend of the boy and is willing to cooperate at all times with youth in the expression of their normal desires in a lawful way.

Sherbrooke Daily Record

### **The Policeman, Youths' Friend**

There have been numerous instances of late in which people have treated the police as being on "the other side of the fence". Such an attitude bodes ill for the community as a whole, as the policeman is the representative of the citizens in the enforcement of the law and the keeping of the peace.

Too often parents teach their children to fear the police, as, for example, the mother who warns the child that if he does not stop his mischief she will call the big policeman. Such fear instilled in the mind of the child leads to dislike and suspicion of the police. With that comes a break-down in law and order, for the citizen the child will become must cooperate with the police, not be an antagonist.

Many things have been done to overcome such an attitude. The Royal Canadian Mounted Police has a whole program of youth work, teaching young people about the Force, showing them that its officers are friends of the law abiding not enemies. . . .

Toronto Telegram

### **Friend of the Community**

We are always shocked when we hear parents talking of the policeman as if he were a bogey man to scare children, in the "watch out or the policeman will get you" sort of thing. That is an utterly wrong conception of the functions of the police who should be regarded as our friends, our protectors. Strange as it may seem to some people the police are far more anxious to prevent crime than to wait until a crime has been committed and then to catch those responsible.

Many times the police have given warning to young folks of the evil of their ways and such advice has been heeded with good results all around. The day has gone when the police snoop around hoping to catch boys committing offences. Modern policemen as often as not get around before an offence has been committed and prevent harum-scarum youngsters from turning into criminals. Many a youngster, getting into the habit of keeping too late hours has been kindly warned of the possible consequences of his way of life. And that is good police work. We should work with and support the police in their task of protecting the citizens and in giving information which may lead to the arrest of criminals. The greater is that cooperation, the better will be the police force, any police force.

Niagara Falls Review

# Free Trade

by CPL. A. ALSVOLD

LAST winter I received an urgent appeal from my brother-in-law in Denmark for two tires and two tubes. My brother-in-law needs a car in his business, and since rubber had long been unavailable he was now reduced to driving mostly on patches.

With such an opportunity for furthering Canada's vital export trade and to do a good deed at the same time, I hastened to a tire dealer to arrange the dispatch of the desired goods forthwith.

Funny how naive one can be, isn't it? This applies to the dealer as well, for after a rather weird conversation it was apparent to me that he didn't know the first thing about exporting; the only advice he gave was for me to seek information from the Netherland's Legation. I thought this a silly thing to do, so wrote the Danish Legation instead. A reply came in record time, signed by a real baron, with the suggestion that I write to the Export Permit Branch of the Department of Trade and Commerce. No sooner said than done, with the result that I received a document in seven copies with instructions to fill in each copy, using fresh carbon and heavy pressure. Upon receipt of which the department would consider my request for an export permit. So, using fresh carbon and heavy pressure, I filled in the form, then mailed it.

In due course came a reply to the effect that before "further" consideration could be given the matter I would have to produce a letter from the manufacturer certifying that the said goods could be applied against an unexpended export quota. This didn't look too promising, and it was with some trepidation that I wrote the manufacturer as required. I need not have worried though, for the export permit arrived before a reply came from the manufacturer.

I now had an export permit in five copies, also a quota permit in duplicate

which apparently was not required at all. So far so good; but in view of the fact that the tire dealer didn't know how to go about exporting, what of the next step? Perhaps the manufacturer would know. Inquiry in that direction elicited the advice that such business was undertaken by an export forwarder. The telephone book listed a number of exporters. These must be the people, I thought, and starting from the front, alphabetically, began to telephone them. The successive conversations were monotonous:

"Hello, is this the Export Company? May I speak to the manager, please?"

"The manager is not in."

"Well, maybe you can give me the information. Do you undertake export on commission?"

"I really don't know, sir. You will have to speak to the manager."

Just before the list ran out I found one manager in. He explained, as near as I could understand, that exporters do not export and that there was no export forwarder closer than Montreal.

This seemed strange, so I wrote again to the Export Permit Branch. The reply told me that there were quite a number of forwarders in town (customs brokers they call them); the branch had been in touch with one and assured me my business could be handled.

At last, things were looking up. I sent the permit to the customs broker with what I thought were suitable directions. Apparently the information was deficient, though, for I got a request for details "by return mail" regarding my financial standing and the weight and size of the packing case. The question of finance was easily answered, but due to all the paper work, I had forgotten to buy the tires and could not answer the second question off the bat. Begging time off from the office, I went down to a tire dealer (another one this time) and was told that the man who sold tires was

out; he would be in next Monday morning from 8.30 to 9.00. The man who weighed and measured was in though, so I did get the measurements. Come Monday morning, the goods were bought and packed and the broker furnished with the desired information. Now there was nothing to do but wait.

After a couple of weeks I learned, upon inquiring, that everything was in order except that no ship was available. Finally, three weeks before the permit expired, I was advised that the stuff was on the way and would I please pay the enclosed bill "immediately". Out with the cheque book and down to the mailbox on the double. The job was done. Not quite though. A week later I got a

huge ocean bill of lading in six copies of which three were marked "original" and the others "copy not valid". A covering letter instructed me to be sure and forward "all" the originals to the consignee as "one" had to be surrendered to the shipping company at point of delivery. I sent the whole file—32 pages. It will give my brother-in-law a chance to brush up on his English.

And so, while the file (and the tires, I hope) wend their way across the Atlantic I rest content in the knowledge that I have in a small way been able to bolster Canada's sagging export trade by the mere expenditure of a month's salary and a vast quantity of stationery.

## Police Codes

*A* CALM, dispassionate recognition of the rights of the accused, and even of the convicted criminal against the State—a constant heart-searching by all charged with the duty of punishment—a desire and an eagerness to rehabilitate in the world of industry those who have paid their due in the hard coinage of punishment; tireless efforts toward the discovery of curative and regenerative processes; unflinching faith that there is treasure, if you can only find it, in the heart of every man.

"These are the symbols which, in the treatment of crime and criminal, mark and measure the stored-up strength of a nation and are a sign and proof of the living virtue in it . . ."

—Winston Churchill.

*W*HAT makes a policeman? Alderman Frank Shepherd, 82-years-old chairman of Bristol Police Committee, gave this five-point guide to delegates at the British Police Federation conference in Bristol:

1. Courtesy and kindness.
2. Willingness to forego freedom of expression and habit enjoyed by others after their day's work is done.
3. Character, truthfulness and education.
4. Ability to withstand and counter the verbal wiles of lawyers.
5. Ability to gain and maintain the respect of the community.

Fifty years ago, said Alderman Shepherd, his police committee engaged policemen for their ability to use their fists and become the bogey men of young children.

London Daily Mail

*T*HE policeman of today is a man of parts. Finger-printing, the radio, civic by-laws, traffic control, pedestrian management, first aid, jui jitsu, marksmanship and applied psychology are all within his province. There was a time when all that was demanded was the physique of a wrestler and a working knowledge of ward politics. Now Chief Knight predicts they will shortly require a B.A. before they start out to pound a beat, and if this is so we might reasonably suppose that one day the chief of London will have his Ph.D. in public safety. And why not?

London Free Press

## TREATY DAY AT THE

# *Piapot Indian Reserve*

**J**UNE 5, 1947, was treaty payment day for the 300-odd Indians of the Piapot reservation, 20 miles north-east of Regina, Sask. The occasion was replete with colour and pageantry, as the old and the new intermingled. Primitive lodges, bright with designs depicting the brave exploits of Indian warriors, surrounded a tall staff of peeled poplar from whose top the union jack fluttered in the breeze; members of the R.C.M.P. in red serge, the squaws and their daughters in gaily bedizened shawls, the young bucks in their skin trappings and eagle feathers, hobbled horses and countless dogs—all this and more lent the scene an air of the past that was bound to warm the cockles of any Western old-timer's heart.

Beyond the lodges were modern tents to protect the women and children temporarily against inclement weather, and further away, scattered throughout the reservation, are the cabin homes of the Government wards—deserted now as their owners assembled to collect their annual dues for relinquishing their land to the Dominion 73 years ago. The sharp contrasts of a bygone age with a 20th century setting were recorded in technicolour film by Cpl. F. S. Farrar of the Force, and a few of his shots accompany this article.

\* \* \*

**C**HIEF Piapot, who was half Cree and half Assiniboine, gained a niche for himself in the annals of the Force through an incident that he incited during the construction of the Canadian Pacific Railway.

When in 1882 it was decided to transfer the headquarters of the North West Mounted Police from Fort Walsh to Pile of Bones,—today's Regina—on the line of the construction, Commr. A. G. Irvine was ordered to persuade the In-

dian populations to move to the reservations set aside for them to the north, away from the international boundary so that in the interests of law and order a more satisfactory surveillance could be maintained over their activities.

Piapot was reluctant to move with his band to the unhallowed land provided for them at Qu'Appelle to the north-east, and it is a tribute to the Commissioner's tact and firmness that the chief with 500 of his followers set out on the long trip on June 23, 1882; convoyed by a strong detachment of Mounted Police as far as the Old Wives Lake, the Indians arrived at Qu'Appelle exactly a month later.

But Piapot didn't take to his new surroundings and on September 17, less than two months after, he arrived back with his horde, which was now half starving and in wretched condition. The old chief announced intractably that he had returned to his primordial haunts in the Cypress Hills to stay and that that was what he was going to do. Had not Indian Agent McDonald gone from Qu'Appelle to Fort Walsh and paid the treaty annuities many of the tribe doubtless would have starved to death.

Upon the Commissioner there devolved once again the wearisome duty of bringing about Piapot's return to his rightful reservation, and this he accomplished the following spring.

In the meantime, however, Piapot and his band resorted to a subtle stratagem designed to compel the white labourers on the railway to shell out food and other gifts. To the Indian, the navy gangs and the smoke-belching "iron horse" were anathema, which spelt the end of things that for untold ages he had held most dear. By the time track-laying had ceased for the winter, in January, 1883, the road had reached a point about 12 or 13 miles east of the new station

named Maple Creek, just to the north of Fort Walsh.

