



R.C.M.P. QUARTERLY

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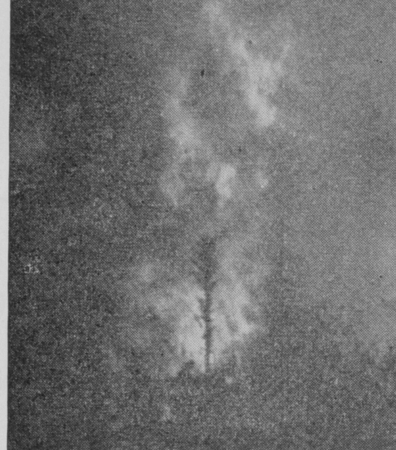
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Forest Fire!

October Overture

Autumn arouses in many the urge to explore the great outdoors. Nature, in colorful attire, beckons with an appealing finger, and in response, the hiker and the outdoorsman roam our forests or paddle down some woodland stream.

On behalf of the police who patrol our forests, the *Quarterly* invokes the hiker, the hunter and the smoker to be more careful than ever this fall. Treat the living room of our wilderness as you would the living room in your own home. Keep it clean and free from potential destruction.

Forest fire is a terrible thing. It ravages the land, reducing to desolate waste the proud trees which are our heritage and in many respects our livelihood. True, the most dangerous period is past for this year, but there are still latent hazards and autumn forest fires are not unknown.

Our forest police carry out their duties with competence, but being so few in number for so large an undertaking, they need the assistance and co-operation of all who work or

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The DCR A Shoot

Under blue skies most of the way, the Dominion of Canada Rifle Association held its annual meeting at Connaught Rifle Ranges, Ottawa, the week of August 8.

The Force was well represented by some 30 members from various parts of Canada, many of whom shared in the prizes. Special congratulations go to Sgt. W. W. Sutherland of "N" Division and Cpl. J. Blais of "C" Division. Both qualified to compete next year in the shoot at Bisley, the coveted objective of marksmen the world over.

This Issue

We draw your attention to the excellent article "Centennial On The Pacific" by Sgt. E. Scott, associate editor in British Columbia. It appears on page 104.

On page 128 Cst. H. E. Brownhill of the *Quarterly* staff gives a vivid account of his experiences as a visitor with the highway patrol in and around Winnipeg, at the same time skilfully describing the work and functions of that organization.

Mr. J. McCulley's well-written article (page 93) on the present penitentiary program is timely and fact-revealing, while "The Beauty Of The Arctic" by Luta Munday, author and writer of note, portrays her impressions of the far north.

Next Issue

Scheduled for the January 1950 *Quarterly* are several items of good reading: "Tips To The Recruit" by Cpl. A. W. Green, a guide to newly-engaged members of the Force, a reminder to experienced members; "The Retiring Falcon" by S/Sgt. D. W. Dawson, a brief narrative about one of the Force's older aircraft; another story by the author of "Memories Of The Palestine Police", Cst. C. I. Adam, this time about policing in British East Africa, and other articles designed especially for our readers. There will also be our regular departments—Recent Cases, Old-timers' Column and so on.

Prisoners
Building
Cannery
Outside
Prison
Walls



(Photo—Montreal Standard)

The Present Program in Canadian Penitentiaries

By
JOSEPH McCULLEY, M.A.

The author is Deputy Commissioner of Penitentiaries, Ottawa. In this well written article he describes the program now in progress to encourage imprisoned criminals towards good citizenship.

THE treatment of crime and criminals is a major social problem of our generation. In addition to the losses caused society by the depredations of the offenders, millions of dollars are expended annually by every level of government on the apprehension, conviction, incarceration and treatment of the criminal. The work of the various police forces—municipal, provincial and federal—is perhaps more obvious to the general public than the

other social services concerned. Courts are conducted day by day in the quiet dignity of courtrooms all across the land. Prisons are operated by officials who conscientiously perform their duties without much in the way of public knowledge or appreciation. And through it all peace officers are familiar figures in every city, town and hamlet throughout the country. They are the living and ever-present symbols of the law.

There was a day when the "man in blue" was a person to be feared. But that day is rapidly passing. Efforts are now being made towards the training of officers for more effective police duties, and a younger generation is growing up with an increasing recognition of the fact that "the policeman is youth's good friend". If this end is to be wholly achieved, however, it is essential that police forces everywhere should be aware of the efforts now being made by progressive prison officials to make imprisonment serve a more useful purpose than mere custody of the offender. It is the purpose of this article to outline some aspects of the program now being introduced into the federal penitentiaries, and to suggest the basic philosophy on which this program is founded. It is hoped that such knowledge will contribute to a greater understanding by peace officers of the part they play in a process which commences with the arrest of a law-breaker and terminates, if successful, in his readjustment to normal living in society.

* * *

It may be of interest to note that, in addition to his other magnificent achievements, Mr. Winston Churchill ranks as one of the great penal reformers of our generation. In July 1910, when he was Home Secretary for the United Kingdom, he spoke to the British House of Commons as follows:

"The mood and temper of the public with regard to the treatment of crime and criminals is one of the most unfailing tests of the civilization of any country. 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 eagerness to rehabilitate in the world of industry those who have paid their due in the hard coinage of punishment; tireless efforts towards the discovery of curative and regenerative processes; unfailing faith that there is a treasure, if you can 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 sign and proof of the living virtue in it."

This statement is as good now as it was when first uttered and can be accepted as a satisfactory expression of the philosophy underlying the present Canadian federal program.

Crime appears to be a permanent phenomenon of organized society everywhere. We are not likely to eliminate it entirely, although Mr. Walter Thayer, formerly Commissioner of Corrections, New York State, at one time spoke as follows:

"In all my 40 years of prison experience I never met a man who could not be rehabilitated."

This seems to be an extreme statement. What Mr. Thayer meant, however, is that with greater knowledge of the factors influencing human behavior, and with more skilful treatment, it is possible to cut down the number of repeaters, to forestall the development of criminals at an earlier point in their careers and to reduce the overall cost and tragedy of crime to society.

The treatment of offenders has varied throughout history. Readers will recall the pillory, the stocks, the whipping post and other forms of public humiliation, also deportation. As late as the early part of the 19th century there were over 200 offences in England punishable by death. It is important to note that there never has been any correlation between the incidence of crime and the severity of punishment.

Prisons formerly were used merely as places of temporary incarceration prior to the real punishment. The use of prisons themselves as a form of punishment is a fairly recent thing in history. The prime function of the prison for many years has been "custodial"—to retain in segregation away from society those individuals who are a menace to the organized life of the community.

If the function of prison is only custodial, it is not adequate. There must

to life are incarcerated in these institutions. It may be of interest to note that federal penitentiaries are located at: Dorchester, N.B.; St. Vincent de Paul, Que.; Kingston, Ont.; Collin's Bay, Ont.; Stony Mountain, Man.; Prince Albert, Sask., and New Westminster, B.C.

These penitentiaries are not merely places where individuals are confined in cells for 24 hours a day. There is an active, though necessarily restricted, community life; there are over 130 dif-



(Photo—Montreal Standard)

Bungalow Erected Inside Prison

be a determination, as Mr. Churchill pointed out in 1910, to do whatever is possible to rehabilitate those who are amenable to reform, and thereby provide society with the only form of protection which is of final and lasting value.

The Federal Government is responsible for the operation of seven penitentiaries. Under the present practice all persons in Canada sentenced to a term of imprisonment from two years

to life are incarcerated in these institutions. As will be explained further there has recently been additional activities in the form of educational and training opportunities.

* * *

In the year 1938 the Royal Commission which investigated the penal system of Canada, commonly known as the Archambault Commission, made its report recommending a wide variety of improvements in our penal practices.

The present program in the federal penitentiaries stems from this report. Although certain steps were taken towards the immediate implementation of the report, the outbreak of hostilities in 1939 prevented anything like full achievement.

The present program may be said to date from September 1947, at which time Major-General R. B. Gibson, CB, CBE, appointed in April 1946, was confirmed in his position as Commissioner of Penitentiaries. Associated with him were two deputy commissioners—Dr. L. P. Gendreau in charge of medical and psychiatric services, and myself in charge of education and training. In addition, there are three assistant commissioners—Mr. G. L. Sauvage in charge of administration generally; Mr. J. A. McLaughlin in charge of industries and vocational training; and Mr. N. R. MacLean in charge of financial operations. There is moreover a chief engineer, Mr. R. W. Catto, also supervisors in charge of training, of farm operations and of penitentiary stewards.

A modern penal program must begin with classification of prisoners into types suitable for varied forms of treatment, and the segregation of those classes into groups or institutions for such specialized treatment. However, due to inadequate facilities, it has not as yet been possible to carry out the full measure of institutional segregation contemplated by the Royal Commission.

It is anticipated that ultimately one institution in the east and one in the west will be set aside for the detention of incorrigibles and intractables, whose conduct and anti-social attitudes make it necessary to separate them from the normal prison population. At the same time it is proposed to develop two institutions with special facilities for vocational training, one in the east and one in the west—these for the treatment of young offenders and those susceptible to rehabilitation. Plans are also under way for the establishment of a separate

institution in the province of Quebec for young offenders and reformable types. For it is obviously impossible to transfer French-speaking inmates to institutions staffed entirely by English-speaking personnel.

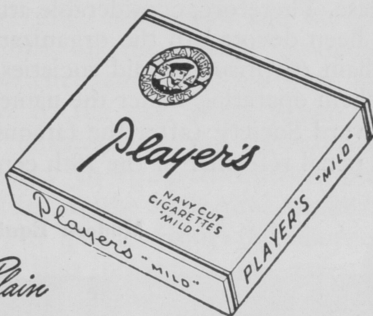
Prisoners are now being arranged in groups or types for different forms of treatment, and to accomplish this, classification officers have been appointed in all penitentiaries. These classification officers interview all newcomers regarding educational, social and economic backgrounds, and take steps to estimate the mental capacity, interests and abilities of each individual. Such knowledge enables the officers to make recommendations for proper treatment in each case. Individualization of treatment is one of the aims of modern penology.

A program of vocational training has been introduced at three institutions: Collin's Bay, St. Vincent de Paul and Saskatchewan Penitentiaries. A chief vocational officer, assisted by qualified instructors, supervises courses in carpentry, bricklaying, tinsmithing, plumbing, and so on. Related academic training is also provided. Close liaison is being maintained with industry on the outside, and with the Apprenticeship Boards of various provinces so that placing successful graduates in suitable occupations will be possible at the time of their release. Lack of economic opportunity or inability of adjustment in the economic world is undoubtedly a frequent cause of crime. It is hoped that the provision of special vocational training will contribute in a large measure to the process of rehabilitation for many inmates.

Our 130 industrial shops are not established merely to provide training in various trades. Efforts are made to furnish convicts with an opportunity for maximum training in a production shop, and as a matter of fact, a great many prisoners acquire considerable skill in certain occupations.

Player's Please

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Cork Tip and Plain
REMEMBER—
Player's "MILD" WITH "WETPROOF" PAPER
DO NOT STICK TO YOUR LIPS

In the first 18 months of the program, there was quite an extension of educational facilities. By April of this year 17 qualified teachers were in charge. Classes are held for illiterates and low literates, and correspondence courses are available—Department of Veterans Affairs, Provincial Departments of Education and Extension Departments of Universities. At the present time over 1,200 inmates of a total population of approximately 4,000 are enrolled in correspondence courses. The Director of Institutional Training for DVA and Provincial Directors of Correspondence Study, report that penitentiary inmates are among their most satisfactory students. Library facilities also are being extended. Daily newspapers are not provided because of obvious difficulties, but there is a wide selection of magazines and periodicals, and constant effort is expended to improve the quality of reading material. At the present time some 30,000 books are available, and the yearly average circulation is about 100 per convict. It

may be pointed out that, undoubtedly, inmates have more time available on the "inside" for reading than they had on the "outside".

No improved program of penal administration is possible without a well-trained staff. In accordance with the recommendations of the Royal Commission, a training school for penitentiary officers was established in February 1948, and seven such courses have been concluded. Groups of officers to the number of some 25 from all penitentiaries meet at RCMP Barracks, Rockcliffe, Ont., for a six-weeks' course which includes a study of psychology, psychiatry, penology, prison administration, social problems, physical training and other subjects. Two bilingual courses have been held.

At present particular attention is being devoted to the medical and psychiatric needs of the inmates. Deputy Commissioner Gendreau is directing special studies with groups of offenders such as drug addicts, sex offenders and chronic

alcoholics, and he is co-operating with committees of citizens and other governmental departments interested in these same problems. A small psychiatric ward was recently opened at Kingston Penitentiary where special treatment is available for a limited number of patients.

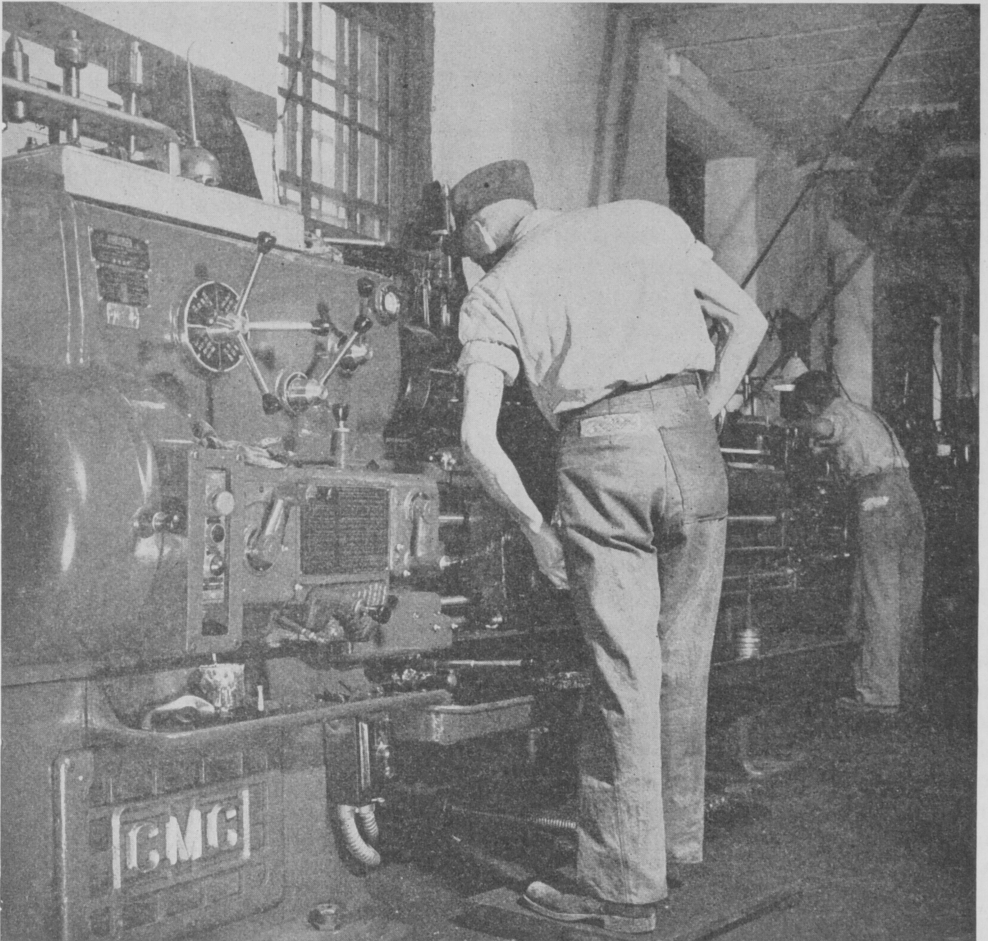
It would be unwise to improve the program within the institutions, if efforts were not made to capitalize on this training at the time of the prisoner's release. Therefore, considerable attention has been devoted to the organization of a chain of prisoners' aid societies, most of them operating under the name, John Howard Society (after the famous English penal reformer of the 18th century).

For the first time in history, a federal grant-in-aid was made this year to assist in the work of these societies.

Employers from whom accurate information about the individual dischargee can be obtained, have shown a commendable zeal to assist. But unless society at large is willing to recognize that the ex-prisoner has "discharged his debt to society"—that he is now once more a free citizen and must be given some opportunity to re-establish himself in normal society—the individual ex-convict has little option but to return to a life of crime. It is only in proportion to the number of ex-prisoners reformed that society can ultimately be protected, and

Modern Equipment in the Machine Shop

(Photo—Montreal Standard)



"the protection of society" is considered one of the major functions of the prisons.

The Salvation Army throughout its whole history has been interested in the plight of the unfortunate, and is co-operating fully and effectively with the other prisoners' aid organizations in helping the ex-prisoner to re-establish himself.

* * *

It is quite impossible within the space of one article to give a complete picture of the life and activity within a large modern prison. There is of course a certain percentage of inmates in our prisons who are difficult and dangerous men, a real menace to society. For these, safe custody is the only course. For many others, however, there is a real hope for reform and rehabilitation, and the philosophy of modern prison administration is not merely retributive, punitive or custodial, but insofar as possible,

reformatory, rehabilitative, humane and constructive.

It is recognized that it will take many years for the full implementation of the Archambault recommendations. Large sums of money will be needed for new institutions, plants and equipment. If however the staffs in our institutions are supported by public opinion—if there is sufficient faith in the common humanity of all men; if we the members on the inside of these institutions and the general public on the outside co-operate with patience and skill, we may look forward to the day when prison will furnish inmates with the incentive and opportunity to equip themselves for a better life. At the same time society at large will profit from the increased security thus provided, and taxpayers will feel that the increased costs of modern penal administration have been a wise and economic investment. ● ● ●

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Could?

COULD, the preterite of “can”—a verb now used only as an auxiliary and in the indicative mood. The dictionary tells us that its meaning is “was able, capable or susceptible”, and it was improperly introduced into English from Latin through the influence of would and should. For our purpose let us consider the word as expressing ability or possibility.

Owing to the times in which we live, our criminal law courts are becoming ever more dependent upon testimony of witnesses scientifically-trained or specialists in their field to assist in matters wherein such training is a prerequisite. Civilization has reared an edifice of systemized and classified knowledge which is beyond the powers of any one mind or small group of minds to envelop. Hence the necessity of calling upon those skilled in a particular branch of knowledge for assistance.

Such testimony is usually referred to as expert testimony in the sense that the question involved “is one upon which competency to form an opinion can only be acquired by a course of special study or experience”. (Phipson on Evidence, 8th Edition, p. 378.) It is interpretive in character and subject to limitations and rules. (Phipson on Evidence—“Opinions of Experts” and Canada Evidence Act, Chapter 59, R.S.C. 1927.) The principle of many types of so called scientific identification invokes the Theory of Probability (Formulated by the late Simon Newcomb—professor of mathe-

By

SGT.

A. MASON-ROOKE,
F.R.M.S.

A small word and its various ramifications discussed by a student of semantics. The mission of this article is to act as a deterrent to those who sometimes seek to employ expert evidence merely for its illusionary effect upon a jury rather than its true purpose of assisting the Court.

matics, John Hopkins University) and the laws of permutations and combinations; it is attained by a process of inductive reasoning in the sense that general conclusions are arrived at through the result of relatively few factual experiences, observations and experiments.

In some instances scientific or specialized knowledge will provide a direct affirmative or negative answer to the particular question relevant to the issue before the court. In others, the question is not capable of direct answer and is therefore subject to varying shades of interpretation and to other qualifications. It is in the latter that one hears the verb auxiliary “could”—the subject of our reflections—in the form “could be”, “could have” and so on, introduced in the testimony of the scientific or specialist, when the conclusion given is, to a degree, in the affirmative. For example—favoring the side calling the witness. An inference affecting the issue is created, and the testimony is, or should be, subject to strict scrutiny to test the substance of the premise and its corollary.

Particular care therefore should be taken to make clear the premise upon which the conclusion is predicated in such instances. All rational alternative conclusions capable of being derived

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from the same premise should be made known to the court. This is no light undertaking. Establishing a satisfactory premise and putting forth all rational conclusions, concisely yet comprehensively, will at once tax and test the faculties of the witness. When well accomplished, cross-examination by the opposing side will likely further delineate the premise and conclusion in the mind of the court.

The conclusion may be scrutinized to determine into which of the following three aspects it may be categorized:

- (1) Do the rational alternative deductions outweigh the affirmative inference created?
- (2) Considering both the affirmative inference and all other rational alternatives, do they equate each other?
- (3) Are all the rational alternative deductions, capable of being derived from the same premise, remote? If so, how remote? Shades of Euclid!

Did not he attempt to demonstrate that something is either less than, equivalent to, or greater than something else!

It is under these circumstances that the effect of the word "could", implying possibility or ability, plays such a salient role in determining the effect of the submitted conclusion upon the issue before a criminal court. Should the testimony of the scientific witness or specialist have been such as readily to allow the court to categorize it along the lines suggested, the error of inflating or deflating its value, in relationship to the issue being fought, may perhaps be avoided.

In criminal cases the issue has to do with the guilt of the accused. The responsibility of supplying the necessary proof of this guilt in conformity with the rules of evidence rests, throughout the proceedings, upon the Crown (Manual of Criminal Procedure, 1943, by A. E. Popple, LL.B.,—"Burden of

Proof"). Proof consists of evidence submitted in a manner admissible by the court. The evidence must have substance, that is, "weight". Hence, let the weight of expert evidence, entertaining conclusions such as enumerated herein, engage attention.

Should the conclusion fall within the first aspect enumerated, its value insofar as weight of evidence is concerned, would quite naturally be of no consequence whatsoever. In fact in this respect it would tend to weigh against the side submitting such evidence. The sole justification for its submission therefore is upon grounds of consistency, inasmuch as the particular point of evidence is not wholly inconsistent with the other circumstances of the case.

Likewise, in respect to a conclusion falling within the second aspect, its value in regard to "weight" of evidence is null. It is countenanced solely for reasons of suggesting consistency. Its use for any other reason is equivocal.

With regard to the third aspect, there may be, depending on the remoteness of rational alternative deductions, some evidential weight value to such a conclusion. (The "weight" of the evidence in this aspect is also dependent on its relationship to other facts in any particular case. There is no general rule to determine "weight" of evidence.) Its main justification however, still appears on grounds of consistency rather than for reasons of "weight" of evidence in itself.

The introduction of expert testimony is a relatively modern innovation. True, for centuries past the courts consulted those skilled in certain sciences and professions upon matters involving such subjects, when their knowledge had a bearing on the issue. These however, were of a private nature and not subject to cold scrutiny and rigorous cross-examination. Later it became the fashion to present expert testimony in open court. At first it was greeted somewhat

apprehensively, due no doubt to the failure of the experts to put forth sound premises, or make clear the premises upon which conclusions were based. (Phipson on Evidence, 8th Edition, p. 380.) Furthermore it is unlikely that the experts of that time attempted to illustrate or demonstrate with the facts upon which their opinions were based. Instead they relied solely upon the effect of their opinions as such. In short, they neglected to employ whatever expository powers they possessed.

Today it would seem that the pendulum has swung fully to the opposite extreme. It has become the exception rather than the rule in a contemporary capital criminal case not to hear expert testimony of some sort introduced by one or both sides. The present enthusiastic reception of expert testimony is so compatible with our so-called scientific age. Is it not possible that we may at times view such testimony through a too-warmly tinted transparency? Most of us are enslaved by our social and cultural inheritance. Dr. W. Durant may have suggested something to us when he said: "Science without philosophy, facts without perspective and valuation cannot save us from havoc and despair. Science gives us knowledge, but only philosophy can give us wisdom." (The Story of Philosophy by Dr. Will Durant, p. 3.)

Here then is a word capable of varying shades of interpretation when employed in connection with expert testimony—the word, "could". It is the court's duty to study its particular relationship in the context of the testimony to make sure the correct inference be drawn; the expert's, to do all in his power to assist the court in the discharge of that duty. Otherwise expert testimony, whenever a direct negative or affirmative answer to the question in evidence is not possible, will deteriorate into an academic facade.



(Photo—Jim Lynch, Toronto)

Where's Your Horse, Mister?



(Photo—B.C. Travel Bureau)

Parliament Buildings—Victoria

Centennial on the Pacific

by
Sgt. E. SCOTT

ALTHOUGH Vancouver's Cordova Street is today somewhat removed from the main business section of the city, in 1898 it was the hub of the industrial and commercial life of that rapidly growing metropolis which even then was approaching the 25,000-population mark.

The associate editor of the Quarterly in British Columbia gives us this interesting story about the growth and progress of our west coast province. There as in other provinces of Canada the Mounted Police enforce the federal statutes.

One morning early in February of that year, a group of stalwart young men marched along the wood-plank sidewalk, their step clearly indicating military training. At a word of command, they filed into the outfitting store of Clubb and Stewart where Angus Stewart, partner in the firm, was busy checking his stock.

"Halt!—Right Turn!"

Mr. Stewart looked up and peered across the counter at this unexpected invasion. A law-abiding citizen, highly respected in the community, he nevertheless felt some apprehension.

The officer in charge of the party stepped forward. "Mr. Stewart? I am Superintendent Perry of the North-West Mounted Police. We are sailing for Skagway on the *Islander* this afternoon, and we require as much of this clothing and equipment as you can supply."

Mr. Stewart looked over the list approvingly, ticked off the items one by one, and in a short space of time the men had taken their departure, much better equipped for the rigors of the Yukon in the months ahead.

And as Angus Stewart (now 86 years old) tells the story today: "Just think

of it, 20 Stetson hats at \$18 each even in those days! Everything except blankets, and I could have supplied them if I had known, the day before!"

While this was one of the earliest contacts with British Columbia by members of the NWMP, it was by no means the first. In 1884, when the construction gangs of the Canadian Pacific Railway began pushing the thin ribbon of steel westward beyond the foothills of the Rockies, the Mounted Police assumed the duties of maintaining law and order along the route through the province.

Under the command of Supt. Sam Steele, a small party of police kept in check the lawless elements of that time, one of the most critical periods in the railway's history. Then as now, the summers were not always fine in the land of towering mountains, tall timbers and rushing streams, and the continuous rain was not an encouraging introduction to Steele and his men, more accustomed as they were to the fine hot summers of the prairies. But with much to be done by a few, it is doubtful if they had time or the inclination to brood on the vagaries of the climate.

Railway construction workers in those days were a brawny, rough-and-ready

Store on
Cordova St.
June 1898



Photo—
Vancouver
Archives

lot, and the influx from the United States of thousands of laborers, following the completion of the Northern Pacific Railway, with the usual accompanying train of parasites in the form of liquor peddlers, gamblers, horse thieves and loose women, produced on the Canadian Pacific project as lawless a set as could be found anywhere on the continent.

With his headquarters at Golden and later at the Beaver near the end of track, Steele, with Sgt. W. Fury (Reg. No. 333) and less than a dozen men, exercised a control over these gangs which aroused the admiration of all who came in contact with him. To this day their achievement stands out as one of the proudest chapters in the history of the Force. With the forenoon usually spent holding court to dispose of charges arising from fights and riots of the previous night, and the afternoons taken up by summary trials for petty thieving and assault, their days were fully occupied. In the evenings, dances and entertainments for the workers commenced early and continued till two or three in the morning. The police kept these affairs under surveillance, and consequently had little time for sleep—they rose each morning at six or seven o'clock.

The worst outbursts of violence during this phase of the railway's construction occurred in March 1885. The railway had run into financial difficulties, and Steele began to receive serious and numerous complaints from the workers that they had not been paid for many weeks. In spite of his earnest counsel for patience, things finally came to a head when some hotheads among the malcontents persuaded a large number of the workers to go on strike. Steele's firm and courageous action on this occasion saved the day. Though suffering from mountain fever, he rose from a sick bed and read the Riot Act when serious violence threatened. The arrest of the ringleaders and their conviction on the following day was a clear warn-

ing to the rougher elements at the Beaver that the police would tolerate no nonsense; and with the payment of back wages a short while later, affairs resumed their normal course.

The camp at the Beaver was situated deep in the midst of the mighty Selkirk range of the Rockies, and their awe-inspiring grandeur could not fail to impress the members of the police detachment, more accustomed as they were to the wide reaches of the prairies. From the snow-clad pinnacles reaching to the heavens, mighty glaciers inched their way down the huge clefts and valleys. In those early construction days, their normal, slow progress was frequently disturbed by blasting operations. On such occasions an earth-shaking avalanche—thousands of tons of ice and snow roaring down the mountainside and climbing hundreds of feet on the opposite side of the valley—was a sight and sound never to be forgotten.

Today, in addition to the railway, modern highways traverse this beautiful country, and visitors and tourists in large numbers pay tribute annually to its scenic enchantment. Well may it be called "The Switzerland of America!"

A happy climax to Steele's first period of duty in British Columbia came a few months later. He was a guest at the historic ceremony of driving the last spike in the railway at Craigellachie, which marked the spanning of our great nation from ocean to ocean. From there the train rolled westward to the terminus at Burrard Inlet, where the ceremonial party, at the head of which was Mr. William C. Van Horne, general manager of the railway, boarded the steamer, *Princess Louise*, formerly *Olympia*, for a delightful cruise around the shores of what was later to be the fine harbor and city of Vancouver. Though not much in evidence today, the majestic Douglas fir and hemlock, which still form the nucleus of British Columbia's

October, 1949]

leading industry, were everywhere along the shores of the blue waters of the Pacific.

* * *

Although the coming of the railway to the coast was one of the most vital chapters in British Columbia's development, the first links in the chain of British administration on the Pacific had been forged many years before. While the name of Captain George Vancouver is indelibly linked with the island and city which bear his name, it was Captain James Cook who first piloted his tiny vessels, *Resolution* and *Discovery*, along the west shores of Vancouver Island to Nootka Sound in 1778, looking for the then mythical "North-West Passage". A later visit by Cook's ship, after his unfortunate death in the South Pacific, marked the beginning of the profitable trade in furs which was to act as the great stimulus to further exploration and colonizing of the Northern Pacific territory.

Spanish ships under Perez, Heceta and Quadra had been in this area in 1775, and many place-names along the coast bear witness to the exploits of these courageous mariners.