What brought about Piapot's clash with the police was this. When construction recommenced early in the spring, the wily chief took it into his head to pitch his lodges at a point through which the encroaching builders would have to pass. The camp provocatively straddled the railway right-of-way, and all indications were that the wanderers had found a choice spot and intended to remain—carts were even unloaded and horses picketed out to feed. As they drew nearer, the construction engineers, much to their discomfort, realized they could not go on until the Indians decamped. The turbulent Piapot, however, stubbornly refused to budge.

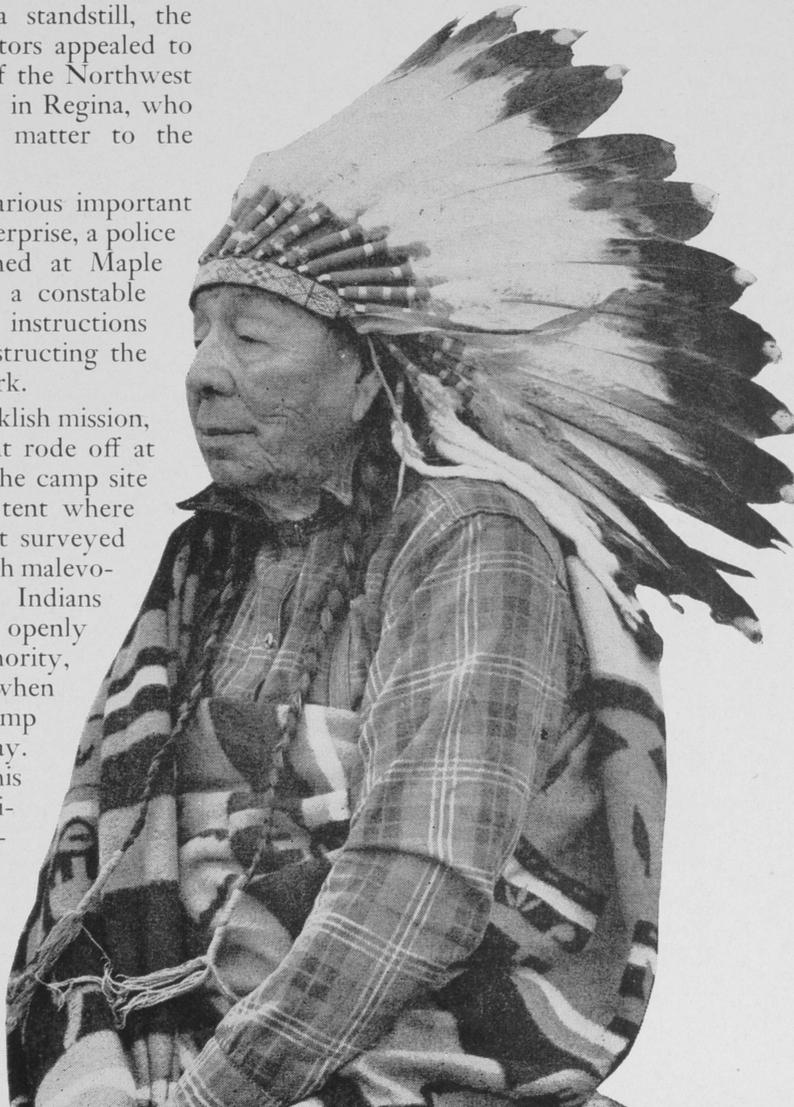
With operations at a standstill, the harried railway contractors appealed to Lt.-Gov. E. Dewdney of the Northwest Territories at the capital in Regina, who promptly referred the matter to the police.

As was the case at various important points along the new enterprise, a police post had been established at Maple Creek. An N.C.O. and a constable stationed there received instructions to stop Piapot from obstructing the contractors in their work.

In pursuance of this ticklish mission, the two-man detachment rode off at once and drew rein at the camp site in front of the chief's tent where the pipe-smoking Piapot surveyed the scene around him with malevolent satisfaction. The Indians crowded the police, openly scornful of their authority, and laughed derisively when told they must break camp and move out of the way. Piapot austere turned his back on the two custodians of the law who re-

mained in the saddle, insouciant to the milling mob pressing them on all sides.

Taking out his watch, the N.C.O. allotted the obstreperous chief a limited number of minutes to be on the move. Piapot, sullen and defiant, retorted he would move when he was ready and not before, and many of his warriors produced rifles and mounting their ponies began jostling the well-trained police horses, firing shots and giving voice to weird shrieks in the hope that this species of Indian bravado would disconcert the policemen. Amid the pandemonium the two red-coated policemen continued to sit their horses quietly, outwardly inscrutable and unruffled. Ignoring the tumult around them the N.C.O. glanced at his watch now and then as the dead-



**Isaac Reid, aged  
great grand-nephew  
of Chief Piapot.**

lock ticked away. And as the crisis approached, Piapot grew uneasy.

When the appointed minute had come the N.C.O. coolly dismounted, threw the reins of his horse to the constable and strode over to Piapot's lodge. Without a word but with impressive deliberation, he kicked out the lodge's key-pole. The surly chief was incredulous as he watched the rash N.C.O. unconcernedly go to another lodge and do the same, then still another.

Piapot must have decided that in this case discretion was the better part of valour, for without further ado he and his whole over-awed band were on the trail away from the head of steel, no doubt imbued with a deeper respect for the law of the Great White Mother. This historic, oft-told episode ended as

the graders once more took up their task of building the transcontinental.

\* \* \*

TREATY No. 4, the Qu'Appelle Treaty under which the Piapot reservation comes, is dated Sept. 15, 1874. Hon. Alexander Morris, lieutenant-governor of Manitoba and the Northwest Territories, Hon. David Laird, Minister of the Interior, and W. J. Christie were the treaty commissioners, and Chief Piapot was principal signatory to several of the treaty's adhesions. Down through the years, payments have been made regularly to these people in the heart of the prairie country, and still living on the reservation are members of the band who were present at the first treaty payment. Nineteen hundred acres of land

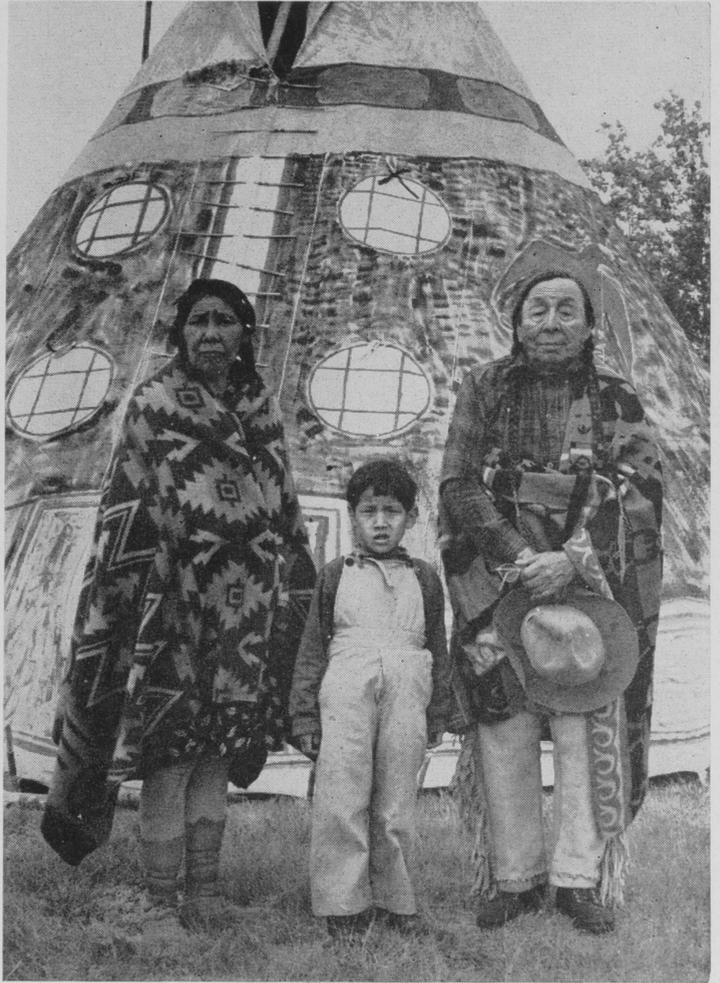


Grouped with natives of the Piapot reserve, from left to right, are Cpl. G. Butts; Mrs. O. Hansen, travelling nurse; Dr. A. B. Symes, superintendent of Indian medical services for Saskatchewan; Indian Agent Frank Booth, and Cst. E. Parker.

**Before a large tepee are representatives of three generations on the Piapot reserve—child, mother and grandfather.**

are under cultivation, and the Government helps in many ways to provide for these descendants of a once glorious era. Dr. A. B. Symes, superintendent of Indian medical services for Saskatchewan, was present to make tuberculosis tests. Also present were Indian Agent Frank Booth for the Qu'Appelle agencies and Farm Instructor Kenneth Burch.

Not hereditary, the chieftainship of the band is established by popular vote. At the present time there is no chief, the people invest administrative authority in two



councillors — Abel Watech and Harry Hall, both Veterans of World War I.

### *A New Excuse*

WHILE inspecting a security guard point near an Indian reserve in northern British Columbia, two R.C.M.P. investigators were attracted by peculiar noises up the road. Moving closer they came upon a drunken Indian youth in a ditch, and inside a shack across the way they found an elderly Indian—a mission convert noted for his piety—staggering up and down and waving a glass of homebrew tintured with ginger ale. Prepared from “soap berries”, a half-full stone crock of the mixture stood in one corner of the room.

During the long drive to the lock-up the old red man chanted a mission hymn about “chasing the ol’ debbil away”. The young fellow in the back seat, who, with the breeze working on him through the open windows, had slightly recovered, perked up and croaked, “You’re an ol’ devil too”.

Asked by the Indian agent next day why a decent old chap like him had made home-brew the accused answered solemnly, “Damn gov’ment don’t give me ’nough sugar, an’ my jam spoil”.

L.B.S.

# Two Marksmanship Competitions . . .

CAPTURED BY

## "C" Division, R.C.M.P. Rifle and Revolver Club

**O**UR Stetsons off to the Force's marksmen in the Montreal Small Bore Rifle Association, Revolver Section, who won the Montreal City Championship and, individually, captured the three top places in the provincial championships.