It was as a result of conflicting claims to the territory by Spain and Britain that Captain Vancouver arrived at Nootka in 1792 and with Don Bodega y Quadra arranged to administer the terms of the Nootka Convention of 1790, which restored the land to Britain.

The next 50 years saw little attention paid to the Pacific North-West by the Imperial Government. But far-sighted officers of the North-West Company, and later the Hudson's Bay Company, held more optimistic views, and the records of the explorations of those years are filled with tales of adventure, heroism and tenacity of purpose, which, considering the tremendous natural obstacles and the limited equipment available at that time, are seldom equalled today.

British Columbia



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M58-49



In 1789 Alexander Mackenzie, partner in the North-West Company, had set out to find the "Great River of the West". He found the mysterious river, but instead of westward, it took him north to the Arctic. His second attempt in 1792 found him near the headwaters of the Fraser, and striking west he sailed down the Bella Coola River and reached the Pacific the following year, the first crossing of the continent north of Mexico.

The years between 1800 and 1811 tell of the explorations of David Thompson in the southern interior of the province. The first trading posts on westward flowing water were established in 1806 and 1807, including Fort St. James, Fort Fraser and Fort George, by Simon Fraser, who in May 1808, left Fort George with a small party to follow the river to the sea. Travelling by Indian

trails along the banks, and by canoe down the stream, they reached the mouth in July, where observations showed it to be at latitude 49° , and thus not the mouth of the Columbia, as had been suspected.

These three men—Mackenzie, Thompson, and Fraser—live with us today in the mighty western rivers which bear their names.

Rumors of coal being discovered on what was then known as Vancouver's Island existed as early as 1835, but the facts were not made public until about 1846 after the territorial dispute between the Oregon settlers and British fur traders settled the boundary at the 49th parallel. The import of this discovery, in the light of changing motive power in the navies of the world, was tremendous. Until that time, the British Navy's re-fuelling station on the Pacific had been

Statue of Capt. George Vancouver Looks Over the City



at Valparaiso in Chile, to which point coal had to be transported all the way from Britain. Thus the part played by the Hudson's Bay Company in the mining of coal and fostering colonization had a great impact on the early development of the colony. In 1843 the Company had moved its headquarters from Vancouver on the Columbia to the small beautiful harbor of Fort Camosun, later known as Victoria, at the southern tip of the Island, and this became the capital city on the proclamation of Vancouver Island as a Crown Colony in 1849. *And so, one hundred years ago, the story of organized government on Canada's Pacific coast began to unfold.*

For some years prior to 1856, the area on the mainland had been known as New Caledonia. The discovery of gold on the Fraser River sandbars that year led to a large influx of miners and

fortune-seekers, mostly from California, presenting many new problems of administration, and in 1858, bearing the name chosen by Queen Victoria herself, the Crown Colony of British Columbia was formed. Not many years had passed before it became obvious that there was no valid reason for the continuance of two British colonies on the far west coast. In 1866 legislation was enacted in the British Parliament uniting the two colonies under the name British Columbia. Amalgamation, however, did not prove popular on the mainland, and with the prospect of federation with other Canadian provinces, bringing with it responsible government and overland communication, British Columbia entered into Confederation in 1871.

* * *

Today, government of the province is vested largely in the premier and his





**The
1901
Procession
in
Vancouver**

ministers, who are responsible to the people through the Legislative Assembly of 48 members, elected every five years. Under the British North America Act, the Legislature governs in all matters of provincial jurisdiction, the Dominion Parliament being responsible for federal jurisdiction.

The most important clause in the terms of Confederation pertained to the construction of a transcontinental railway to join British Columbia with Eastern Canada, and it was when the work on this great project pushed across the eastern boundary of the province that we find the detachment of North-West Mounted Police, under Superintendent Steele, maintaining the law along the right-of-way. On May 23, 1887, Vancouver noisily welcomed the first through continental train, which rolled into the city bearing a painting of Queen Victoria in honor of her jubilee, and carrying signs which read: "Montreal Greets the Terminal City" and "From Ocean to Ocean".

It was in this same year, 1887, that Superintendent Steele and "D" Division again saw duty in British Columbia, their orders this time being to restore order among the Indians of the Kootenay district in the south-eastern part of the province. An excellent barracks, portions of which stand to this day, was constructed at Galbraith's Ferry, in the angle of land formed by the confluence of Wild Horse Creek and the Kootenay.

Steele was greatly impressed with the intelligence and demeanor of Chief Isadore and his Indians of the Kootenay tribe, and during the 12 months stay at Wild Horse Creek his good judgment and tactful handling of both the whites and the natives gradually resolved what had threatened to be a very serious situation.

The impressive measure of esteem in which he was held by the inhabitants can be inferred from the fact that Mr. Galbraith, from whom the site of the barracks had been leased, changed the name from "Galbraith's Ferry" to "Fort Steele". This name was later adopted by both provincial and federal authorities.

A visit of a more ceremonial nature was paid to British Columbia by the NWMP in 1901. The occasion was the state visit to Vancouver and Victoria of the Duke and Duchess of Cornwall and York, better known in later years as King George V and Queen Mary. For some time prior to the event, a detachment of horses and men trained assiduously at Calgary for the various events during the Royal Tour, and eventually arrived in Vancouver. Members of the present Force who have taken part in tours of the Musical Ride can appreciate the value of the thorough training of those old-timers, for time was running short when they de-trained, limbered-up and exercised the horses, saddled and bridled them; yet all were ready, spick and span, when the Royal party arrived.

The pageant through the city streets, followed by a similar one in Victoria when their Royal Highnesses visited the capital, was a sight long remembered by British Columbians; and of the military units on parade, none was more spectacular than that of the Mounted Police, in their full dress uniform of that day. A similar honor fell to their successors the RNWMP many years later, when H.R.H. the Prince of Wales visited the two cities during his tour of Western Canada in 1919.

* * *

The discovery of gold in the Yukon in 1895 and the necessity for some measure of police control following the feverish stampede of miners and prospectors, saw members of the NWMP crossing the province to embark at the coast for duty in the North. The great distance involved, and the time taken to traverse this route, led to consideration at Ottawa in 1905 of construction of a pack trail by the "back door", from the Peace River to the gold-fields.

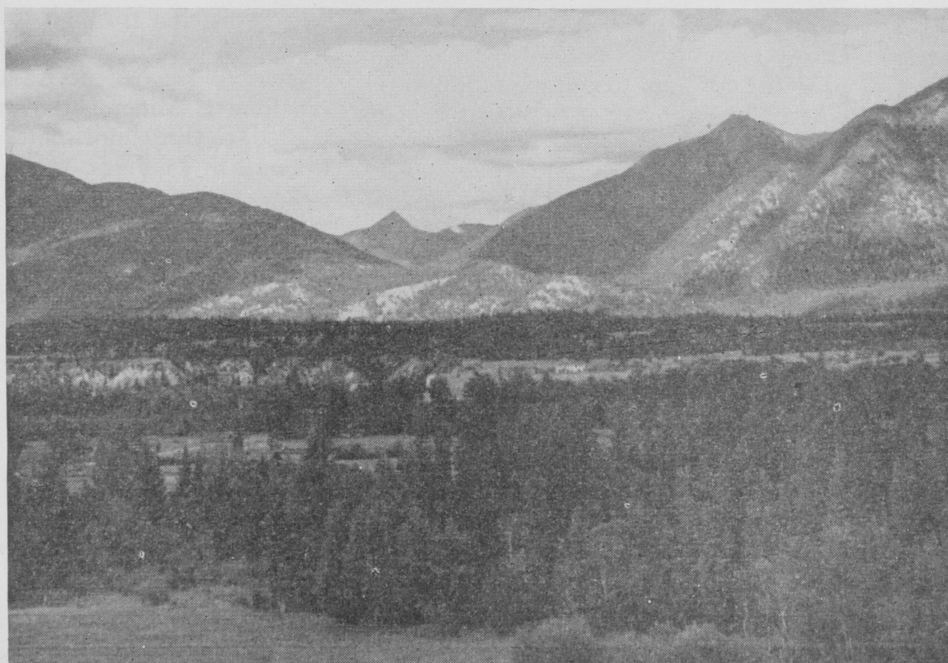
The trip had been made by a police patrol under Insp. J. D. Moodie in 1897-98, (See *Quarterly* Vol. 13, p. 328) but it was now the desire of the government to construct a trail "suitable for pack-animals" over the most difficult

part of the route, the 750 miles from Fort St. John near the eastern border of British Columbia to Teslin Lake at the headwaters of the Yukon.

Supt. C. Constantine, an officer of considerable experience and organizing ability, with Insp. J. Richards and 30 men, arrived at Fort St. John in June 1905 with a long convoy of sleighs, equipment, and horses, and the work began. Unlike the railway, where material and equipment could be rolled up to the head of steel as the road progressed, the bringing up of supplies was one of the most arduous and irksome features of the operation. Over the rocky terrain of the mountain passes, across the streams and marshes of the valleys, and through the virgin forest where mighty timber-falls barred their way, the party pushed the trail forward.

By the fall of 1907, with 357 miles completed, the men were almost half-way to their goal. Bitter was their disappointment when, on account of financial and other difficulties, the Dominion Government decided to abandon the scheme, and the trail which had absorbed more than two years of herculean effort was left ending nowhere, soon to be overgrown and hidden from sight.

Fort Steele
and
Mount
Steele
near
Cranbrook



As they travel over the Alaska Highway, the road built with modern equipment by U.S. Army engineers during the war, oldsters with memories of those bygone days may well ruminate on this projected path to the Yukon, which, from the southern end, parallels the Highway over many long stretches.

After the turn of the century, stories about the western province and the wide vista of opportunities awaiting settlers were attracting many young men of ambition. One of these was an engineer named Fred Pratt, who left Ontario in early May 1906, to see what fortune had to offer on the Pacific Coast. Coming from the more "civilized" part of Canada, young Pratt had experienced, as his train rolled west, a certain "let-down" feeling on noting the punctilious regard for law and order in the various cities and settlements along the route, and as he neared the divisional point of Kamloops he had resigned himself to an uneventful conclusion to his journey.

Stepping out into the drizzling rain to stretch his legs and see as much of Kamloops as he could, he was startled by a tap on the arm and found himself looking into the stern face of a corporal in RNWMP uniform. To polite questions as to his destination and reasons for travelling, Pratt gave what he thought were satisfactory answers, but he was nevertheless requested to accompany the corporal to a nearby farmhouse, where he received a further brief interrogation by a senior NCO.

A sigh of relief came from the young man as the sergeant, after a searching look into the bewildered face in front of him, turned abruptly to the corporal and said: "This is not the man."

As the train twisted and turned its way along the shores of beautiful Kamloops Lake and down through the awesome Fraser Canyon towards the coast, Fred Pratt decided that after all there was excitement of a kind to be met with in Canada's far west. Newspaper headlines a day or two later revealed the

cause of his detention, which had been none other than the hold-up and robbery of a Canadian train by the notorious American bandit Bill Miner and two companions, Shorty Colquhoun and William Dunn. (See *Quarterly*, Vol. 14, p. 88.)

Although frequent in the western United States, train robberies were almost unheard of in Canada at that time, and public indignation ran high. At the urgent request of the CPR, two detachments of the Mounted Police were immediately dispatched from Calgary with orders to locate and effect the arrest of the criminals.

Leaving Kamloops on hired horses on the evening of May 12, one detachment, consisting of Sgt. J. J. Wilson, Sgt. T. M. Shoebotham, Sgt. P. G. Thomas, Cpl. J. C. Stewart, Cpl. C. R. Peters, Cst. J. H. Tabuteau, and Cst. J. T. Browning, rode south, it having been learned that the robbers had headed in that direction.

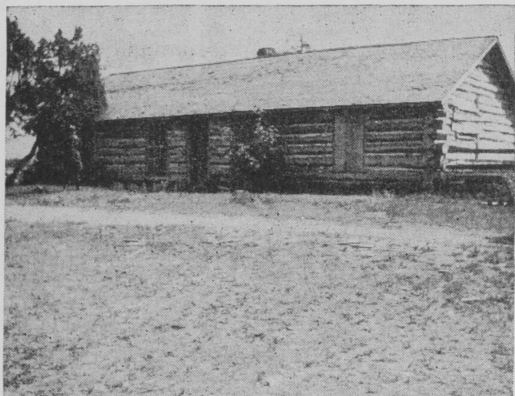
Two days later, with the timely help of a B.C. Provincial Police constable, the three bandits, while eating a hurried meal, were taken by surprise in a small copse several miles from Chapperon Lake. Informed that they were under arrest, Dunn made a dash for freedom, firing as he ran. He was brought down a moment later by a shot through the leg, and the three train robbers were quickly transported to the jail at Kamloops, where on June 1, Miner and Dunn were sentenced to life imprisonment, and Colquhoun to 25 years.

Forty-three years later, Mr. Fred Pratt, now a white-haired veteran of the engineering department of one of the province's leading public utilities, looks back on that incident with a smile.

"After they'd finished checking up on me," he says, "it didn't take the Mounties long to catch up with those fellows!"

* * *

It was not until 1919, in the re-organization following World War I, that the present "E" Division of the RCMP was



Quarters of the
Officer Commanding—
Fort Steele

THE PLAQUE

Fort Steele

The First North-West Mounted Police Fort in British Columbia. It was built in 1887 by Superintendent "Sam" Steele (afterwards Major General Sir Samuel Benfield Steele, K.C.M.G., C.B., M.V.O.) with Inspectors Z. T. Wood, C. F. A. Huot, Surgeon F. H. Powell and the men of "D" Division. The presence of the famous Force, acting under the able and tactful command of Steele, secured peace and order at a critical time.

Erected 1928



Orderly Room and
Guard Room—
Fort Steele

formed, with headquarters at Vancouver. Its activities, then as now, were chiefly confined to enforcing federal statutes and other duties pertaining to the various departments of the Dominion Government. Unlike the prairie provinces and the Maritimes, British Columbia maintains its own law enforcement organization. Formed in 1858 as a colonial police force, it gives rise to one of British Columbia's proudest boasts—that it is the oldest territorial police force in North America. It became the Provincial Police in 1872, following entry into Confederation, and is now widely recognized as one of the most efficient bodies of its kind in the world.

With an area of over 366,000 square miles, greater than the states of California, Oregon and Washington combined; with its long tortuous coast line, deeply indented by many fjord-like inlets and channels, and the interior divided by the massive north-to-south ranges of Cordillera Highland, the province presents peculiar difficulties of administration and transportation to its police force. On the coast and on some of the larger inland waterways, motor-launches and a number of smaller vessels are used, by means of which even the remotest uninhabited areas can be patrolled.

This same problem also presented itself to some extent in the way of communications, and it was no doubt under pressure of this obstacle that the Provincial Police pioneered in the establishment of a radio-telegraph network linking headquarters at Victoria with the various police districts throughout the province. Its usefulness has increased from year to year, and in 1948 more than a million words were handled over the system. By international arrangement, a hook-up with the Washington State Highway Patrol was established in 1947, an innovation, the first of its kind on the North American continent, which has proved of great value to the police on both sides of the border.

For many years the British Columbia

Provincial Police and members of this Force have worked together in a spirit of harmony. In all police activities, over and above those of mutual interest alone, the spirit of co-operative helpfulness manifested by the provincial force, from the Commissioner to the newest recruit, has been one to stand forth as a shining example of inter-police relationship.

British Columbia has progressed far since those early colonial days, but perhaps no more rapid period of growth in population and industrial development has been seen than that from the end of World War II to the present time. From a 1939 population of three quarters of a million to one of over a million today, with almost one half of that number residing in the Greater Vancouver area, home hunters find living accommodation as difficult to secure as in most other parts of Canada. Considerable expansion is taking place in many areas in the interior, however, bringing with it the prospect of a more even distribution in the years to come.

The development and organization of the province's leading industry, lumber, serves as a model to lumbermen from all parts of the world. Many of them come to inspect and marvel at the modern and highly-efficient methods used in transporting the huge logs, after felling and bucking, to the mills. Extensive small-gauge railways connect some of the mills with the logging sites, while others receive their logs at tidewater, chained together in rafts, each containing thousands of board feet of lumber.

There is no more familiar sight along the coastal waters than that of a small but powerful tug with two or three of these enormous rafts in tow, frequently bucking powerful currents and tide-rips on the way to its destination.

New techniques are continually being introduced to utilize by-products and much of what was formerly considered by the industry to be waste. The export of one of the finished products, newsprint, bulks large in Canada's economy,



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and British Columbia's annual production of over 350,000 tons forms a considerable part of the national whole. Conservation methods, adopted as a result of co-operation between the industry and the Provincial Forestry Department, are gradually increasing in scope, with a view to preserving this bounteous yield of nature for many generations to come. More than one quarter of the province is primarily forest land, and the great stands of timber, beautiful as they are, are more than a scenic attraction, more than a protective cover for the watersheds—they are the livelihood of the people.

Of the other more important industries, mining is exemplified in all its stages by the huge metallurgical plant of the Consolidated Mining and Smelting Company at Trail. British Columbia sockeye salmon, from the many canneries along the coast, are famous the world

over, while another industry which cannot lightly be passed over, when reviewing the associations of the RCMP with the province, is shipbuilding.

Many large vessels built in the well-equipped yards at Esquimalt, Vancouver and Prince Rupert were invaluable to the Empire in both World Wars, but none of them is better known to the world than the tiny craft launched at the Burrard Dry Dock, North Vancouver, in 1928—the RCMP Schooner *St. Roch*. Her epic voyages have been etched in the history of Arctic navigation. * * *

It is a far cry to those early days of colonial rule in 1849, but at the end of the 100 years which have passed since then, British Columbia can look back over a century in which great progress, both material and intellectual, has been made along the road of responsible government. ● ● ●

Regatta at St. John's Nfld.

Six members of "B" Division participated as a racing team in a competition which recently took place on Newfoundland's historic sports day, better known as Regatta Day. This event originated in the beautiful setting where it is still conducted—Quidi Vidi Lake—"way back in the year 1828". The lake is located a very short distance from Kenna's Hill where RCMP division headquarters and barracks are situated.

The entry of a team by the Force came to pass when members, casually visiting the lake during practice-trials of other teams, exhibited interest in the sport. Mr. J. Higgins, a local barrister and senior executive of the yachting club, expressed a very sincere desire to have the RCMP enter. Upon being informed that members of the division had no previous rowing experience, he assured them that a seasoned coxswain, coaches and a shell would be provided; all the Force would have to supply would be the man-power.

After about three weeks of concentrated training under the guidance of Coxswain Jack Kenny, and with the continued interest and help of Messrs. Higgins and G. Martin, the latter another member of the yachting club executive, the team was able to show to such advantage that they caught the interest of the racing fraternity, and were even picked to win by certain wagers.

The regatta took place as it has since almost time immemorial, weather permitting, on the first Wednesday of

August. The RCMP oarsmen, competing with the local firemen and the Newfoundland Constabulary, raced over the prescribed course of one and three-fifth miles, placing second. They finished approximately three quarters of a shell-length behind the winners—the local constabulary.

The regatta which now consists entirely of shell races, took from approximately 10 a.m. to 6.30 p.m. of continuous competition to complete the schedule.

Despite the not-too-summery weather in the morning and rough water caused by a light wind, the course record for present-day shells, which was set last year, was broken more than once. The time required by the RCMP crew was but nine seconds longer than the previous record.

The efforts put forth on behalf of the "beginners" by Coxswain Kenny, Messrs. Martin and Higgins, all of whom are native Newfoundlanders, represent a display of extremely commendable sportsmanship.

Conclusion of the regatta for this year, insofar as the RCMP crew was concerned, occurred on the evening of Saturday, August 6, in the form of a party given by Mr. Martin at his home.

As a result of their efforts each member now owns a statuette of an oarsman, a pleasing memento of Newfoundland's outstanding holiday at Lake Quidi Vidi.

Team members were: Cst. A. S. Nickerson, Stroke, Cst. A. C. Levins, Cpl. C. P. Reddy, Cst. H. J. Fox, Cst. M. V. McComas, Cst. R. R. Hickey, Sgt. T. A. Bolstad (Spare). ●●●

Opposite page
Top to
Bottom:

RCMP Crew in
Practice
Session.

Start of race.

The finish.

The Crew
left to right:

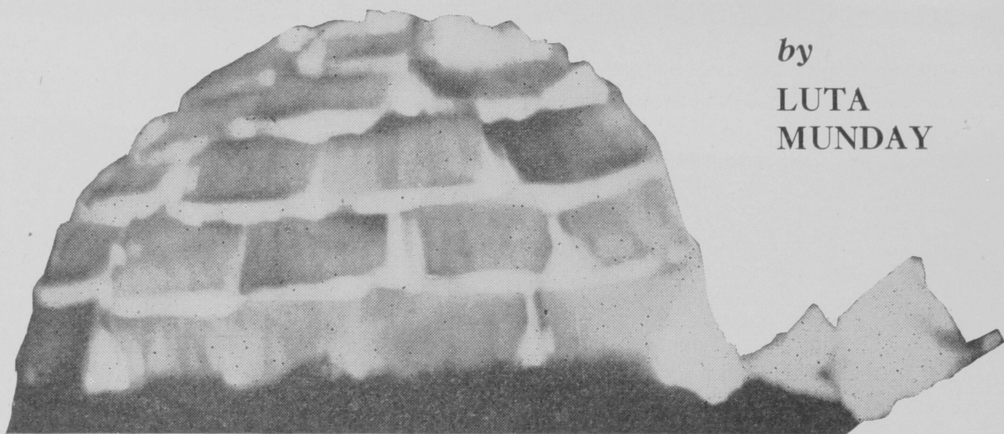
Hickey
McComas
Fox
Reddy
Levins and
Nickerson



Beauty of the Arctic

by

LUTA
MUNDAY



The world forgetting, by the world forgot

IF EVER Pope's phrase applied to me literally, it was during the years I spent in the Arctic. Yet looking back now, what I remember most clearly is the beauty that lay hidden in that solitude, a desolation that was indeed peace. It was momentary, rare and elusive, as all true beauty is, but the memory of those charmed glimpses of that strange, remote land and incredible seascapes is, in simple truth, a joy forever.

It was August when I first arrived in the great Northland—Sunday of the second week. Fog wrapped sea and land in a mantle of white as the ship neared our destination, and for three days I could see nothing of my new world.

When at last the fog lifted, what a sight met my gaze! It almost took my breath away. In one direction stretched the interminable sea, in the opposite direction a waste of sand with a scattering of grey rocks, while overhead there was the grey arch of the sky. Nothing else anywhere. Not a tree or shrub, or even a blade of grass, and the pounding of the surf ever in my ears.

The sombreness of it seemed to strike at my heart, and I asked myself how I should survive my exile in this bleak,

inhospitable land—a trial not of fire, but of ice!

Next day all was changed. The sun was shining as I had never before seen it shine on land, and when I looked back over the sea, I beheld a vision, the first of many which will live in my memory for life. There was our little ship resting on a sapphire sea, set in a circle of white gold, with the gleaming battlements of icebergs rising in the distance. Often in the long, dark days of the winter, which closed down on us almost before we got our little house erected, I was glad to think back and re-visualize that sight. It helped carry me through the monotony and hardship of many dreary months.

It was well on towards the end of the following June before the snow cleared sufficiently to let the little Arctic flowers appear. I had never dreamed that flowers grew there, for there was no other vegetation. Then one day as I was walking on the sand, I saw at my feet a vivid clump of moss. I fell on my knees in adoration and gathered up what proved to be a mass of tiny flowers. The Eskimo smiled at my unbounded surprise and

delight, though they could not understand how much it meant to me to see one spot of living beauty in that grey and rock-bound land. Each day as other blooms made their appearance, the natives told me of them, and each day I walked, searching for the little jewels that seemed to give me a new hold upon life. They were so brave and gay and alive, lifting their tiny, brightly-colored heads for the brief span of summer, in an undaunted struggle to survive.

Nowhere in the bush country to the south of the Barren Lands, where I had lived for eight years, had I found such flowers. It was amazing to see them push up through the sand and lodge in the tiniest crack in the rocks, which would support them during their brief existence. The season was so short that almost overnight they burst into full growth, blooming and seeding at once, as if eager to fulfil their destiny while it was yet "day".

The miracle of it never ceased to entrance me as I watched them and sought out the many varieties. I came across one patch of tundra, about 50 feet square which was literally a blaze of carmine. It made me gasp every time I saw it. Carmine and yellow were the predominating colors, while white and blue occurred in lesser quantities. Of course, I did not know the names of these glorious plants, so I gathered specimens and seeds and sent them to one of the universities to be identified.

Can anyone living in a "growing country" with its mantle of green things—even if only weeds or the bright eye of the dandelion, Spring's harbinger—can they, I wonder realize how much happiness those tiny Arctic flowers brought me? They were like stars in a dark sky. My living jewels, I called them, and treasured them as wealth precious beyond words.

There were other compensations to break the routine. Returning from a walk one day in early autumn through fog which had wrapped everything in its clammy embrace, I could see no living thing in all that barren waste. But just as I breasted the last incline to look out over the sea, the fog rolled away as if some hand on shore had drawn it aside, and there before me in full sail was a little schooner, our yearly visitor, coming towards land through a shaft of sunshine. As if to welcome it, a glorious rainbow spanned the sky, directly through the little vessel, and we watchers stood silent, awestruck and marveling before the spectacle of Nature's staging.

I have seen sunsets indescribably lovely in many parts of the world; but none ever equalled the eerie, ghostlike splendor of an Arctic sunset in the midst of the Arctic's great silence—the silence of the ages. Not even Turner, the great English artist, ever portrayed colors so exquisite, so delicate and evanescent.

Arctic
Spring—
Midnight





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MAPPINS
JEWELLERS

ST. CATHERINE AT METCALFE

MONTREAL

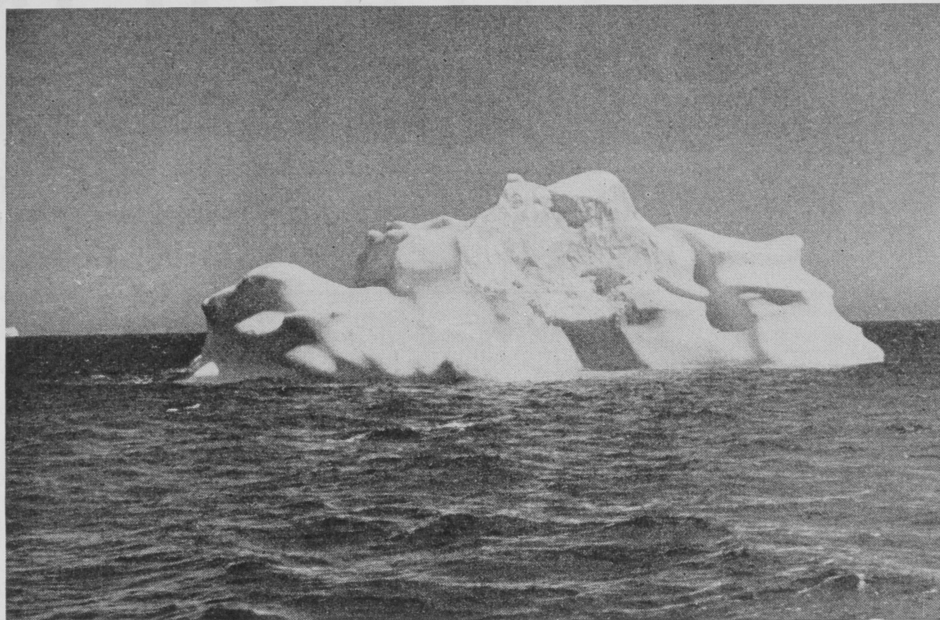
The grotesque shapes which the sun seemed to assume as it sank below the horizon—caused, I believe, by the apparent angular elevation of the sun above its true orbit, due to the refracting power of the air—reminded me of queer Chinese vases I'd heard about or seen somewhere. Legend has it that young

children were placed in them to grow correspondingly distorted in form. But there was nothing ugly about the shapes of the setting Arctic sun. One by one they succeeded each other, changing masses of burnished copper, a scene of rugged grandeur that still lingers in my mind.



Silent
Grandeur

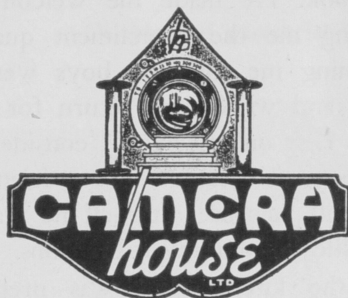
**Icy
Magnificence**



Then there were the Northern Lights. Who can describe that mystery of the heavens? Who of those who have seen them in solitude, far from the distracting lights of the city, can ever forget the splendor of their multicolored charm, or the sense of human insignificance that grips one as he watches them wax and wane? A single silvery shaft shoots across the heavens and changes to a riot of brilliant color. I have seen one half of the sky dyed blood red, while the other half shimmered with every color of the rainbow. Sometimes those swift "dancers" of the air seemed to advance and recede keeping time to a lilting measure, then suddenly they disappeared. And as we drew a breath of wonderment, thinking the spectacle was over, they burst out anew in all their radiance. At times I have lain flat on my back in the snow to watch the full arc of that weird dance, risking frostbite rather than lose even a moment of the ecstasy brought on by such magnificence.

And so, after all, I believe that the hardships of my Arctic life were fully compensated for by the memories I

gained. The radiance of the Aurora and the glories of those northern sunsets will light all the twilights of my life with color the like of which no artist's brush can create.



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OTTAWA

CANADA

INITIATION!

by Cpl. P. M. ADAMS

This is not a story about ghost riders in the sky, it's about a milk rider through a gate!

I WAS introduced to Nellie in June 1927. I was happy to make her acquaintance for several reasons, one being that after a sojourn in the city I was on my first detachment where horses were used exclusively, and Nellie was a good-looking animal.

My arrival at the detachment was in a cloud of dust, caused by the team and buckboard. Other than that it was exceedingly quiet, more so after the teamster unharnessed the team and ambled off.