Competing against teams from the Montreal City Police, Westmount Police and Verdun Police Departments, C.N.R., Canadian Army (Longue-Pointe Ordnance Depot), and Sun Life Company, they carried off all honours without losing a single match; not only did the team win the city championship, but the highest aggregate for the season while the highest individual score for any one match went to individual members of the team.

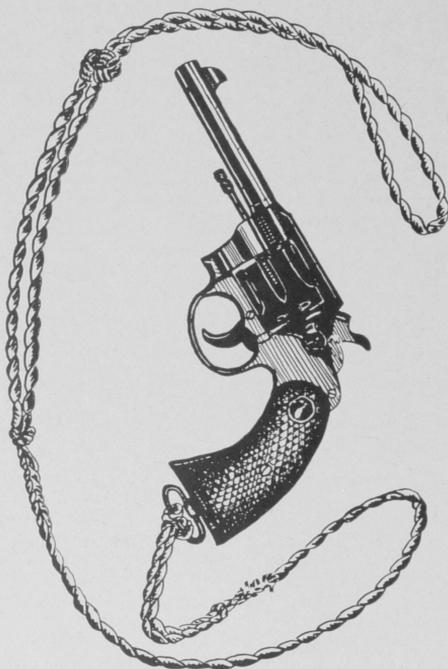
The team was composed of these eight members of the Force: Reg. No. 10804, Cst. H. J. Blais (captain); Reg. No. 13832, Cst. (now acting corporal) N. Credico (secretary); Reg. No. 10558, Cpl. C. E. Thornton; Reg. No. 12631, Cst. W. Betcher; Reg. No. 13734, Cst. J. J. L. Forest; Reg. No. R 1238, R/Cst. H. Y. Maranda; Reg. No. R 522, R/Cst. J. J. Berard, and Reg. No. 12719, Cst. C. G. Vaughan. The results of the

match were: 1st, R.C.M.P.—8,351 points out of a possible 9,000; 2nd, C.N.R. No. 1—8,205; 3rd, Montreal City Police No. 2—7,925; 4th, Montreal City Police No. 1—7,918; 5th, Sun Life—7,825; 6th, C.N.R. No. 2—6,729; 7th, Westmount

Police No. 1—6,944; 8th, Verdun Police—6,554; 9th, Westmount Police No. 2—6,514 and 10th, Army (L.P.O.D.) — 5,143. Constable Blais achieved the highest aggregate score of all contestants, Constable Betcher coming second and Reserve Constable Maranda third.

After hanging up these laurels, individual team members entered the Province of Quebec Rifle Association Individual Revolver Competitions for centre and rimfire ammunition with these results: Reserve

Constable Maranda walked off with two provincial championships—both the rimfire and centre fire classes—, his score being 352 x 400 in the former, topping last year's champion by 21 points, and 392 x 400 in the latter or 18 points above last year's champion. This splendid showing could not have been foreshadowed even by Maranda's fine showing in the M.S.B.R.A. league where in the face of formidable opposition he rung up the





"C" Division Rifle and Revolver Club, from left to right: Cst. W. Betcher; Cpl. C. Thornton; Cst. C. Blais; R/Cst. H. Maranda; Inspr. J. R. Lemieux, president of the Sports and Social Club; R/Cst. J. Berard; Cst. (now A/Cpl.) F. Credico, and Cst. L. Forest.

highest individual score (194 x 200) for any single match. In addition to this remarkable performance, Constable Blais was runner-up in the centre fire class and Constable Betcher was runner-up in the rimfire class. The season's activities

concluded with a social evening to which representatives of each revolver club were invited and at which the trophies and a number of handsome prizes donated by local business firms were presented. Well done, "C" Division.

### *Radar Speed Traps*

THE use of a radar device to measure accurately the speed of automobiles on highways, as demonstrated in Connecticut, is going to rule out entirely protests of the speeding driver as to just how fast he was going when halted by the police.

Of course, to the vast majority of motorists, the new instrument will hold no terrors, since they observe the speed laws. But to those who like to pass everyone on the road, being caught in such a trap as the radar machine constitutes will leave them with no answer.

Science will tell the judge just how they broke the speed laws. It should prove to be quite a means of controlling reckless drivers when put into widespread use.

—Boston Post.

# SPORTS

## AS A CURE FOR JUVENILE DELINQUENCY

By Cpl. W. J. DURNIN

**A**UTHORITIES claim that organized sports and physical education help prevent juveniles from going astray. The policeman, whether he belongs to the Royal Canadian Mounted Police, a provincial or municipal police force, can accomplish much good in this way merely by associating with boys' organizations in his district. Whether or not he participates as an instructor or leader is not of prime importance. If he does, so much the better; but his attendance, alone, at young people's meetings, their gym classes and sports fosters better relationship between him and the boys than would otherwise be possible.

Quick to sense any, especially a policeman's, interest in their activities and a desire to meet them half way, children as a rule are eager to clasp the hand of friendship. The policeman who extends that hand will be rewarded with their confidence and cooperation, and mutually beneficial association will result.

Many Canadian communities unfortunately have no boys' clubs or organizations to promote sports among our young people, and often the prevalence of juvenile delinquency at these centres is greater than those that have. This is a serious problem, but one that presents a wonderful opportunity for the policeman to do good work by winning the trust and admiration of tomorrow's citizens.

The lack of a gym or of organized sports should be merely a challenge for the policeman to start a gym class and to organize sports himself. True, he may know little about instructing, but the same can be said of many who have undertaken this type of work. In most towns and villages there is someone who has in the past been, or still is, athletically inclined and interested in sports. If there is, seek him out and enlist his support

and that of the service clubs, school board and local citizens.

Then get the boys together and find out what they can do or, better still, what form of recreation they are most interested in. It will take up several of your evenings each week, but once you start the ball rolling you'll never regret it for the work is interesting and, considering the good that can accrue from it, the time is well spent.

\* \* \*

**T**HE town in which the writer is stationed has a mixed population, typical of many other communities throughout the country. There is a theatre and a skating rink. The latter is open for only a couple of months in winter, and the rest of the time there was not much a few years ago to attract the young people in their idle hours.

During the autumn and winter of 1943, members of this detachment realized that very little was being done to encourage sports among the young people. Yet being "new-comers", we hesitated to interfere. We did offer to assist in promoting a sports program, but no action was taken. When the spring baseball season arrived, however, the detachment decided to act on its own and organized, coached and managed two midget teams.

The teams played several times, usually after senior games were over, and received excellent support from a large number of fans who remained to watch

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**Much more than formerly, the public places the onus on today's policeman in the matter of combatting juvenile delinquency, and without doubt the police by their example and counsel can do much to help young people become finer citizens.**



(National Film Board Photo)

**Enthusiastic youngsters try out the parallel bars while waiting for the instructor.**

them. When the season drew to a close, the boys called at the detachment office and asked, "What do we do now that the ball season is finished?"

Possibilities of organizing a gym class for the winter had been discussed, and when the boys showed interest a tentative plan was drawn up.

Public opinion is important in undertakings of this kind, and the city lent itself to the project by granting authority to establish a gym in the "Old Opera House" and furnishing free lighting. The school board donated their gym mat and vaulting box for the purpose and assured

us that there would be enough fuel for the winter. Word got around and the opening class had an attendance of about 40 boys from eight to 18 years old.

Few, if any, of them had ever taken a roll on a gym mat. To begin with they were divided into junior and senior classes, each of which was scheduled to meet one night a week. In selecting the groups, size was the determining factor rather than age, though an effort was made to put those over 15 in the senior class.

Wartime restrictions made it impossible to get equipment, even if money

was available, so we approached the Director of Provincial Recreation (Pro-Rec), Vancouver, B.C. The next week his district representative visited the detachment and, thanks to his favourable recommendations, Pro-Rec headquarters forwarded two gym mats, a spring-board, basket ball, volleyball and a set of boxing gloves. These articles contributed materially to the success of the classes and were much appreciated by the young members who set to work in earnest.

Class was from seven to nine in the evenings and usually featured instructions in P.T., mat work, tumbling, box work, spring-board and combined spring-board and box exercises. Every Wednesday the seniors met for basketball practice or High School games, but the other evenings wound up with basketball for the seniors and volleyball for the juniors.

Attendance is voluntary and no member is forced to participate in the work, but it is remarkable how quickly some of the laggards will respond to a little encouragement. The spirit of competition is pronounced in every boy and, if kept alive, it will keep him trying. Most boys are very enthusiastic for this sort of activity. Of course not all are interested in it, and one should not be disheartened if a few desert after a short while. The most promising members in each group were appointed leaders or assistant instructors and proved to be invaluable aids, especially in helping backward or awkward members overcome some of their faults.

\* \* \*

THE classes started in October and lasted until May of the following year and were well and regularly attended. At the close of the season, they were discontinued in favour of baseball as it was not possible to supervise both lines of activity.

The enrollment at the end of the 1944-45 season showed 42 juniors and 21 seniors. That season concluded with a gymnastic demonstration put on by the boys for the benefit of their parents and

the local citizens. The display, which lasted for an hour and a half, consisted of mat work, individual tumbling, team tumbling, box work, vaulting, combined box and spring-board exercises, parallel bar exhibitions and other callisthenics, and those who witnessed it apparently were well pleased.

One evening, a Pro-Rec troupe from Nelson, B.C., entertained our boys and their parents. They put on a fine display and though the venture was not a success financially it was worth-while from an instructional viewpoint as it pointed up some of the mistakes our boys had been making.

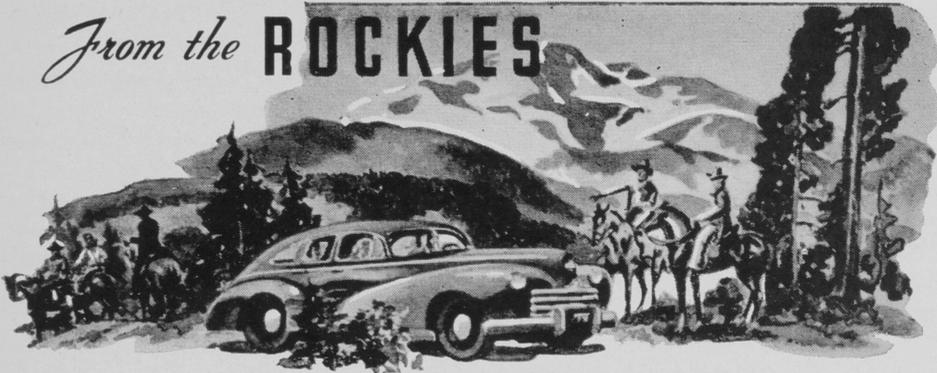
Finances? That was the worst problem. There being no membership fees, at first no funds were available to cover expenses. But through various campaigns put on by the boys and the splendid support of the community this obstacle was overcome. Two dances, a raffle and the exhibition that marked the end of the season saw us with a set of new uniforms for the senior hockey team and a bank balance of \$130.

During the winter months that followed, midget and senior hockey teams were formed in addition to the gym classes, but the season was so short that few games were played. The midget team was composed of members from four teams playing school hockey and the other of players from the community whether they belonged to the club or not.

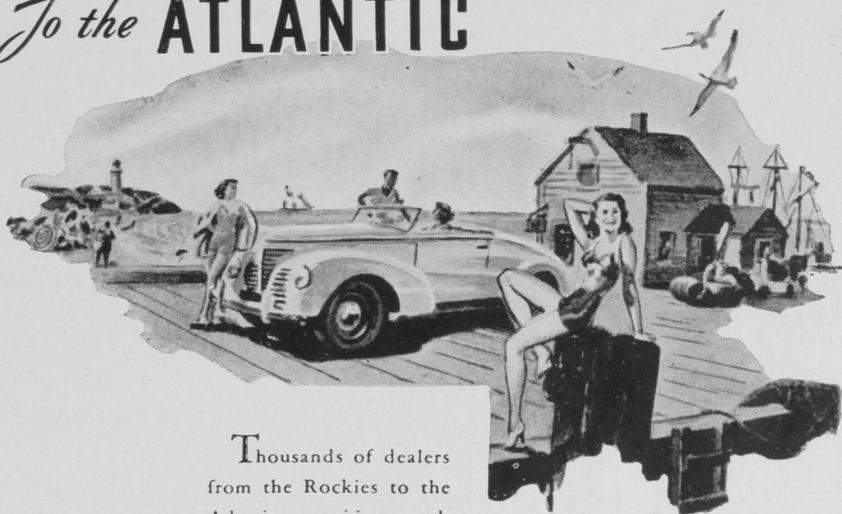
When many of the senior class left for outside points during the 1945-46 season to further their educations their places were filled by the most promising juniors. The membership stood at 32 juniors and 22 seniors, and one of the local women teachers started girls' classes that also proved to be popular.

All members of the boys' club are registered at the provincial Pro-Rec headquarters, Vancouver, which has furnished us with such additional equipment as a horizontal bar and a set of rings. The club now has a "trampoline" ready for

*From the* **ROCKIES**



*To the* **ATLANTIC**



Thousands of dealers  
from the Rockies to the  
Atlantic are waiting to wel-  
come you at the friendly  
sign of the White Rose.

**STOP** *at the*  
**SIGN** of the  
**WHITE ROSE**

*"The pick of them all!"*

CANADIAN OIL COMPANIES, LIMITED

operation, thanks to the school board and a local citizen who helped construct it.

\* \* \*

MEMBERS of this detachment share the responsibilities of the organization and give instructions at the classes. When police duties call us away, a local resident carries on the good work and, on a number of occasions, a member of the British Columbia Provincial Police has come to the rescue.

Since the club was established, only

one local boy has been in difficulties with the police. Persuaded to return to school and turn out for gym classes, he now is one of the most active club members and last year won a place for himself on the senior hockey team.

Every minute of the time spent in this work has been amply repaid and fully enjoyed. The experiment which has been a success has proved that youthful citizenship can be built in the gym, and on the hockey rink, ball diamond and playground.

### *Trials and Tribulations*

A CHICAGO policeman seized 50 tickets of admission to the ball park from ticket speculators. When the latter were fined in Court, the judge wanted to know what had become of the tickets. The officer blushed and said he had given them to kids who didn't have tickets. We think we would like that policeman.

—Fort William *Times-Journal*.

\* \* \* \* \*

THERE has been some exchange of reminiscence in one of our local ports (writes a correspondent) about the names of well-remembered fishing boats. The skipper of one of them, called into the witness-box of a Court of law, was pertly asked by a young barrister: "What are you?" "What am I!" retorted the old seadog in a voice that shook the Court. "I'm the master of the Queen of England, that's what I am, young feller!" —Manchester *Guardian*.

\* \* \* \* \*

APPARENTLY the ready tongue of Britain's famous wartime Prime Minister is a family idiosyncrasy, as one Australian police sergeant discovered recently. In the Dorrigo country of New South Wales lives a cousin of Winston Churchill, who, naturally, is a centre of interest. Wearing a long tawny beard, ragged pants at half-mast height and sand-shoes, the local member of the Churchill clan recently turned up for his gas ration tickets at the police station. On the score of his beard the sergeant remarked: "You know you'd much improve your looks if you shaved your whiskers".

"Think so?" was the answer. "Well, let me tell you, sergeant, that if you grew a beard it would much improve your looks. It would hide some of your cheek."

—*Empire Digest*.

\* \* \* \* \*

SOME time ago in a certain maritime town a fisherman appeared in Court, charged with having no tail light on his car. The magistrate had about a dozen similar cases to hear that morning, and the office was crowded with the defendants who were practically tripping over each other in their anxiety to get it over with—to plead guilty and be on their way. A boyhood neighbour of the magistrate, the fisherman was just as anxious as the others. He got into line and held back for a while, then apparently impatience got the best of him. He pushed up front, plunked down a five and three one-dollar bills before His Worship and announced breezily, "Here, Mac. Here's the eight bucks. I'm guilty as hell. I gotta fishin' date".

# Old-timers' Column

## New Division of the R.N.W.M.P. Veterans' Association Formed in Ottawa

At a meeting held in Ottawa, Ont., May 21, 1947, to organize a reunion dinner of the Force's pensioners in the Ottawa district, it was decided to apply to the Royal North West Mounted Police Veterans' Association for permission to establish a local branch of that body. The dinner took place on June 3, with 47 old-timers in attendance; also Supt. F. W. Zaneth, Officer Commanding R.C.M.P. "A" Division, Ottawa, was there upon invitation as representative of the Commissioner.

Before this very pleasant evening drew to a close, a working committee was nominated to further the establishment of the new branch. Ex-Inspr. E. Carroll was appointed president and, acting upon a unanimous vote, a letter was written to the Dominion President of the association asking for authority and his advice concerning the necessary procedure to be followed. Authorized by him, the new branch at Ottawa is to be known as "C" Division, Royal North West Mounted Police Veterans' Association. Monthly business meetings, planned in accordance with the association's

constitution, are to be held in the Justice Building annex where a room, used as an auditorium for R.C.M.P. Band practice, has been made available through the kindness of the Commissioner.

The *Quarterly* is pleased to reprint hereunder a letter of greeting, dated July 1, 1947, from the Dominion President to the newly formed division:

Royal North West Mounted Police  
Veterans' Association  
Dominion Headquarters

1929 5A St. West  
Calgary, Alta.,  
July 1, 1947.

The President, Officers and Members  
"C" Division,  
R.N.W.M.P. Veterans' Association,  
Ottawa, Ont.

My dear Comrades:

Owing to the distance which separates us it will not be possible for me to be with you at your first meeting. Nevertheless, you may be fully assured that you have the sincere good wishes of every member of the association for the future prosperity and growth of "C" Division.



(Photo by Newton, compliments Ottawa Citizen)

Nucleus committee of "C" Division, R.N.W.M.P. Veterans' Association, Ottawa. Left to right: ex-Sgt. F. Cook; ex-Inspr. E. Carroll, ex-Cpl. A. Whetstone, ex-Sgt. R. J. Heeney, ex-S/Sgt. J. H. Soame and ex-Sgt. O. Gagnon.

Located as you are, in the capital city of this Dominion of Canada, you have a great opportunity to be of service, not only to the association, but to the Government of Canada, and you also have the opportunity to impress those members of the Force who will, from time to time, take their discharge in the Province of Ontario, with the very definite idea that it is a good thing to hold membership in the association.

You have before you a copy of our constitution. Our objects and aims are set forth therein, and you should at all times keep them firmly in mind. You should, in addition to these objects and aims, work for the promotion and continuance of the comradeship and mutual associations which were formed during our service in the parent body.

I sincerely hope that you will seize upon the opportunity, whenever it may present itself, of extending the growth and influence of the association, by fostering and assisting in the formation of new divisions, but always observing a due regard for the requirement that there must be a strong probability that any such new division shall have sound prospects of success.

I do most urgently urge upon you all that you discourage the existence of small cliques which may be at odds with one another; as individuals, to put aside any old grievances or grudges which may have their roots in some incident during your years of service; and as an organized body, to work unitedly and whole-heartedly for the best interests of the association.

You have behind you the good wishes and support of all your comrades. You yourselves are, I am well persuaded, firmly determined to make a success of your venture. With this support and this determination there can be no thought of failure, and I, on behalf of the Royal North West Mounted Police Veterans' Association, of which you now form a part, extend to you all a very hearty welcome.

Yours very sincerely,  
(Sgd) JULIEN NASH,  
*Dominion President.*

### Erratum

We were somewhat dismayed to learn after distribution of the April *Quarterly* that, despite repeated proof-reading of that number's contents, the final paragraphs had been omitted from the "filler" on page 326. The omission, of course, rendered this short article, "A Dyed-in-the-Wool Son of the Force", pointless; we were recording there the Mounted Police antecedents on both sides of Baby Hutchings' forbears, and the part left out dealt with the paternal side of the family as follows:

On his father's side the infant is the grandson of T. B. Hutchings who engaged in the R.N.W.M.P. on June 10, 1912, and retired to pension June 1, 1946, with the rank of superintendent.