The only person in barracks was Bill, the cook. He made me welcome by showing me the detachment quarters, informing me that the boys were on patrol and would not return for some hours. Left on my own, I considered it necessary to form a close friendship with Bill, because after all he was responsible for our inward regions.

In the kitchen Bill was preparing supper. I tried to engage him in conversation but he proved very uncommunicative. Sensing something was amiss, I asked him what the trouble was.

"I'm making a pudding," he replied, "and am short of milk."

As it was too early for the evening milk delivery he was in a quandary. Suddenly he turned and faced me. "How about you taking one of the horses and riding up to the farm?" he asked.

Illustrated by

Inspr. F. S. SPALDING

With visions of a delicious pudding before me, I agreed and said: "What horse will I take?"

He turned from his work and beckoned with his hand. "Come on out to the stable. I'll show you Nellie."

Nellie was a chestnut with a white star on her forehead, about 13 hands, and in good condition. She was obedient and friendly as I approached and patted her a few times. Everything seemed fine.

Bill spoke up from a nearby empty stall to say that the boys had told him Nellie was very docile and easy to ride, and that as it was only a short ride to the farm—15 minutes in all—I should have no trouble.

I reached for a bridle, as Bill departed to get a container in the kitchen. Nellie walked serenely to the back door where I mounted. No saddle. I considered one was unnecessary for so short a ride. So off we trotted up the road, with me holding the reins in my left hand, the milk can in my right.

Nellie was comfortable to ride, even bareback. She was quite plump and had an easy gait. Ten minutes later, the milk safely in the can, I started back. The scenery was attracting all my attention, when suddenly a piece of paper whipped

across the road in front of us. Up went Nellie's head, her four legs left the ground in one great leap, the reins slackened in my grasp, and before I could gain control, we were on a full gallop down the road.

As we sailed along, a few thoughts crossed my mind: Can I gain control of the reins before we reach the detachment gate? How will the milk survive? Does Nellie think she's running in the Grand National? How will this thing finish?

There was a great cloud of dust behind us, chickens were running for shelter and a couple of dogs, tired of sleeping, took up the chase. My fingers gradually crept up the slackened reins, the milk was still safe, and then I saw the gate. It was speeding towards us at a great rate. I gripped hard with my knees for that fateful left turn. Closer it came, and through the gate we thundered. On a port tack, the milk can hit the post with a loud whack like the crack of a .45,

and rebounded. I felt something cool run all over me, and I knew it wasn't honey. I managed to duck the lintel of the stable door, and finally Nellie halted in her stall.

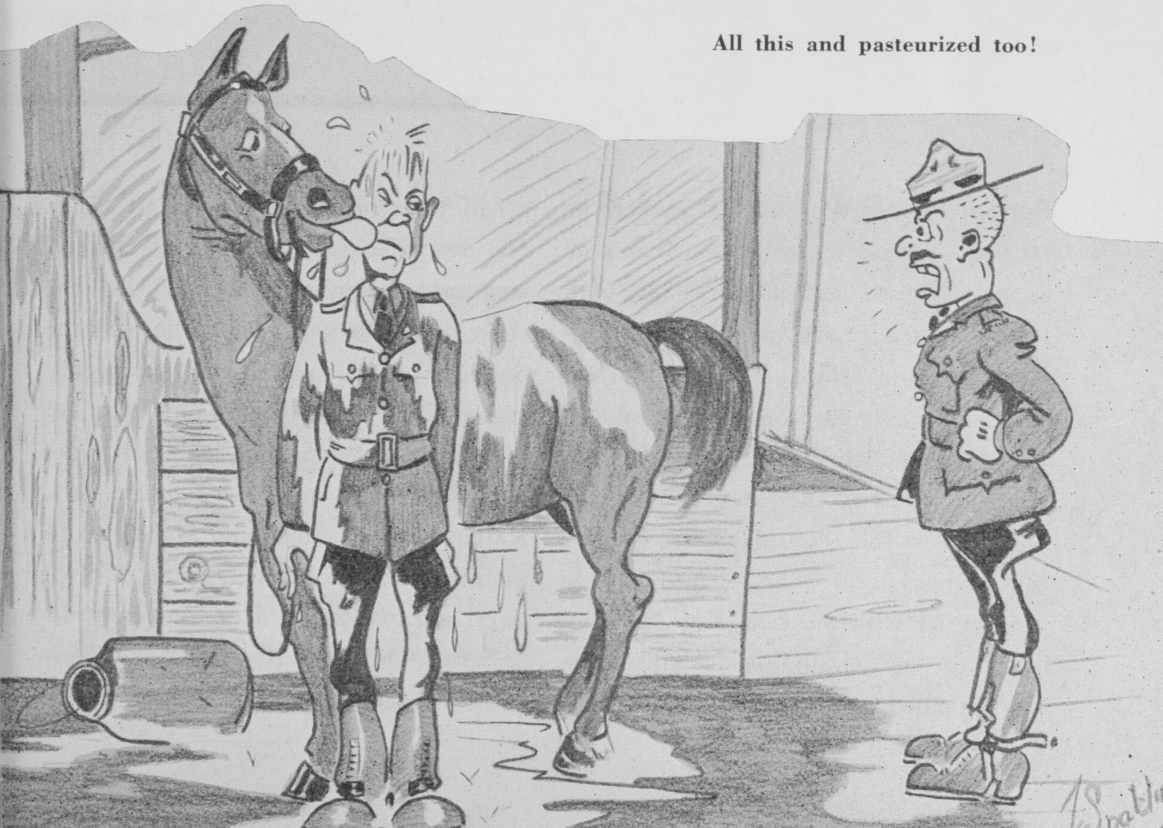
I dismounted with some misgivings and surveyed the scene. Both Nellie and I dripped with milk—fresh, cool, dampish milk. As I stood there, the NCO in charge of the detachment marched in. He was a rugged, ruddy individual, but when he saw us his mouth fell open and he stared incredulously. We all stood in bowed silence, whether in prayer or not I never did find out.

When his voice did boom out, it filled the stable: "My God, what a sight! I knew Nellie was a good mare, but I didn't know she could milk herself and drown you in it."

I turned toward the kitchen with one thought in mind. I must have a talk with Bill.

● ● ●

All this and pasteurized too!





Constable Gerard Joseph Dault

We Honour

Born in 1916 at Warren, Ont., where he received part of his education. Later he attended school at Sturgeon Falls, Ont. Employed by International Nickel Company at Frood Mine in 1935, he worked there until 1940, and on June 24 of that year enlisted with the Fort Garry Horse. He transferred to the Grey and Simcoe Foresters while stationed at Camp Borden, and went overseas in 1942. He also served with the Canadian Armored Corps through the Battle of Normandy and remained on the continent two and

a half years before returning to Canada. He was discharged with the rank of sergeant on Jan. 22, 1946. During the short period he was a constable with the Sudbury City Force, he was highly respected by his associates. Surviving are his wife, nee Jeanne Charlebois of Warren, and three children—Donald, six, Karen, two and a half, and Madeleine 14 months; also one brother, Aime of Sudbury, and two sisters, Mrs. Grace Shanks of Sarnia, Ont., and Mrs. Gertrude Simpson of Westhill, near Toronto.

THE *Quarterly* pays tribute to the valor of Csts. E. A. Terrell and G. J. Dault, members of the Sudbury Police Department, who on June 18, 1949, were shot and killed in the performance of their duty. In answer to a complaint that Clarence Brosseau was disturbing the peace they investigated and found that he had barricaded himself inside his home. Brosseau started firing as the two policemen attempted to apprehend him.



Constable Edward Aaron Terrell

Born Sept. 4, 1919 at Bruce Mines, Ont., son of Mr. and Mrs. Albert Terrell now of Rydalkbank, Ont. Received his education at Thessalon and Sudbury, then worked six years with the International Nickel Company at Frood Mine; also served for a short period as a guard with the International Nickel Company Police Force at Copper Cliff before joining the Sudbury Police Department on May 8, 1944. Terrell was a uniform man on foot patrol until two years ago when he

was transferred to the cruiser cars in which detail he was serving at the time of his death. Surviving are his wife, nee Rose Newton, daughter of Mr. and Mrs. W. Newton of Pickerel, Ont., and a three-year-old son, Billy. Constable Terrell was a member of the Loyal Orange Lodge and St. Andrew's United Church. He was an active sportsman in bowling and swimming, and had gained a large circle of friends in Sudbury district by his courteous and friendly manner.

It Happened in the Force

A farmer accused of having failed to file his income tax form pleaded guilty and was awarded a nominal fine, to be paid within a specified time. A few days later he wrote the following letter to the local RCMP detachment:

Dear Sir:

I am sending this letter to you telling you I am not paying the fine. The reason is because I've been paying income tax the year round for the days I've been working. So I'll leave it up to you to consider, what you're going to do.

Yours truly,

* * *

Co-operation from the public is most desirable. Perhaps this was in the minds

of two youths when they saw a man's body being pushed into the trunk of a large sedan which quickly drove away. Investigation solved the mystery. The "body" was very much alive—a garage-man making a determined effort to locate rattles in the rear of the car.

* * *

A news reporter and a corporal of the Force were discussing a Supreme Court case. The reporter noticed that the convicted man started his life of crime in Ottawa.

"Gad," said the reporter, "my home town."

"Gadzooks," said the corporal, "mine too."

Edmonton Bulletin

* * *

Then there's the story about the warden who upon completing ten years of service decided to celebrate and asked his charges what kind of party they would like. With one accord the prisoners, with a hopeful gleam in their eyes, answered: "Open house."

* * *

At one of the Friday evening concerts by the RCMP Band before the Supreme Court Building, Ottawa, the relayed lighting failed. As darkness fell, it seemed that the entertainment must be cut short. But an appreciative audience ordained otherwise. With headlights burning, cars were arranged in a semi-circle so that the beams flowed over the music stands, and—the band played on.

* * *

A constable on patrol observed two men who from their actions appeared to be bitter enemies. Scowling darkly, they faced each other, their fists ready. The constable intruded, suggesting that their differences be settled without making it a court matter.

"That's what we're trying to do," said one.

* * *

A footprint expert examined the evidence at the scene of a crime and

frowned. Gravely he turned to his companion investigator and said: "Not a man this time, a woman. That'll gum up the movie tradition about us."

* * *

The following letter was received by an officer of the Force over a decade ago:

Dear Sir and Major:

I have read in the newspapers that you are looking for recruits.

I beg Sir and Major to give you the chance of getting my services as I want to enlist. My qualifications follow.

I have the real detective instink. Also my brother-in-law tells me I would make good as a Mountie in moving picture work, which I understand is all you do now in Canada, outside of detective work. I can ride well—although I understand from friends of mine who saw your troops that the horses follow each other round and round, so good riding is not an essential. I also understand dogs having bred pomeranians, as I understand you use dogs in some of your winter pictures. Socially I am well informed, I can dance—can act like a gentleman if you should need me in a character part. I understand when you get assignments like you are on in New York now you have to behave properly, so in this I am quite at home. I rarely drink, but can if it is necessary for some picture or another.

If it is all the same to you I would like to start at a little better than a private, a corporal for example, although personally I would like to be a Sgt. Major, as I understand he does not clean his horse—and I forgot to say I am not over strong, although I know I can do all you have to do in summer mountie pictures. The winter ones might be a little strenuous at the start.

I am 27—married—although my wife says if I go into the movies to h— with you, so you see I am nearly single—for I understand you only take *officially* single men.

As for location I will go anywhere only I don't like too much snow. I have friends near Medicine Hat, so I shall be near them if you could arrange for me to go to Ottawa.

So Sir and Major I ask that you reply at once to me as my business is almost finished for the time being—that is I know the mountie business will pay me more than a restaurant, as I feel sure they must pay you real money for pictures, endorsing cigarettes etc. etc.

Please reply where I can go to get medical examination to join, although I don't need it as I am A.1. perfect—6' 0", 185 lbs., slightly flat feet although you would never suspect it, but in riding it would not show. I will drive in at once if you will send a telegram collect, as money is no object if I can get a good position with you as Sgt. Major—or less.

Respectfully, dear Sir and Major.

* * *

A phone call from the RCMP to city police in Calgary resulted in what is probably one of the fastest apprehensions on record. While being given a description of the wanted person, the desk sergeant looked up to see the object of the discussion before him. She had come in to make an irrelevant complaint.

* * *

Arrested and charged with driving while intoxicated, one man had a unique defence. There was a distinct odor of liquor on his breath, he didn't know how he had become involved in an accident with another car, and when asked to explain his "thick" speech he blandly answered that where he came from the language used was gibberish.

* * *

Two young boys lost their dog. Their father heard them discussing ways and means of recovering their missing pet.

"Let's pray," suggested Bobby. "Maybe God will help."

"Shucks no," said Tom. "Let's tell the Mounted Police. They'll find him."

STATISTICS compiled by the director of safety of the Department of Labor, Manitoba, show that in the half-score period ending December 1947, there were 664 people killed on the highways of the province, making an average of 66 persons a year. In addition 16,021 were injured. Property damage amounted to \$2,621,675, not counting losses under \$25 and cases not reported.

A casual glance at these figures might lead one to believe that the highways of Manitoba are a speeder's paradise, death-traps to pedestrians and hazards to careful law-abiding operators of vehicles. Actually, the reverse is a more accurate picture. For without the well-organized highway patrol operated by the RCMP, the casualty list would undoubtedly be a great deal longer, and property damage thousands of dollars more.

Traffic law enforcement is a two-fold task. In addition to apprehending and punishing law-breakers, there is also the responsibility of supervising traffic—facilitating its movement in a safe manner, and preventing or discouraging wilful violations. This latter aspect is more closely related to public education than to law enforcement. But in actual practice it is probably one of the more potent weapons in the constant war against carelessness, recklessness and negligence on the highways.

As an example of the task confronting the police in Manitoba, it might be mentioned here that one-quarter of the population, or 165,767 people, were licensed drivers in 1947. One-sixth, or 120,605, had licensed vehicles.

In 1932 the RCMP assumed responsibility for policing the Province of Manitoba. The added duties included traffic supervision of all provincial highways. In less densely populated areas, detachment patrols were usually sufficient to maintain the traffic laws, but in the southern section, particularly the district surrounding Winnipeg, special



Highway Patrol, Winnipeg

Calling All Cars

by Cst. H. E. BROWNHILL

An interesting account of the RCMP Highway Patrol in and around Winnipeg. The author, after participating in one of the patrols, was imbued with the urge to write about it.

patrol cars became a necessity. This was especially the case in summer, when the great influx of tourists from the United States and all over Canada, heading for Manitoba's numerous playgrounds, converged on Winnipeg. From there, these travellers journeyed north, east and west—a constant stream of traffic, with all the attendant hazards of modern driving.

Until the advent of the RCMP radio system in Manitoba, the extra patrol cars worked throughout the summer months in a more or less haphazard

fashion. But with the installation of Station VY-8T in 1940, the highway patrol became a permanent feature, operating on a year-round basis.

In 1937 the first attempt to organize the highway patrol was made. It developed into a system which commenced operations in May. Five cars were used, and the personnel selected received special lectures on the Highway Traffic Act and on public relations. The patrol worked in shifts, its various arms assigned to different outlets of the city.

This arrangement contributed considerably to the maintenance of good order on the highways. However, as the only means of communicating with the base was by telephone calls at periodic intervals, its effectiveness against other forms of crime was limited. Another obstacle was the fact that road conditions in late fall usually rendered the patrol of little use, and operations were suspended until the following spring.

The installation of radio in "D" Division was discussed as far back as 1936. At that time the Winnipeg City Police had their own radio station, and cooperated with other law enforcement agencies by airing urgent police calls for a nominal sum.

Meanwhile various types of transmitting and receiving units were tested, and a comprehensive report, submitted by Departmental Radio Engineer W. R. Wilson, at that time with the Department of Transport, became the groundwork for the new system. Plans were formed and the work of installing equipment commenced.

The original hook-up was completed and in operation by June 1940, and in the ensuing years proved so effective that the service was extended to include a large part of the three prairie provinces. The entire network, employing Frequency Modulation (F.M.), was ready for use by the summer of 1947 (See "Radio in the Force" January 1948 *Quarterly*), and the greater co-ordination achieved has been particularly beneficial to the highway patrol.

The present-day highway patrol out of Winnipeg Sub-Division is a streamlined unit, consisting of five cars, ten men, and an office staff of two. Working in three eight-hour shifts, this highly mobile unit has proved itself an effective advance guard against crime in the province, and affords a sense of security to law-abiding citizens in outlying communities, to motorists, and to those in difficulty through breakdown or accident.

Its usefulness can be summarized in three ways:

- 1) Controlling traffic on crowded highways.
- 2) Rendering aid in emergencies—accidents, fires, and so on.
- 3) Keeping transient criminals in check, safe-guarding property, and blocking off highways shortly after serious offences have been reported in the district.

Each patrol car is equipped with two-

The following statistics illustrate the activities of the patrol during 1948:

Prosecutions under Highway Traffic Act	1711
Prosecutions under Liquor Control Act	132
Warning tickets issued.....	915
Prosecutions under Excise Act.....	2
Premises checked on night patrol.....	2335
Cars checked	118
Stolen cars recovered.....	9
Prosecutions for drunken driving.....	4
Prosecutions for reckless driving.....	2



One unit of the patrol

way radio, and is in constant communication with the RCMP Station VY-8T at Division Headquarters, Winnipeg. All side roads as well as main arteries of the district are patrolled within a radius of 80 miles, but at irregular intervals. This has proved an extremely effective deterrent to bootleggers and car thieves, as they are unable to time their activities to coincide with the patrol's absence. The system also works in conjunction with patrols from other sub-divisions and with radio-equipped detachment cars, which enables constant police surveillance over the greater area of the province.

During that year the patrol travelled 181,120 miles, or an average of 15,093 miles a month. Despite this impressive mileage, and the fact that on many occasions the police are forced to travel at excessive speeds in pursuit of fleeing law-breakers, there were only four patrol car accidents during the year.

Two of these mishaps were of minor consequence, involving damages of \$20 and \$14. The others

were of a more serious nature. On one occasion during a heavy storm, a patrol car was making a turn to give chase, when an on-coming automobile crashed into it, the damage being estimated at \$219. The other serious accident was a typical example of the dangers resulting from mixing alcohol and gasoline. The patrol, noticing an approaching car weaving dangerously, signalled it to stop, at the same time moving well over to the side of the road. But the civilian driver, very drunk and a little belligerent, veered over to the wrong side of the road and at a fair rate of speed crashed head-on into the police car. The

damage amounted to \$427. Fortunately no person was injured.

The personnel of the patrol are young men, and as a rule remain at this type of work for a year to a year and a half. Thousands of miles of driving, sometimes at high speed, are not conducive to good nerves, and rather than risk crack-ups, new men are detailed to the patrol from time to time. Each one starts as second man in a car, and after six months in this role is usually put in charge of a vehicle.

On a trip to Winnipeg early this year, the writer had the opportunity of joining one of these patrols on the 4 p.m. to midnight shift. Although severe cold and considerable snow had reduced traffic to a minimum, it was a worthwhile experience. The "crew" for that night consisted of the veteran of the patrol and his youthful "second", a man with a year's service in the Force.

The driver, with seven years' patrol work to his credit, has spent more time on actual highway traffic duty than any other man in "D" Division. Obviously outstanding in his chosen job, he exemplified—to me—all that is best in a traffic policeman. Nerves of iron, a wonderful car-handler, photographic memory, an amazing knowledge of cars, and courtesy to the public are his characteristics. Although noted for his breath-taking speeds on all types of roads, and under impossible weather conditions, he has yet to put even a scratch on a car!

His memory is phenomenal. Stolen

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took a
chance

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HEAD OFFICE — WINNIPEG

cars are listed on a blackboard in the traffic office, and from this, the patrol must keep their records of wanted vehicles up to date. This man is noted for his ability to glance at the board,



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enter his car, and unerringly write down from memory the cars by number, make, model and year! In addition, he knows by heart the listings of all vehicles operated by known criminals in the province—and even the associates of those criminals.

An example of his amazing memory and powers of observation is illustrated in the incident of the man who was wanted for a vicious crime of violence in the Winnipeg district. A few days after the deed had been committed, the offender seemed to have vanished into thin air, although it was reported he had been seen in the city driving a car. Returning from a patrol in the afternoon, the constable in question was given a description of the criminal and his car.

"I just passed that car parked at the corner of Main and Portage," he said.

He left the office and drove downtown. A short time later he returned with the wanted man!

During our tour of 188 miles that night, we chased several speeders and one car that aroused our suspicions. Although the roads were dangerously icy in certain spots, on several occasions we travelled at a high rate of speed, and while hanging on grimly in the back seat, I noticed that even on the curves we never once went into a skid.

While on patrol I was interested in the constant contact maintained between car and radio station, as to position, traffic, road conditions and the weather generally. It made me fully aware of our proximity to the centre of control in spite of the miles of highway that separated us, and of how mobile crime prevention had become since the inception of radio.

All patrols file a report before they go off duty. These reports are unique. One side of the sheet contains the names of the members in the patrol, mileage covered, and a short resumé of the patrol's activities. The other has a map of Winnipeg and district. A pencil line drawn on the map indicates the route taken by each patrol car, and when all reports are compared, a glance will tell the story of the work accomplished by each shift. A casual perusal of these reports will reveal a variety of performances. Stolen cars have been recovered, cars acting in a suspicious manner stopped on the road and emptied of safe-blowers who were on their way to an evening's "work", accident victims rushed to hospital and many other everyday occurrences. One man phoned in that he was Louis Riel and requested the police to pick him up. He was obliged.

Traffic accidents are not strictly accidental. There is usually a cause, and therefore their number can be curtailed to a great extent by an effective program of law enforcement and prevention.

Police throughout the civilized world are actively engaged in a grim and relentless drive against the carelessness, negligence and indifference that brings tragic endings to so many lives on highways. The "D" Division highway patrol is an integral part of this drive, another small group within the RCMP who in their own way, "Uphold The Right".

● ● ●

The Letter Carrier

POSTAGE STAMPS OF CANADA

A photo of Canada's first postage stamp is reproduced here. Commonly known as the "Three Penny Beaver", it is the most popular of all our early stamps, as it is typically Canadian.

It was issued in 1851 when the postal system was transferred from the British to the Provincial Government. That year also marked the introduction of adhesive postage stamps in Canada.

Sir Sanford Fleming, a civil engineer, is credited with designing it. The shape was a small horizontal rectangle. The chief feature is the beaver, which might be called Canada's national animal, at work on one of its famous dams. Above are noted the Royal Crown, with the rose, thistle and shamrock just below, and at either side



are the letters V and R, standing for Victoria Regina. Above the tail of the beaver is to be seen the sun in full blaze of daylight. Many lesser details could be mentioned, but in a general way those already given will suffice.

This first stamp of Canada varied in the shade of ink used and appeared on several kinds of paper. The earliest color or shade is usually referred to as red, but it was dark brick red, varying to orange red, brown red, rose red and orange vermilion.

The first paper used was a thin laid paper, in 1851. The next year a very thin wove paper, in many respects very similar to the laid, was used; then came a heavy wove paper, and some of this latter came with a fine ribbed or ridged effect on the surface. As many as eight varieties of paper have been reported. Others have been described as thin wove with an oily surface, varying thicknesses of wove and a thin, soft wove with a ribbed surface, and also a thick, rough one.

It might be explained that a beaver skin was a standard of trade in Canada during the early days by the Hudson's Bay Company, who held vast areas of land in Canada and who exported large quantities of furs and imported food and other articles. They also issued coins on which the beaver was the emblem of value.



RECENT CASES

R. v. Duteau

*Customs Act—Smuggling by Horse and Wagon—
Police Use Walkie-Talkie Radios*

MOST modern smuggling stories involve criminals who operate in high-powered speedboats, cars and airplanes. Here is a case where a man who carried on a profitable smuggling business eluded the police while operating with a horse and wagon.

Francis Duteau of Napierville, Que., had long been a thorn in the side of the RCMP border patrol and detachments along the boundary. He made a comfortable living smuggling American cigarettes into Canada, but every attempt to catch him was unsuccessful. Finally a long investigation revealed Duteau's modus operandi.

He had a partner who motored to the state of New Jersey once or twice a week and purchased a large quantity of cigarettes. The motorist then transported the load to a farm at Champlain, N.Y., where the property ran parallel to the border for considerable distance. In the meantime Duteau proceeded to a farm on the Canadian side, and travelling by horse and wagon along a bush road, crossed the boundary to the farm on the American side. There he would load the contraband on his wagon, re-cross the border by the same route and leave the merchandise at the Canadian farm. His partner, re-entering Canada through

a Customs port, and, making sure he was undetected, would drive to the farm, pick up the American cigarettes and take them away.

Countless searches by the police failed to uncover the cache the smugglers used to conceal their illegal goods. It was also learned that Duteau and his partner were careful to operate only when they were sure the police were busy on some other investigation.

The RCMP planned accordingly. Arrangements were made with the Customs at Lacolle, Que., to notify the local detachment when Duteau's partner next crossed the border. Re-enforcements were supplied from Montreal, equipped with two three-way portable radio sets synchronized with a radio-equipped police car. One of the sets was installed in the detachment, the other carried by a group concealed near the bush road. Messages could be relayed from the detachment to the radio-equipped car hidden on the farm, and from there to the party in the bush.

On May 23, 1948, a Customs agent notified the RCMP that Duteau's confederate had crossed into the USA. The next afternoon the police party took up their positions on the Canadian farm. At 8.45 p.m. they saw a man leave the

farm buildings and come in their direction. Driving a horse and wagon, he proceeded along the bush road and across into New York. One hour later the investigator stationed at the detachment radioed that Duteau's partner had just returned to Canada by way of Lacolle. Fifteen minutes afterwards, the watchers hidden near the road heard a wagon approaching.

The night was very dark, and the investigators were well concealed in dense underbrush. The wagon came nearer, the horse travelling at a trot. Suddenly a figure leaped from the bushes to the animal's head, another grappled with the driver, a third jumped on the wagon to keep an eye on the load. A flashlight blinked in the hands of a fourth man, and Duteau recognized his assailants. The Law had finally caught up with him.

He was arrested, the merchandise, horse, wagon and harness placed under seizure. When questioned, the prisoner

stated that he had merely picked up the cigarettes at the border for someone who had told him to deliver them some place, he didn't remember where. He assured the police that the wagon and horse were his property. The owner of the farm was questioned, and told of seeing wagon-tracks on his farm, but declared he didn't know who was using the road. And he insisted that he owned just one horse, which was at that time in the stable.

At the Customs it was found that the smuggled goods represented a potential loss of revenue to the Crown amounting to \$2,556.81.

On July 5, 1948, at St. Jean, Que., Duteau appeared before Magistrate A. Regnier and pleaded guilty to Possession of Smuggled Goods, s. 217 (3), Customs Act. The prosecution was conducted by M. Demers, the defence by A. Forget. The accused was ordered to pay a fine of \$600 and costs or in default to serve one year in jail. Fine and costs were paid.

* * *

R. v. Trojan et al

Breaking, Entering and Theft—Crime Detection Laboratory—Co-operation

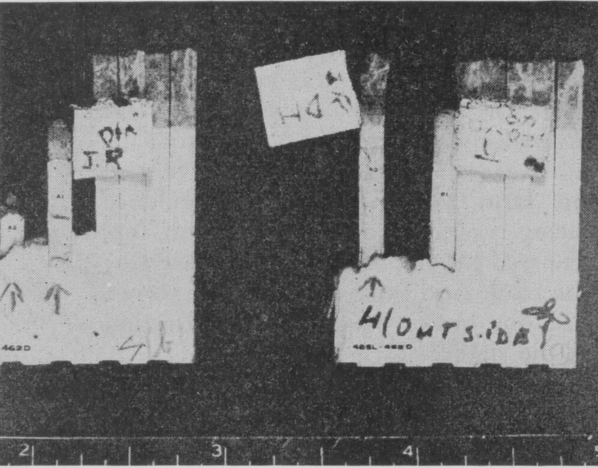
IN October 1948, a Winnipeg resident, who lived in a second-floor apartment on Langside Street, discovered that \$60 in cash was missing from his home. Certain that the money could have been stolen only a few minutes before, he immediately phoned the Winnipeg City Police. A quick response by the police followed, and during the ensuing investigation, two men were arrested on the third floor of the same building.

While the denomination of each bill stolen from the second-floor apartment was known, positive identification was impossible without the serial numbers. Careful examination of the complainant's quarters yielded nine stubs of used paper matches, significant because they were

found in places where normally they would not be disposed of by the owner. Two more partly-burned matches were discovered on the third floor where the men had been arrested.

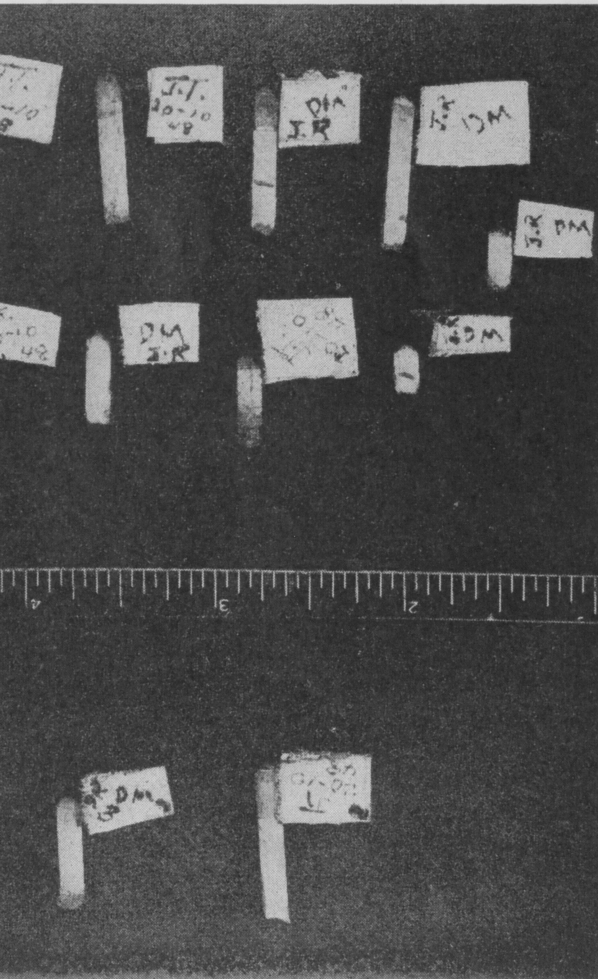
The accused, John Andrew Trojan and Lawrence Richard Conway, were searched, and among their personal belongings were two paper-match booklets from which some matches had been extracted. These, together with the 11 charred match stubs, were forwarded to the RCMP Crime Detection Laboratory at Regina.