Blood, as they say, is thicker than water, and made of the stuff of pioneers, as he is, no doubt Baby Hutchings, whose forbears have served in the Force throughout the periods when it was known as N.W.M.P., R.N.W.M.P. and R.C.M.P., will grow up to be strong, self-reliant and a friend of the law-abiding.

There are other outstanding cases of relationship in the Force, which are worthy of being classed as close "runner-ups" to the Hutchings' unique record. For instance, Reg. No. 12807, Cst. L. C. Cawsey, who is well known to *Quarterly* readers as a contributor of excellent articles, on Apr. 29, 1947, had an addition to his family in the person of a fine young son. Named John Allen Cawsey, the new-arrival can claim this Force-flavoured background: Reg. No. 1709, the late ex-S/Sgt. J. D. Nicholson is his great-great uncle; Reg. No. 6367, S/Sgt. J. A. Cawsey his great uncle; Reg. No. 13839, ex-Cst. R. A. Cawsey, uncle; Reg. No. 11462, Sgt. J. N. Cawsey, grandfather, and of course Constable Cawsey his father—six stalwart branches of the "red-serge" tree.

### Scarlet and Gold

That gorgeous publication known as *Scarlet and Gold* reached this office recently. It is an annual edition, in which advertisements are used lavishly, and the proceeds go to the R.N.W.M.P. Veterans' Association. It is of local interest to note that the editor and publisher is W. E. Gladstone Macdonald, a native of Antigonish, better known to his associates here some years ago



as "Gladdy Professor", who now lives in Vancouver. The book consists of 115 pages of stories, pictures and advertisements. The reading matter and pictures show life in the Mounted Police through the years, dealing with dramatic episodes which are recorded tersely in the official reports of the R.C.M.P. officers who took part in them. From the viewpoint of the printer the book is a work of art.

*Antigonish Casket.*

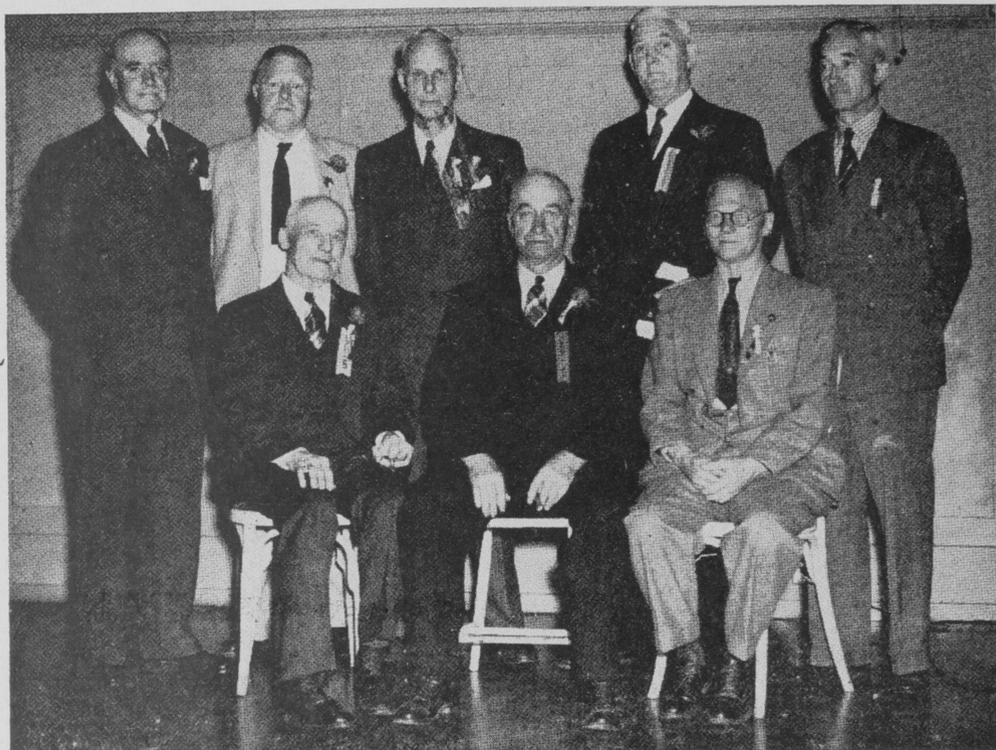
#### **R.N.W.M.P. Veterans' Association News**

*When the trumpeter sounds Last Post for us,  
As we know that soon he must,  
And our padre repeats the familiar words,  
"Ashes to ashes, and dust to dust",  
The new recruit perhaps will say,  
"There's another old 'Mountie' gone,  
But the work he started so long ago,  
Please God, we'll carry on".*

To date this year, the Royal North West Mounted Police Veterans' Association has been very active. In Calgary, Alta., on February 17 a meeting was held at the

home of Col. (ex-Supt.) G. E. Sanders, C.M.G., D.S.O., where it was whispered that two other ex-superintendents, F. P. Baxter of Calgary and James Fripps of Vancouver, B.C., discussed the possibility of their writing the history of the Force as they saw it—not the oft-told story of the North, but the Force in the early days on the plains.

In February, also, the Ladies Auxiliary of the R.N.W.M.P. Veterans' Association in Vancouver celebrated its 11th anniversary. The only women's auxiliary to the association, this fine organization holds monthly meetings and is very active in social service work now that its war pursuits have ceased. Not a few of its members at one time lived at isolated detachments when their husbands were in the Force. One, Mrs. Stangroom (wife of Reg. No. 5738, ex-Sgt. Major B. J. Stangroom), recalled the splendid team of dogs she had when at Port Nelson, B.C.; another, Mrs. Corby, secretary of the auxiliary and wife of Reg. No. 4219, ex-Cpl. Frank Corby, mentioned that she settled in Em-



Above: Members of the R.N.W.M.P. Veterans' Association for Vancouver and Victoria. *Back row*, left to right: Ex-Supt. W. W. Watson, ex-Sgt. J. Leatham, ex-Supts. F. E. Spriggs and J. Fripps and ex-S/Sgt. A. R. Walker. *Front row*, left to right: ex-Cpl. F. Corby, ex-Cst. J. Hazzard and ex-Inspr. R. C. Bowen.

Below: Ladies' Auxiliary of the R.N.W.M.P. Veterans' Association for Vancouver and Victoria. *Back row*, left to right: Mrs. W. T. Whitehead, Mrs. A. G. Beale, Mrs. J. Fripps, Mrs. S. C. Lawton, Mrs. F. E. Spriggs, Mrs. A. E. Reames and Mrs. J. D. Bird. *Front row*, left to right: Mrs. H. C. Randle, Mrs. Harris, Mrs. G. Floyd, Mrs. F. Corby, Mrs. O. Snowling and Mrs. Crisp.



press, Alta., almost a year before the railway reached that point.

On May 31 in Vancouver, "A" Division of the association assembled for its 34th annual dinner and roll-call, 185 strong and including ten of the originals who with some 60-odd others now deceased banded together in May, 1913, to form the association. A high light of the gathering was the touching ceremony in which the chairman and division president, ex-Superintendent Fripps, presented a life membership to Secretary Corby "in grateful appreciation of distinguished and faithful service in building up the membership of the division and carrying out the duties of secretary with dispatch, honesty and sincerity

**Commemorative gavel presented by Inspector Larson to "A" Division, R.N.W.M.P. Veterans' Association.**



for ten continuous years". To commemorate this roll-call Insp. H. A. Larsen of *St. Roch* fame gave the chairman a gavel hewn from a section of iron-bark sheathing taken from the hull of his world-renowned vessel and bearing this inscription on a small metal plate: "Presented to the R.N.W.M.P. Veterans' Association by Insp. Henry Larsen of the R.C.M.P. schooner *St. Roch*". Following a sumptuous dinner and intriguing speeches, there was time to sit and chat and smoke a pipe over old times. Two of the oldest members present were Reg. No. 789, ex-S/Sgt. Jimmy Weeks, 84, and Reg. No. 1188, ex-Cst. C. H. "Charley" Baker, 82. Also among those in attendance were: ex-Deputy Commr. R. L. Cadiz, ex-Asst. Commrs. M. H. Vernon and C. H. King, ex-Supts. F. W. Schutz, G. Binning, G. C. P. Montizambert and P. H. Tucker, ex-Insp. R. C. Bowen and W. C. Grennan, Reg. No. 4833, ex-Sgt. W. G. Wells of Portland, Ore., and a number of veterans from other points in the U.S.A. Sub-Insp. L. J. C. Watson represented the Officer Commanding, R.C.M.P. "E" Division (British Columbia).

From west to east the association is flourishing. The Force's loss is the association's gain.

Sir: **Letters to the Editor**

It might be of interest to you to learn that my brother, who is a pensioned sergeant from the County of Cumberland Police Force, passes his copy of the *Quarterly* over to the local chief constable, and I can assure you that at least two people over there derive considerable pleasure from it.

I took a trip to Winnipeg on May 8 and returned here on June 4. My trip primarily was not a pleasant one as my wife died rather suddenly on May 7, and I took the body there for interment. Somehow or other, Winnipeg seems "home" to us.

I managed to visit the barracks, and was quite surprised to see many familiar faces still there, although from reports, the old lads are going fast these days. On my next call I will probably find quite a number missing.

Sincerely,

(Sgd.) J. E. CAPSTICK

(Reg. No. 4565, ex-sergeant major)

Toronto, Ont.

June 24, 1947.

Sir:

Your magazine is good. I was up in the Yukon with Insp. A. L. Bell at Whitehorse, also Insp. A. E. Acland at Prince Rupert and Hazelton, and I am intensely interested in the accounts of Northern patrols and detachments. The romantic atmosphere is lost after you spend a week on the trail—the dogs' feet and your own frost bitten, and "home" still 100 miles away.

The Force would seem funny without horses, and I'm glad to see they are still being used—around Regina anyway.

I offer the suggestion that it might be interesting to get some of the ex-members to send along to you a short item of what they are busy at now. I venture to say you'd receive some very interesting copy.

I was Overseas with then Captain Wood; he was in charge of our squadron—now, he's Commissioner of the Force.

Yours truly,

(Sgd.) E. T. W. COULTER  
(Reg. No. 6524, ex-constable)

Litchfield Park,  
Arizona, U.S.A.  
June 26, 1947.

Sir:

It was with some pride that I read in the April *Quarterly* appended to "Training and Duties in the Force" (p. 319) an article which I wrote in the *Star-Phoenix*. It was a routine assignment, but to me it was more than that.

It was a sort of dedication to the Force, many of whose members I have known from back in 1921, and more intimately than a newspaperman usually does. At that time those stationed locally were: Sgt. "Scotty" Drysdale, C. T. Hildyard and Johnny Hellofs.

When crime was extensive on the prairies, after the take-over from the provincials (June 1, 1928), I had close and friendly associations with Insprs. John Kelly and Walter Munday, with Sgt. C. C. Brown—Spanish Consul Brown—of the C.I.B., Sergeant Harvey, who retired to England and a pub, and Sgt. Jack (Gee, you're driving me crazy) Woods, now of Vancouver, B.C., also S/Sgt. J. A. Cawsey who is here at present.

I was at the riot in which Insp. L. J. Sampson was unhorsed and killed, and

marched with members of the C.I.B. at his funeral. My association with the Force is now sporadic, but still very pleasant, and the new generation, if you talk their language, will take you to themselves. We worked up a relationship of goodwill and common sense in reporting in those days which still bears fruit. Even my saddle horse wears on state occasions a head-roped that once was official equipment, and I keep it white.

Which brings to mind that I just returned from my holidays, which comprised three or four days in the saddle and a visit to the Meadow Lake stampede. Meadow Lake is quite far north, a flourishing cattle country. The rodeo lasted three days and the riders and steers all came from within 100 miles or so. The populace in that area includes some reasonably tough characters, but the business men told me that since the Force took over last year, there is law and order, and life is a bit safer.

The *Quarterly* is a splendid magazine. Will you accept from an old-time newspaperman congratulations on its quality.

Yours sincerely,

(Sgd.) DAN WORDEN.

The Saskatoon *Star-Phoenix*,  
Saskatoon, Sask.  
July 8, 1947.

#### Ex-Assistant Commissioner Kemp

Opening with a reference to the R.C.M.P. Youth and Police program, ex-Asst. Commr. V. A. M. Kemp, C.B.E., in an interesting and many "faceted" speech at Oshawa, Ont., on Feb. 17, 1947, told the local Rotary Club that "We must combat the let-down caused by the war when fathers were Overseas and their control was lacking". Continuing, he recounted some of his experiences while serving in the Force and mentioned the excellent cooperation that exists among all police forces in Canada.

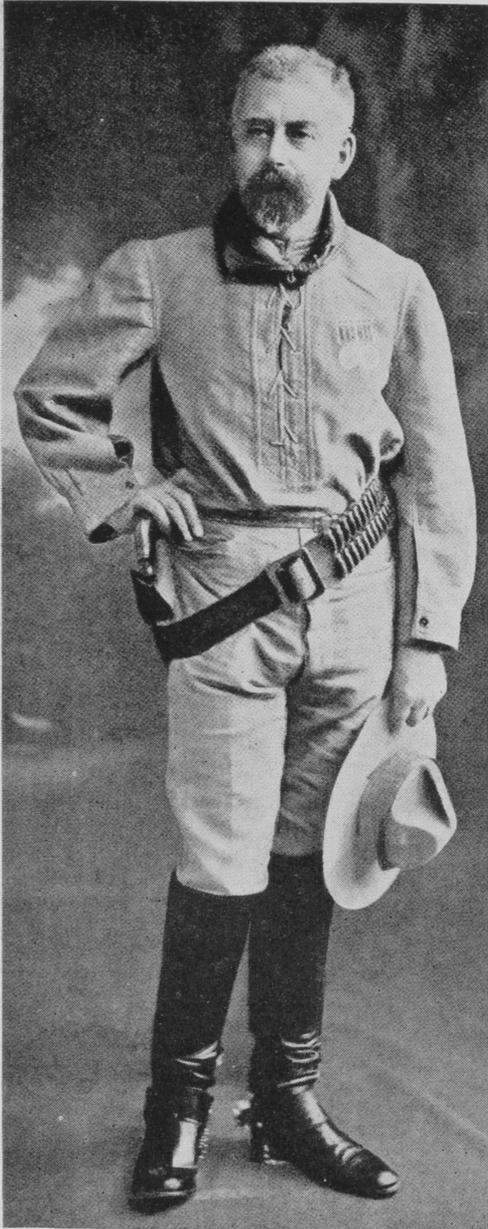
The speaker, who retired on Feb. 28, 1946, after 35 years' service with the Force, is now personnel manager of Loblaw Groceries with headquarters in Toronto, Ont.

#### Pocock Memorial Services

Of historical interest to members of the Force and other *Quarterly* readers are the memorial services that took place two years ago in St. Catherine's Chapel, Holy Trinity Church, Cookham, Eng., in honour of the

late Reg. No. 1107, ex-Cst. Henry Roger Ashwell Pocock, L.M.S.M., who died on Nov. 12, 1941 (see 9 R.C.M.P.Q. 346).

Born Nov. 9, 1865, ex-Constable Pocock had a very full career. He saw service with the North West Mounted Police in The North-west Rebellion, 1885, was with the Imperial Army in the Boer War and in the First Great War, being appointed captain



Reg. No. 1107, ex-Cst. H. R. A. Pocock.

in 1915. He was guide for sportsmen, gold seekers and explorers in Canada's frontier West. A seaman who engaged for some time in deep sea fisheries work and the author of many books, in 1904 he founded the Legion of Frontiersmen.

His father was the late Capt. C. A. B. Pocock, R.N., who took up residence in Brockville, Ont., upon retiring from the navy.

His daughters were educated at Bishop Strachan School, Toronto, Ont. The eldest, Rosalie, married Samuel Keefer of Brockville, where she lived until his death. Another daughter went to England to become the renowned actress, Lena Ashwell, and is happily remembered by thousands for entertaining the troops during World War I. As the wife of Sir Henry Simpson, *accoucheur* to the Duchess of York—now Her Majesty, Queen Elizabeth—she, Lady Simpson, had the honour of being a guest at Glamis Castle when the Princess Margaret Rose was born.

Still another daughter, Miss Hilda F. Pocock, S.R.N., M.I.H., is an army nurse and noted lecturer on Health and Eugenics. She and Lady Simpson now reside near London, Eng.

The church at Cookham dates back almost to Norman times and in it is the Pocock family vault. The remains of ex-Constable Pocock were cremated, but his name is inscribed on the handsome memorial to his parents, designed by Gilbert Bayes and erected by Mrs. Keefer.

### Pensioned

Hereunder is a list of ex-members of the Force, and of their addresses, who retired to pension on the dates shown; this list will be continued from time to time until brought up to date, as the space requirements of this column permit:

Reg. No. 8311, Cpl. Ralph Wesley Clearwater—Oct. 12, 1945. 108 Catharine St. South, Hamilton, Ont.

Reg. No. 8406, Cpl. Myles Frederick Foster—Oct. 12, 1945. New Brighton, Gambier Island, West Howe Sound, B.C.

Reg. No. 6299, Sgt. Murdoch MacLean—Oct. 23, 1945. 2376 West 3rd Ave., Vancouver, B.C.

Reg. No. 10418, Cpl. Marcel Chappuis—Oct. 27, 1945. 901-4th St., Sidney, Vancouver Island, B.C.

Reg. No. 9851, Cpl. Frank Clarence Johnes—Oct. 30, 1945. 116 Waverley St., Ottawa, Ont.

Supt. Alexander Drysdale—Oct. 31, 1945. 602 Garbally Rd., Victoria, B.C.