One booklet had been manufactured by the Strike Rite Matches Ltd., for the Salisbury House, Winnipeg, the other by the Eddy Match Co. Ltd., but the



Composite picture showing matches in position.

Matches as received from Winnipeg City Police.



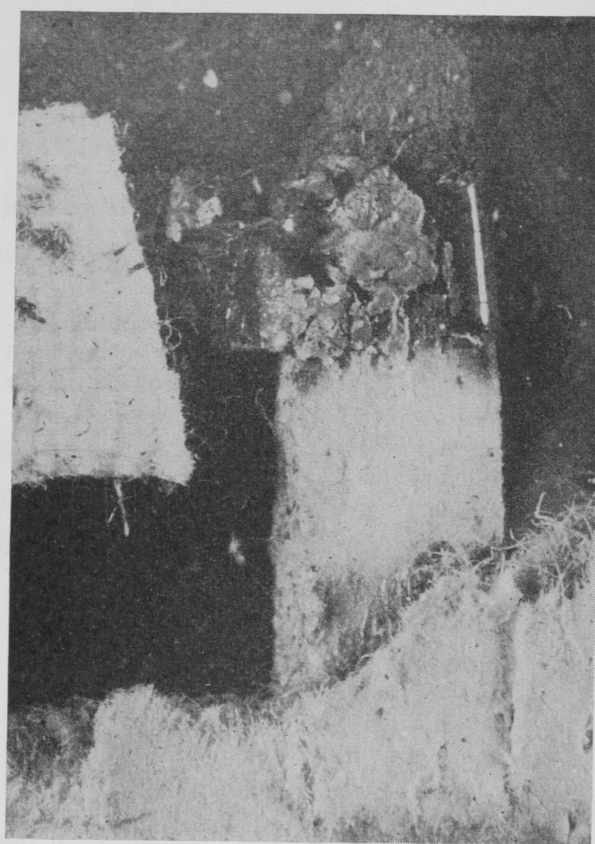
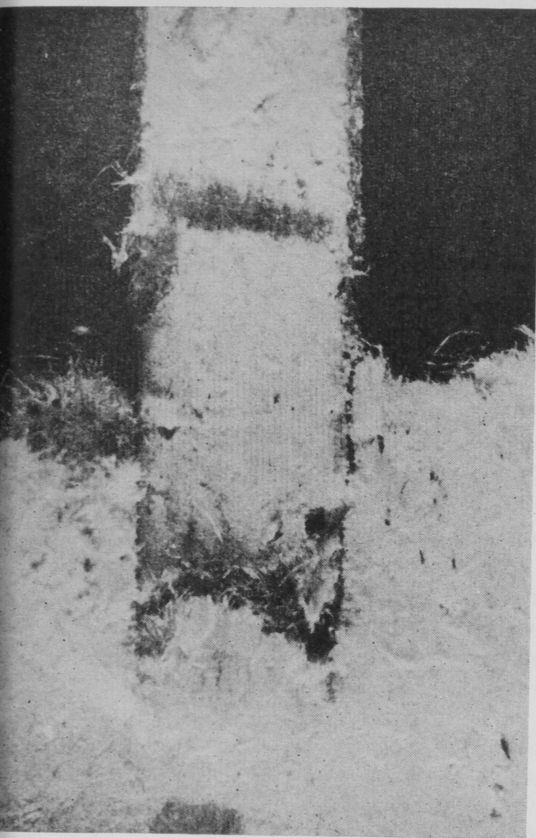
section advertising the purchaser was missing. The match stems in the latter booklet were creamy white, the tips fuchsia red. In the "Salisbury House" booklet the match stems were also creamy white, but the striking heads were "post office" or "mailbox red." Both booklets originally contained 20 matches.

The problem was: Had any or all of the detached and partly-burned matches originally been attached to either of the booklets taken from the suspects? If this point were established, very incriminating evidence would be available to the prosecution.

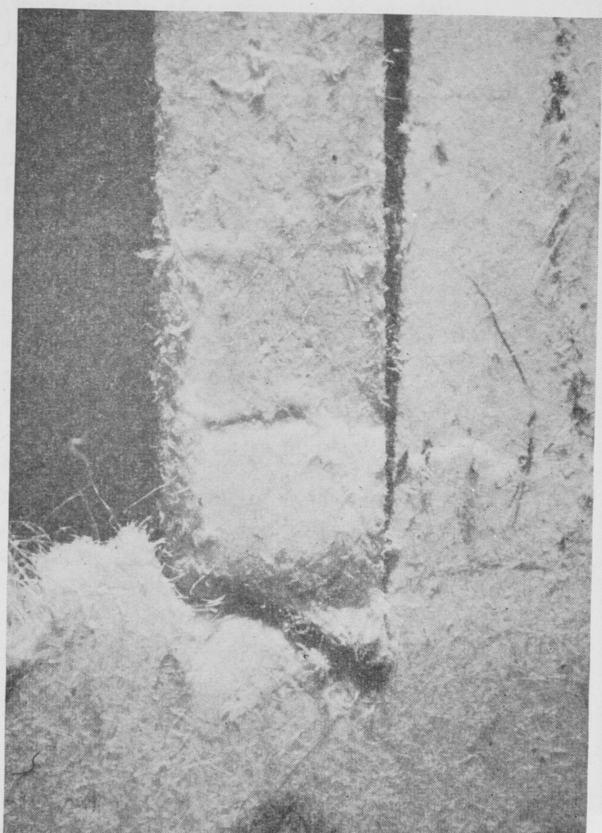
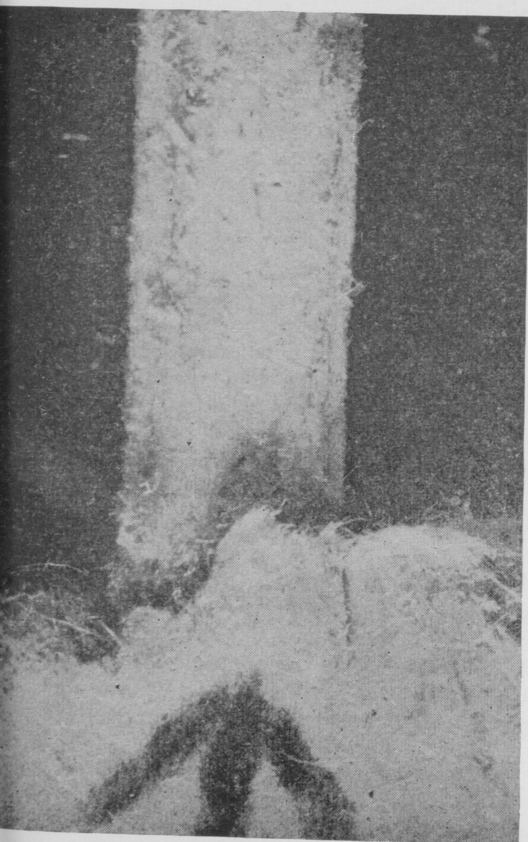
Some preliminary research work was conducted by laboratory technicians. Forty-four match booklets of different types and makes were examined as to width, thickness and color of stem, color of striking head, length of paraffin dip and so on. Many variations were recorded. The exhibit matches in their relation to the exhibit booklets were examined in this light, but could not be eliminated. Actual "physical fitting" was then undertaken and studied, first by the naked eye and subsequently under the microscope. One used match with a fragment of mailbox red still visible directed attention to the Salisbury House booklet which contained matches with similarly colored striking heads.

Finally it was positively established that four of the used matches had been attached to the Salisbury House booklet. Although the remaining seven were very similar, it was not possible to state that they had come from the same container. There was perhaps some significance in the fact that the 11 matches found in both apartments plus the nine still attached to the Salisbury House booklet made a total of 20—the booklet's original contents.

Confronted by this weighty, scientific evidence, the accused pleaded guilty to the charges and sentences of 12 months in jail were imposed.



Enlarged photographs showing how the ends of extracted matches fitted into position with the residues remaining in the container.



R. v. Cushman et al*Opium and Narcotic Drug Act—Convictions Quashed*

ON Oct. 4, 1948, two young girls, while playing at the intersection of 14th Avenue and Manitoba Street in Vancouver, found a handkerchief-wrapped parcel at the base of a street sign. One of them took it home to her mother. Suspecting that the contents were narcotics, the mother telephoned the city police, who in turn notified the RCMP.

There were four rubber containers in the package, with ten capsules in each. All but four of the capsules were removed, and replaced by substitute capsules filled with sugar of milk. Made up to resemble its original form, the package was then returned to the cache at the base of the street sign.

Working in shifts, members of the Force kept the corner under constant surveillance from a nearby vantage point, and next day, Oct. 5, 1948, their efforts brought results. Approximately an hour after noon, two men approached the corner on the opposite side of the street. After looking carefully up and down both thoroughfares they crossed over and retrieved the parcel. As they examined the contents, the police stepped forward swiftly and detained them. The man holding the package, later identified as Irving Hess, dropped it quickly and just as quickly it was seized by the police.

Hess and his accomplice, Mike Cushman, were well known to the authorities. Hess was an addict of long standing, and had been suspected of peddling narcotics for some time. Cushman, a criminal of considerable notoriety, was not a "user", but recently suspicion had marked him as a possible dealer. When arrested, Hess had \$3 in his possession, in sharp contrast to the amount his partner had—\$751 in cash, and a bank-book showing a balance of \$1,000.

Subsequently it was established that the substance in the capsules was diacetylmorphine hydrochloride, or heroin, of

an inferior grade. This drug is commonly referred to as Mexican Brown Heroin.

At the trial before Magistrate W. W. B. McInnes on Oct. 27, 1948, the accused were jointly charged with Possession of Diacetylmorphine Hydrochloride, s. 4 (d), O. & N.D. Act. Both men pleaded not guilty but were convicted. Defence Counsel, Paul Payne, presented no evidence, maintaining that the prosecution, with G. Hogg conducting, had shown insufficient evidence to warrant a conviction. Cushman was sentenced to seven years in prison, Hess, who admitted being an addict, to three years; each was also ordered to pay a fine of \$200, or in default to serve an additional two months in prison.

Both sentences were appealed before the British Columbia Court of Appeal, and the convictions quashed. In his written judgment on the Hess appeal, the Hon. Mr. Justice C. H. O'Halloran, said, in part:

"... In addition to the facts already stated it is noteworthy that the evidence is entirely consistent with the two men being casual finders of the parcel. The parcel was not hidden in a way that it could be found only by a person who knew in advance where it was. The police officers could see it from a garage 50 feet away. ... Nor is there any evidence from which it may be inferred that Hess was sent by some one to pick up the parcel, or was directed to it in advance by anyone. Moreover the parcel was picked up in broad daylight in the middle of the day at an intersection of two streets; and when Hess picked it up he did not immediately walk away. Instead he remained where he was and opened it up at the street intersection.

"Counsel for the appellant argued that the manual handling by Hess was not 'possession' within the meaning of s. 4 (1) (d) of the Opium and Narcotic Drug Act, since the surrounding circumstances negated any inferences that he went there to pick up the parcel of drugs, or that he



MACDONALD'S "EXPORT"

CANADA'S FINEST CIGARETTE

had any knowledge what it was. Appellant counsel submitted the surrounding circumstances pointed overwhelmingly to the inference that Hess was a casual finder in the same way the little girls were, who found the parcel the day before. . . .

"To constitute 'possession' within the meaning of the criminal law, it is my judgment that where as here there is manual handling of a thing, it must be co-existent with knowledge of what the thing is, and both these elements must be co-existent with some act of control (outside public duty). When these three elements exist together, I think it must be conceded that under s. 4 (1) (d) it does not then matter if the thing is retained for an innocent purpose. It is 'possession' in this sense that is the offence under section 4, and when it is proven, it matters not if there was no intention to break the law. But the issue in this appeal is one which is antecedent to any question of mens rea. For once possession is established in this sense the purpose of the statute makes it clear that mens rea is not an essential. If Hess, knowing the parcel to contain drugs,

gave it to a friend, or took it to his room, he would in my opinion be guilty of possession. But if before or after learning what the parcel contained, he took it down to the police station and handed it in with an explanation of how he found it—which I regard as a public duty—in my opinion, he would not be guilty of possession. . . .

"I do not find that the precise point in the form presented by this case has arisen in a leading decision. If knowledge of what the thing is were not an essential element, then we would have the ridiculous result that the children who found the parcel in the first place and brought it home to the mother, would by that act alone be automatically guilty of possession under s. 4 (1) (d), and be compulsorily subject to a minimum six months imprisonment with a substantial fine. Even with knowledge of what the thing is, if some act of control (outside public duty) is not essential, then we would have the equally ridiculous result that the little girl's mother who received the parcel of drugs and telephoned the police, would be automatically guilty of possession under s. 4 (1) (d), and com-

pulsorily subject to imprisonment and a substantial fine.

"I cannot satisfy myself that Parliament intended 'possession' in section 4 to be interpreted in a way to produce the foregoing absurd results, by eliminating the elements of knowledge and some act of control (outside public duty), and thus making manual handling simpliciter a crime. When s. 4 (1) (d) was first introduced in the House of Commons, if a member had inquired if 'possession' as there found, was to include manual handling as exemplified in the examples of the little girls and the mother in this case, the Minister of Justice would undoubtedly have assured the House that it did not. It may be said that legislation may not be avoided because its language produces absurd results. But we know that the purpose or intent of Parliament is not to produce absurd results. Parliament cannot be presumed to act unreasonably or absurdly.

"If words employed in a statute seem to achieve that result it is a strong ground for concluding that Parliament did not intend the words should be construed in the sense which brings that about. Words are not mechanical things; they mean little in themselves. They are vehicles of meaning and not self-contained things. They reflect shades of meaning. The same word may even have opposite meanings. The very concept of interpretation connotes the introduction of elements extrinsic to the words themselves. The reasonableness or unreasonableness conveyed by the language of the statute may be examined for the purpose of interpreting the applicable meaning of the terms it employs to all the differing circumstances to which it is directed. . . .

"To my mind, if we approach the case with the presumption of innocence in favor of Hess, as we must . . . there is nothing whatever in the record from which it may be legitimately inferred that Hess knew what was in the parcel before he picked it up. He and Cushman looked around before they crossed the intersection. But that is consistent with ordinary conduct in watching traffic. . . . They looked around again before Hess picked up the parcel. That is a circumstance of suspicion, but of suspicion only. . . . The parcel was not hid-

den, it was not secreted in some place where only a person who knew where it was could go directly to the spot. It was placed near a sign-post at the street intersection, and hence the act of crossing the street at the intersection was not in itself significant, as it would have been perhaps, if the men had crossed in the middle of the block for example, and had gone directly to a cache hidden in a garage.