- Reg. No. 9141, Cpl. Alfred Guy Arthur—Nov. 11, 1945. 35 Florence St., Ottawa, Ont.
- Reg. No. 9132, Cpl. Norbert Gregoire—Nov. 11, 1945. 628 Highland Ave., Westboro, Ont.
- Reg. No. 11347, Cpl. William Henry Albert Hanna—Nov. 11, 1945. Box 4151, South Edmonton, Alta.
- Reg. No. 10016, Cpl. Patrick Bartholomew Flynn McAndrew—Nov. 11, 1945. 23 Hill St., Ottawa.
- Reg. No. 5589, Cst. Edgar Ernest Charles Powell—Nov. 30, 1945. Long House, St. Georges, Bermuda, B.W.I.
- Reg. No. 7576, Sgt. Major Edwin Tutin, M.M.—Nov. 30, 1945. Brackendale, B.C.
- Reg. No. 12210, Cst. Lyle Morton Hart—Dec. 17, 1945. Sambro, Halifax Co., N.S.
- Reg. No. 6163, Cpl. George Stephen Nutt—Dec. 26, 1945. Ste. 10, Scott Apts., 2659 Douglas St., Victoria.
- Reg. No. 6538, Cpl. Edward Blatta—Dec. 29, 1945. Horseshoe Bay, Vancouver, B.C.
- Reg. No. 8925, Sgt. Charles Joseph Young—Dec. 31, 1945. 377 East 36th Ave., Vancouver.
- Reg. No. 12118, Cpl. Forrest Arthur Ladd—Feb. 11, 1946. Lake Annis, Yarmouth Co., N.S.
- Reg. No. 6712, Cst. Harold Ross Warren—Feb. 11, 1946. 533 Cole Ave., Ottawa.
- Reg. No. 6397, S/Sgt. Francis Walter John Barker—Feb. 28, 1946. Wynyard, Sask.
- Reg. No. 6316, Sgt. Major Henry Webb Stallworthy—Feb. 28, 1946. Saltair, R.R. 2, Ladysmith, Vancouver Island.
- Reg. No. 10903, Cst. Reginald Robert Warner—Mar. 11, 1946. Nolalu (near Port Arthur), Ont.
- Reg. No. 11318, Cpl. Oscar Maitland Alexander—Mar. 20, 1946. 764 Bidwell St., Vancouver.
- Reg. No. 7589, Cpl. Richard James Johnson—Mar. 30, 1946. 344 Vernon Rd., St. James Winnipeg.
- Reg. No. 9600, Cpl. Simon Philips Connely—Mar. 31, 1946. Graham Ave., Britannia Heights, Ont.
- Reg. No. 5876, Cst. William Ellis—Mar. 31, 1946. 412A-8th St. South, Lethbridge.
- Reg. No. 9424, Cpl. Jean-Baptiste Benoit Lalonde—Mar. 31, 1946. 7 Huron Ave., Ottawa, Ont.
- Reg. No. 11402, Cpl. Lloyd Ryerson McLean—Mar. 31, 1946. 14 Pleasant St., Sydney, N.S.
- Reg. No. 9563, Sgt. Arthur James Jezard Rayment—Mar. 31, 1946. 122 Division Ave., Medicine Hat, Alta.
- Reg. No. 11335, Sgt. Thomas Francis Thoroughgood—Mar. 31, 1946. Canoe, B.C.
- Reg. No. 5768, Cpl. Edward Edmonds Harper—Apr. 7, 1946. 323 Island Highway, R.R. 1, Victoria.
- Reg. No. 9087, Sgt. Anders Bert Oman—Apr. 30, 1946. 5 Avon Lane, Ottawa.
- Reg. No. 5681, Cpl. Robert John Smith—May 12, 1936. 76 Radcliffe Rd., Northam, Southampton, Hants, Eng.
- Reg. No. 6592, Cpl. Ernest de Paiva—May 10, 1946. 98 Guay Ave., St. Vital, Man.
- Reg. No. 11388, Cst. Joseph Olivier Racine—May 26, 1946. Box 146, Casselman, Ont.
- Reg. No. 10029, Cpl. Jorgen Sophus Christian Skeel—May 29, 1946. 762 Spruce St., Winnipeg.
- Reg. No. 11458, Sgt. David Johnstone Brims—May 31, 1946. Gen. Del. Nanaimo, B.C.
- Reg. No. 5774, Cpl. Walter Henry Foskett—May 31, 1946. Ladysmith, Vancouver Island.
- Reg. No. 9305, Cst. Alexander Gillis—May 31, 1946. 25 Cabot St., Halifax.
- Reg. No. 7590, Cpl. Cecil Wesley Potter Hare—May 31, 1946. 1372-21st Ave. East, Vancouver.
- Reg. No. 10439, A/S/Sgt. Elof Henry Hermanson—May 31, 1946. 2145 McTavish St., Regina, Sask.
- Reg. No. 9544, Sgt. Walter Battison Hunt—May 31, 1946. 65 Ossington Ave., Ottawa.
- Reg. No. 5340 Sgt. Eugene Francis McCarthy—May 31, 1946. 212 Elmirador Apts., 108th St., Edmonton.
- Reg. No. 9902, Cpl. James Cullen—June 4, 1946. 423 Agricole St., Halifax.
- Reg. No. 10423, Cst. Joseph Urgele L'Ecuyer—June 4, 1926. 42 McGee St., Ottawa.
- Reg. No. 9903, Sgt. Arthur Eaton Rockwell—June 4, 1946. 43 Poplar St., Pictou, N.S.
- Reg. No. 9527, Sgt. George Ernest Gilpin—June 7, 1946. 947 Spruce St., Winnipeg.
- Reg. No. 7859, Cpl. Edward Burke—June 8, 1946. 979 William Ave., Winnipeg.
- Reg. No. 7936, Cpl. Henry Angus McKay—June 10, 1946. 29 Maple St., Collingwood, Ont.
- Reg. No. 11711, Cpl. Sydney Leslie Keen—June 11, 1946. c/o Mrs. G. S. Keen, 707-20th Ave. West, Vancouver.
- Reg. No. 6553, S/Sgt. Percy Reginald Lupton—June 16, 1946. 1404 Harrison St., Victoria.
- Reg. No. 8033, S/Sgt. Arthur George Beale—June 22, 1946. c/o A. E. Linnen, Box 216, Francis, Sask.
- Reg. No. 11507, Sgt. G. W. Ball, O.B.E.—June 30, 1946. c/o Imperial Bank of Canada, Sparks St., Ottawa.
- Reg. No. 10078, Cst. James Corkery—June 30, 1946. 15 Granville St., Ottawa.
- Reg. No. 9080, Cpl. Franz Heinrich Leopold Droske—June 30, 1946. 24 Fourth Ave., Ottawa.
- Reg. No. 6093, Cpl. Sydney Howard Moseley—June 30, 1946. c/o Mrs. R. Urie, Wynndel, B.C.
- Reg. No. 5629, Sgt. W. L. Staley—June 30, 1946. 45 Millstream Rd., Langford, B.C.

## BOOK REVIEWS

**NARCOTICS AND DRUG ADDICTION**, by Erich Hesse. George J. McLeod Ltd., Toronto. Pp. 211. \$6.

This book has what must be an unusual sponsorship inasmuch as it has been "translated (from the German), published and distributed in the public interest by authority of the Alien Property Custodian" of the United States.

It is not surprising to be told that everywhere and in all ages men have sought artificial means to deaden their pain, to allay their anxiety, and to dull or sharpen their sensory perceptions. What is startling is to realize how many of these so-called "pleasure drugs" there are, and how nearly universal is the use of them. The worst of them, as is well known, are killers of soul and body, and concerning these this author is uncompromising. "England", he points out, "punishes the possession of morphine and codeine without a physician's prescription with a prison term up to 18 months: an example truly worth following." Of others, such as betel, tea, and coffee, he writes more tolerantly, although he still deals with them scientifically. "We cannot deprive man of every stimulant", he concludes, "unless we give him a suitable substitute for them, and that would be quite a bill to fill."

Some interesting points of law appear, for example in his discussion of the advisability of compulsory "dehabitation" treatment of drug addicts on the principle that "the community which gives the individual his chance to live and make a living has every right and every justification to demand" that he keep himself "physically and mentally fit to the benefit of the community". Again it is a provision of the German Criminal Code that "he who with deliberate intent or through negligence places himself by means of alcoholic beverages or other intoxicants, into a state of intoxication which exempts him of being held legally responsible, shall be punished by imprisonment up to two years or by a fine, in case he commits a punishable act while in such state". This is a logical extension of the doctrine of criminal responsibility as we know it, but in a jurisdiction where common-law ideas of freedom prevail, the principle would probably arouse a good deal of debate.

J. C. MARTIN.

**BIRDS AND ANIMALS OF THE ROCKIES**, by Kerry Wood. H. R. Larson Publishing Co., Saskatoon. Pp. 157. Illustrated. \$1.50.

Reading a book written by Kerry Wood is always enjoyable. Right from the start the reader is conscious of a sympathetic current of understanding, and delights in this vagabond way of studying nature firsthand.

Though American born, the author may rightly be classed as a Canadian, for he has lived at Red Deer, Alta., since early childhood. A free lance writer, he has showered periodicals and newspapers with delightful up-to-the-minute articles embodying good humour and a pleasing style. His knowledge of animals and birds makes him a master at depicting wild life, and his alert pen uncovers the psychological as well as the natural traits of these furry and feathery nomads. This reviewer will not forget his description of the strange behaviour of the cow-birds, and their unparental complex; the amusing incident of the humming-bird hovering admiringly over the author's sunburned nose; the story of Don Coyotte, and so many others.

The book is grand reading for everyone, and in reply to its creator's *envoi* I say, "Yes, Mr. Wood, it has been a grand holiday, and we hope to meet you again".

Y. L. TREMBLAY.

**MRS. MIKE**, by Benedict and Nancy Freedman. Longmans, Green and Co., Toronto. Pp. 312. \$3.

The poor old Mounted Police again are the target for another romance of the North. This time it is by a young couple who hew closely to the well-worn literary trail blazed by James Oliver Curwood *et al.* *Life* magazine tells us that the authors' regular job is to turn out gags for Red Skelton. This time the gags are for the Mounted Police; in fact, this reviewer gagged most of the way through the book.

Still, the story has been well received. It is a best seller—750,000 copies having been passed over the counter following its career as a serial in the *Atlantic Monthly*—, and it hit the March, 1947, selection of the *Literary Guild*. It is said to have everything—drama, pathos, humanity, courage. And, ladies of the Force, pull up your nylons;

Mrs. Mike is on the way, coming to town on the screen.

The story opens in 1907 when Katherine Mary O'Fallon, a girl of 16, arrives at Calgary from Boston after a trip that is certainly no ad for the C.P.R. She is at once wooed and wed by the dashing red-coat, Sgt. Michael Flannigan, who then carries her off by dog team to Hudson's Hope. Incidentally, Hudson's Hope is in British Columbia and the Force has never had a detachment there. However, they miraculously survive a forest fire here before being transferred to Grouard. This new post is reached after "weeks on the trail" during which a baby is born to the young couple. The first thing that met their eyes at Grouard was a "gigantic cage made of saplings stuck in a circle in the ground and bent in on themselves"—Our jail, Mrs. Flannigan, the dream husband announces.

Well, this writer was stationed at Grouard during the period in question, and from there to Hudson's Hope was an easy five-day journey in those days. Sub-division headquarters for Lesser Slave Lake, Grouard was the principal settlement between Athabasca and Peace river. The guard-room consisted of two strong wooden cells *inside* the detachment building. Our sergeant was grizzled old George Adams—a famous teamster; our cook was Turkey McLeod—a special constable of '75 vintage. Both men were confirmed bachelors; in fact the Force was very much unmarried at that time.

Mrs. Mike acquires a Cree servant girl, O-Be-Joyful, whose boy friend, half-breed Jonathan Forquet, gets into trouble and is threatened by the sergeant with internment in the "cage". Eventually, after numerous pages of wolves, a boy killed by a bear, a bad Indian who steals from the trap lines of honest trappers (apparently the young writers couldn't resist spicing their romance here with this mad-trapper-from-Rat-river-flavour), the lover spirits the young squaw off "to build her a tepee of willows and lie on balsam and furs". And all ends happily.

Oh yes, there's a devastating epidemic that kills nearly everybody, including Mrs. Mike's two children. After reading how our noble heroic pair really get down to work in this crucial period, one strangely hates to say that no such epidemic ever existed

in or around Grouard. But that's the simple fact; the district was well served by Dr. Donald of the Indian Department and by the Sisters of Mercy.

The objectionable part of this literary trash is that it gives the impression of being true, while nothing in it even approaches the truth. If such a person as Mrs. Mike, who we are led to believe as a widow in her late fifties met the clever authors in California in 1945, ever told such a yarn, she certainly took her listeners in—and they in turn seem to have done likewise with countless readers. The book is wrongly named; its title should be "Mrs. Tripe".

C. D. LANAUZE.

PRINCIPLES OF GUIDANCE, by Arthur J. Jones. Embassy Book Co. Ltd., Toronto. Pp. 572. \$3.85.

"According to the 1930 census", says this book, "there were 557 major occupations and occupational groups and over 25,000 occupational designations. Even in 1940 the number of major occupations had increased and there were well over 30,000 different occupations." This tremendous range of callings makes it increasingly difficult for a young person to choose the niche into which he can best fit himself, and the guidance movement has arisen from the great advance of specialization in the professional services and in industry. From its beginning as an endeavour to find out the work for which an applicant was best fitted and then to find a job for him, the guidance movement itself has broadened out until now it tries to see that those who seek its help are satisfied not only in their vocations, but also in the various relations which make up citizenship. In this sense it applies itself principally in the schools, in industry and among war veterans, many of whom were, at the time of their enlistment or induction, too young to have completed training for an occupation.

The author, who is Professor of Secondary Education at the University of Pennsylvania, handles his complicated subject exhaustively and from many points of view, and yet in a manner which is both orderly and lucid. What most forcibly struck this reader was his approach to the subject. "Viewing the life of the individual as a whole, guidance may be said to have as its

purpose helping the individual to discover his needs, assess his potentialities, gradually to develop life goals that are individually satisfying and socially desirable, formulate plans of action in the service of these goals, and proceed to their realization." And again "It is not choosing for him or directing his choice; it is helping him to make the choice". Surely this emphasis on the individual is the very essence of democracy as we know it.

Those who are engaging in the "Youth and the Police" movement should find much in this book to aid them.

J. C. MARTIN.

THE MOUNTIES, by Anne I. Grierson. The Ryerson Press, Toronto. Pp. 157. \$2.50.

Exclusive of the annual reports and the R.C.M.P. *Quarterly*, the bibliography of the Force comprises some 25 volumes written by men. Now a Vancouver, B.C., woman invades the field with this little history entitled "The Mounties"—a contraction which the Force is learning to accept gracefully. And though she apologizes for her "pigmy volume", the book needs no apology, for it is a concise and very readable work, one that reflects credit on her and on the Force.

Well-planned, it is divided into six parts—The Genesis of the Force, The Taming of the Plains, The Transition Period, The Yukon Stampede, The Control of the Arctic, and The Present-Day Corps—, and there are also good biographical briefs on all the Commissioners of the Force.

The first half of the book is a masterpiece, in which Commr. J. F. Macleod and Chief Crowfoot of the Blackfoot Indians receive their just due. The account of The North-west Rebellion and of the events which led up to that insurrection is vividly done, and the telling of the Almighty Voice affair makes inspiring reading. The tragedy of the Dawson Patrol in 1911 is feelingly portrayed; like most of the recent books on the Force, this one has much on the Arctic.

The space taken up by the Soapy Smith episode at Skagway, Alaska, might well have been devoted to something more Cana-

dian. The Force had very little to do with that tin-horn gyp artist, and certainly was never in awe of him. There are several errors, too, and while the author does "not even claim complete accuracy", most of these were quite needless. For instance, the casualties suffered by the N.W.M.P. in the rebellion of 1885 were eight killed and 11 wounded, not "39 officers and men killed and 120 wounded"; in the Almighty Voice incident, Inspector Allan was wounded, not killed—he died in 1927 at the age of 89 years; in the Zone of Missing Men there is a glaring mistake when Amundsen is confused with Rasmussen, explorers who chronologically were over a decade apart.

With the correct facts available from R.C.M.P. headquarters or from the pages of the excellent R.C.M.P. *Quarterly*, it is regrettable that these lapses occurred. Again, we feel that the author might have drawn more from the all-too-little-known-but-authentic *Quarterly* and included something on the doings of our Marine Section and our Provost Company in the recent war.

However, the book's faults are small in comparison with its genuine value.

C. D. LANAUZE.

**Books by C. C. H. Moriarty, published primarily for the British Police and sold in Canada by Butterworth and Co. Ltd., Toronto:**

POLICE PROCEDURE AND ADMINISTRATION (4th edition, 1944). Pp. 314. \$2.25.

POLICE LAW (8th edition, 1945). Pp. 578. \$2.25.

QUESTIONS AND ANSWERS ON POLICE DUTIES (1935) Pp. 98. \$2.

QUESTIONS AND ANSWERS ON POLICE DUTIES (3rd series, 1946). Pp. 86. \$2.

FURTHER QUESTIONS AND ANSWERS ON POLICE DUTIES (1946). Pp. 76. \$2.

# Obituary

- Reg. No. 1415, ex-Cpl. Thomas Barry, 85, died at Calgary, Alta., Apr. 24, 1947. Veteran of The North-west Rebellion, 1885, he served in the N.W.M.P. as a veterinary from June 6, 1885, to June 5, 1895, being stationed at Regina and Prince Albert (in Saskatchewan) and Calgary and Fort Saskatchewan (in Alberta).
- Reg. No. 9657, ex-Cpl. Richard Clitherow, 45, died at Liverpool, Eng., June 3, 1947. Formerly a member of the Liverpool City Police, he served in the R.C.M.P. from Nov. 23, 1920, to June 21, 1922, when he was granted a free discharge, being stationed at Regina, Sask. At the time of his death he was labour M.P. for Edgehill, Liverpool. A medical doctor, he began his studies in medicine while operating a drug store before his election and completed his course while attending parliament after the 1945 general election.
- Ex-Insp. Hubert Watson Coffin, 61, died at Ottawa, Ont., July 14, 1947. Veteran of both World War I and World War II, he had extensive service with the former Department of National Revenue and was taken over by the Force as marine superintendent in charge of the R.C.M.P. Marine Section. He served in the R.C.M.P. from Apr. 1, 1932, to Sept. 30, 1939, and from May 2, 1944, until his retirement to pension, Aug. 1, 1946, his regimental number in the ranks being 12131.
- Reg. No. 3692, ex-Cst. Charles Edgar Edgett, 64, died at Vancouver, B.C., Jan. 9, 1947. He served in the R.N.W.M.P. from Apr. 26, 1900, to Nov. 15, 1903. A member of the C.E.F., Canadian Artillery, in World War I, he attained the rank of colonel and at the time of his death held the following decorations: D.S.O., O.B.E. and V.D. After the First Great War he was British Columbia president of the Great War Veterans Association. In June, 1929, he was appointed warden of the Federal penitentiary at New Westminster, B.C., and on Dec. 15, 1931, chief constable, Vancouver City Police Department.
- Ex-Supt. Henry Maurice Fowell, 65, died at Vancouver, B.C., May 24, 1947. He served in the Force from Apr. 6, 1900, to Apr. 5, 1907, and from Sept. 7, 1914, until his retirement to pension, July 1, 1943. A member of "B" Squadron, R.N.W.M.P. Cavalry Draft, C.E.F., in Siberia 1918-19, he was stationed while in the Force at Calgary and Edmonton in Alberta, in the Yukon Territory, at Prince Albert and Battleford in Saskatchewan, at Vancouver, B.C., and at Brandon and Dauphin in Manitoba, his regimental number in the ranks being 3573.
- Reg. No. 12729, Cpl. Joseph Norbert Gallagher, 54, died at Montreal, Que., June 23, 1947. He served in the R.C.M.P. from July 9, 1935, until his death, being stationed during that period at Rockcliffe, Ont., Halifax, Yarmouth and Digby in Nova Scotia, and Montreal.
- Reg. No. 6568, ex-Cst. Thomas Hidson, 67, died at Edmonton, Alta., May 12, 1947. A veteran of the South Africa War, he served in the R.N.W.M.P. from Sept. 19, 1916, to Sept. 18, 1917, being stationed at Yorkton, Sask. After his discharge from the Force he served Overseas in the Army in World War I.
- Reg. No. 4121, ex-Cpl. Claude William Kenna, 66, died at Deep Cove, B.C., Jan. 17, 1947. He served in the Force from Nov. 19, 1903, to Oct. 2, 1907, being stationed at Winnipeg, Man., and Macleod, Alta.
- Reg. No. 3189, ex-Cst. John Edward MacAlpine, 73, died at Vancouver, B.C., Jan. 5, 1947. He served in the N.W.M.P. from Aug. 10, 1897, to Mar. 31, 1899, being stationed at Macleod, N.W.T. (now Alberta), and at Dawson and Dominion Creek in the Yukon Territory. Well known in mining circles, at the time of his death Mr. MacAlpine was president of the Cariboo Ledge Mining Co. Ltd., and the MacAlpine Holdings in British Columbia.
- Reg. No. 10087, ex-Cst. John Thomas McDonald, 56, died at Ottawa, Ont., Apr. 26, 1947. He served in the Force from Apr. 23, 1925, until invalided to pension on Apr. 22, 1942. Throughout he was stationed at Ottawa.
- Reg. No. 1894, ex-Cpl. William Milburn, 83, died at Oak Bay, B.C., in August, 1947. A veteran of The North-west Rebellion, 1885, he served in the N.W.M.P. from Jan. 22, 1887, to Jan. 21, 1892, having been stationed at Maple Creek, N.W.T. (now Saskatchewan). Since leaving the Force he was alderman and sheriff at Swift Current, Sask.
- Reg. No. 8535, Cst. John Stephen, 49, died at Ottawa, Ont., Apr. 20, 1947. He served in the Force from July 28, 1919, to July 27, 1922, and from May 1, 1940, until his death. A veteran of the two world wars, he served Overseas in both, being a member of No. 1 Provost Company (R.C.M.P.) in the second. While in the Force he was stationed at Vancouver, B.C., and Toronto and Ottawa in Ontario.
- Reg. No. 2817, ex-Cst. Arthur St. George Herbert-Stepney, 77, died at Victoria, B.C., on July 6, 1947. He served in the N.W.M.P. from June 13, 1892, to Feb. 22, 1894, on which date he purchased his discharge, being stationed at Fort Macleod, N.W.T. (now Alberta).