σι ἀνερίδα ἐπὶ δρόμῳ ἐν ἄδειᾳ ἄρα, clear it (the parcel) was visible from the street. Moreover the conduct of Hess after he picked up the parcel clearly negatives even conjecture or suspicion that he knew what it was. Drug addicts and peddlers are notoriously wily as we learn from the evidence in cases constantly before this Court. If Hess knew what the parcel contained it is unlikely he would have come there in broad daylight and picked it up. Even then one would have expected him to put it in his pocket and get away from there without delay. . . . If Hess had known what was in the parcel there was no occasion for him to open it there. Again the circumstance that he was a drug addict would be all the more reason for him not to open it at the spot if he knew what it was, but to get away from there quickly. . . .

" . . . I must conclude no objective facts were presented in evidence from which it may be legitimately inferred that Hess had knowledge of what the parcel contained, or that after he had opened it and found what it was, he exercised any act of control over it. He was given no opportunity to do so. But even if it could be said that there is any foundation for such inferences, they are not strong enough in my opinion for reasons stated to point only to guilt as they must under the *Hodge's* principle. The precipitate action of the police has left the evidence in a state where in my view a rational hypothesis of innocence cannot be excluded. . . . Established principles of criminal law cannot be strained to the point that a man who is a known addict may be convicted of 'possession' solely on evidence that he is an addict. If it were the statutory intention to punish addicts because they are addicts the statute would have said so explicitly. An addict is naturally surrounded with the certainty that he is getting drugs from some source. But that source is shrouded in suspicion until it is

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established by legal proof. Hence in such a case the duty is all the greater upon the Court as the law now stands to preserve the balance between legal proof and suspicion or conjecture as such. . . .

"In the absence of testimony to crystallize suspicion into legal proof, it is my judgment the conviction cannot be sustained. I would quash the conviction, and allow the appeal accordingly."

* * *

R. v. McGillivray

Attempted Extortion—Wealth of Circumstantial Evidence—Confession

DURING the month of January 1948, two young men left Vancouver and travelled eastward. They were accompanied by their wives, and the trip became more or less an extended holiday, with frequent stopovers in western cities. From Calgary the party continued leisurely by auto, partly through the United States, and arrived in Winnipeg on February 3. What the wives of these men didn't know was that the trip was financed by a series of breakings and enterings, and that the car was a stolen one.

The jaunt came to a tragic end when

one of the men was shot to death at Sperling, Man. He broke into a garage at night, was surprised by the proprietor, and when he flourished a revolver, was killed by a shot from a rifle. The garage owner was completely justified in his action and exonerated by a coroner's jury.

A sequel to all this occurred on April 27, when Shirley Johnson, the garage owner, received an anonymous letter demanding \$1,000 for the wife and baby of the slain criminal. The letter stated that Mr. Johnson would be killed if he did not deposit the money in a selected



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hiding place—under the step of a loading platform belonging to an oil company at Altamont. This letter was turned over to the RCMP Carman Detachment.

Plans to trap the letter-writer were carefully mapped out, and on the evening of May 1, two investigators, concealed in the rear of Johnson's truck, were driven to the oil shed. While the driver maneuvered his truck around the loading platform, the policemen, under cover of darkness, stationed themselves at suitable observation points. Meanwhile Johnson deposited a package, which had been chemically treated, in the designated hiding place.

By midnight nothing happened, so the police took the parcel and substituted a note saying that the money was not available as yet and requesting further instructions. To aid the investigation, Johnson was asked not to handle future communications before turning them over to police.

A second letter arrived on May 9, which unfortunately was opened in Johnson's absence by his wife. This one, apparently in the same handwriting, was postmarked Somerset, Man., and instructed that the money be left in the same place on May 15. It also contained additional threats. An effort was made to place a parcel in the hiding place as directed, but heavy rains rendered the roads impassable. A written explanation was left for the would-be extortioner on May 18, but a heavy wind, so subse-

quent investigation revealed, blew it away. Then came a third letter, this one posted at Miami, Man., on May 17 and addressed from Brandon. It insisted that the settlement must be made by May 21, intimating that failure to comply might result in the garage owner's business being burnt. It also warned him to stay in after dark, and—no police.

On May 21 two investigators stood watch until dawn, but to no avail. A note was left saying:

"I came back at 4 o'clock and picked up the package. It would be crazy to leave so much around too long. Get in touch with me. Johnson."

Another letter in the now familiar handwriting was delivered on May 26. It was folded around the note left in the cache on the morning of May 22, apparently to indicate that the hiding-place was safe. The letter demanded the money be left the following night, in a small hole covered with grass under the step.

By this time the police were rather concerned about the difficulty experienced in watching the hiding place. They approached an official of the oil company and were granted permission to use the shed in any manner that would aid in bringing the investigation to a successful conclusion.

On the night of May 27 the investigators once again rode to Altamont, hidden in the complainant's truck. While the truck backed towards the shed door, so that anyone watching from the front would be blinded by the lights, the police jumped from the rear, broke the lock off the door and entered quickly. Then as Johnson raced the motor, one of the investigators slashed two peepholes in the corrugated iron siding of the shed, several feet above and in direct line with the cache. The garage man then placed a small box, containing a message weighted by a heavy washer, in the hiding-place, and drove away. The two policemen took up their positions, prepared for a long vigil.

Presently a man approached the steps furtively, knelt down and started grop-

ing about. Throwing open the door, one of the investigators leaped out. The suspect, warned by the noise raced away, but was soon captured, still holding the box he had picked up from under the steps. He was William James McGillivray, a local farmer.

In McGillivray's home, numerous samples of writing paper similar to that used in the threatening letters, were located, while pads from which the letters had been torn, contained fragments which matched perfectly with the torn edges of the letters. One extortion note which had been written on paper from a child's scribbler, fitted in every detail when placed in position against the torn edges of a page in a book belonging to one of McGillivray's children. But the most important evidence was a threatening letter ready for mailing. It was located in a box containing McGillivray's personal papers.

The accused confessed to the crime, and admitted he knew little of the bandit who had been shot and his widow. Strangely enough, McGillivray was a reasonably prosperous farmer with

* * *

R. v. MacDonald

Excise Act—Police Service Dog Strays from One Investigation to Institute Another

SEEKING evidence to be used in a certain criminal prosecution, a group of RCMP investigators from Sydney, N.S., were searching along the Barren Road in Cape Breton County, assisted by Reg. No. 174B P.S. Dog Silver. The dog and his handler were working alone in the bush off the road. Busily nosing his way along, Silver overtook a man who was carrying containers holding a gallon and a half of illicit spirits. The man, who gave his name as Cecil MacDonald, said he was a local steel worker, and told of finding the liquor in the woods.

His story however did not ring true. For the dog followed a scent that led to a concealed still in the woods behind MacDonald's home. The boiler was warm,

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just \$1,200 owing on his mortgage. Apparently the shooting of the burglar had presented what seemed to be an easy way of making enough money by extortion to pay off his debt.

McGillivray appeared before Police Magistrate D. G. Potter in Winnipeg on June 1, 1948, and pleaded guilty to a charge of Demanding with Menaces, s. 451, Cr. Code, and was remanded for sentence. On June 15, he was sentenced to one year in jail with hard labor.

and so were the ashes of a freshly-extinguished fire, while nearby was a 25-gallon barrel containing mash that had just been prepared.

A search of MacDonald's home yielded pipe connections similar to those used on the still, although he maintained that they were for an electric pump to be installed in the near future. Gloves found on the suspect were covered with soot, which, he explained, had collected on them while he was at work.

The accused appeared at Sydney on Mar. 25, 1949, before Police Magistrate R. V. Read. Charged with Possession of Spirits, s. 169, Excise Act, he pleaded guilty, and was awarded a fine of \$100 and costs or in default three months in jail. The fine and costs were paid.



SHERWOOD TROPHY WINNERS

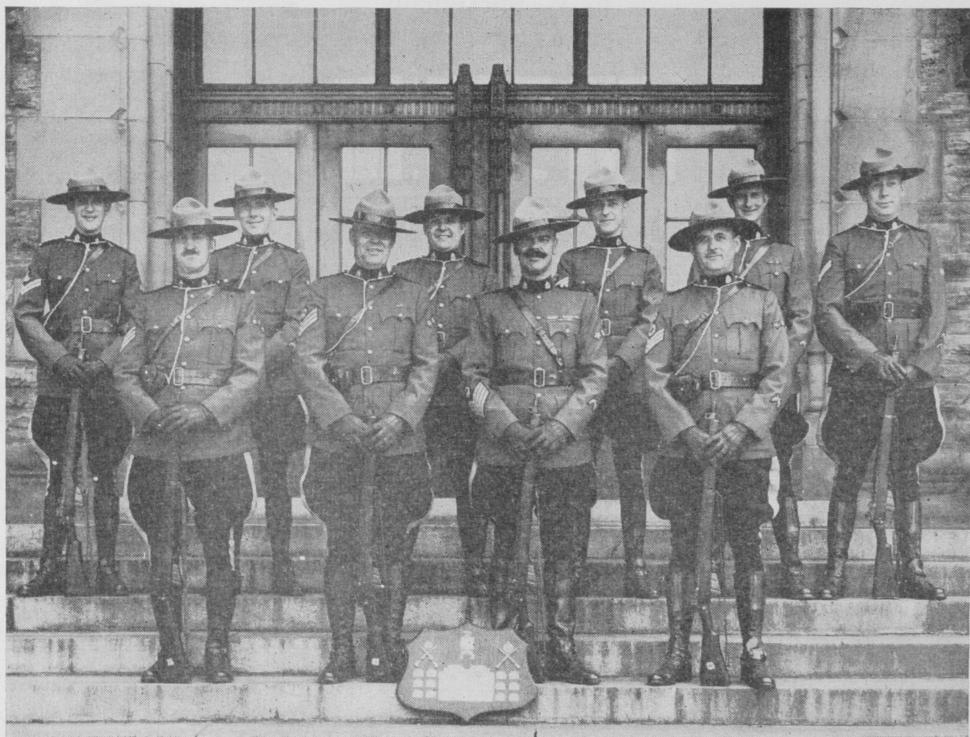
Front Row (left to right): Sgt. W. A. Allen; Sgt. R. A. Taggart; Sgt. C. C. Wilson; Asst. Commr. L. H. Nicholson; Sgt. Major W. G. Lloyd; Sgt. C. E. Jarvis, Sgt. J. R. McFarland.

Back Row (left to right): Cst. G. D. Arnold; Cpl. J. W. Meahan; Cpl. B. W. Cole; Cpl. G. M. Rumble; Cpl. R. J. Duck; Cst. W. D. Johnston.

A. C. BROWN TROPHY WINNERS

Front Row (left to right): Sgt. R. A. Taggart; Sgt. C. C. Wilson; Sgt. Major W. G. Lloyd; Sgt. C. E. Jarvis.

Back Row (left to right): Cpl. R. J. Duck; Sgt. W. A. Allen; Sgt. E. C. Armstrong; Sgt. J. R. McFarland; Cst. W. D. Johnston; Cpl. J. W. Meahan.



PISTOL SHOOTING FOR ALL

by Sgt. E. C. ARMSTRONG

Down through the ages, men and women have constantly vied for superiority in some field of endeavor. History recounts endless tales of games such as jousting, fencing and archery, some still popular, others vanished with the years and still others, new ones, evolved to meet popular demand. Our modern age has practically an endless variety of sports and hobbies, not the least of which is shooting.

Enthusiasm grew apace as Canadians became cognizant of the scope and possibilities in this competitive sport. Although interest has centred mainly around rifle target shooting, the pistol is coming into its own, and this short narrative is intended to clear up some misconceptions now prevalent.

There are a number of organizations in Canada which sponsor indoor and outdoor shooting competitions, one of which is the Canadian Small Bore Association with headquarters in Montreal. As the term 'small bore' denotes use of the .22 calibre rifle, 'big bore' that of the .303 or service weapon, the CSBA is considered by many as being interested solely in rifle competitions.

This is not so!

In order to encourage a more varied program, and to eliminate any misconception the name CSBA may have incurred, this organization will shortly be known as the Canadian Civilian Association of Marksmen.

The CSBA has a generous and comprehensive program including indoor and outdoor handgun matches for .22 calibre, centre fire and service weapons. No doubt this announcement will surprise many, particularly previously uninformed members of police and law enforcement agencies who utilize this type of weapon as a protective measure in their profession. Handgun competitors are divided into classes according to individual ability exhibited by qualifying scores, i.e., Master, Expert, Sharpshooter, Marksmen or Tyro.

The results of this year's joint DCRA-CSBA outdoor pistol prize meeting indicated that Canada has come a long way in this field, and the increased enthusiasm augurs well for the future. Handgun competitions are now very popular in the Montreal, Toronto, Windsor, Winnipeg and Vancouver districts, where indoor and outdoor meetings are held throughout the year.

Members of the RCMP receive training in the use of rifle and revolver, and are encouraged to become proficient in this sport. Three or four of our divisions have very fine *rifle* teams, and their marksmanship has reached a high peak. But the handgun—that is a very different story. "C" Division in Montreal stands in a class by itself, having won the Montreal and District Revolver Championship for a number of years with one of the strongest teams in the country.

In the beginning, this division was not blessed with picked, expert shots. But earnest competition and sincere effort has resulted in prestige richly deserved. Any group with range facilities, good weapons and keen competition can do the same.

In the CSBA indoor handgun matches concluded this spring, "C" Division had prize winners in practically every one of the 13 matches fired. R/Cst. H. Y. Maranda, firing in the Master Class, deserves special commendation for his excellent showing in the five centre-fire competitions, winning four firsts and one second, to lead the field.

No club or organization can achieve prominence without wholehearted effort on the part of all members; the competitions sponsored by the CSBA and other kindred organizations offer a positive means to this end. It is hoped that during the coming season more divisions of the Force will participate in these matches. For information write to the secretary of the CSBA, Ken Morris, P.O. Box 248, Station "B", Montreal.

DIVISION BULLETIN

Party Line of the Force

“Headquarters”, Ottawa

Births To Reg. No. 11023 Sgt. and Mrs. W. T. James, a daughter, Penny Wilma, on June 25, 1949.

To Reg. No. 10705 Sgt. and Mrs. A. Wallace, a son, Bruce Alexander William, on Aug. 6, 1949.

Band Concerts The summer series of concerts staged every Friday evening in front of the New Supreme Court Building have been very well received by many Ottawa residents and visitors to the capital. Cars from every state south of the border and every province in Canada have been observed at these musical gatherings, while many favorable comments have appeared in the press. These concerts are rapidly becoming a regular Ottawa institution. In the words of one faithful listener, “They are a real contribution to the life of Canada’s capital, giving pleasure to thousands of tourists and local residents alike.”

Other band engagements included ap-

pearances at the dedication of the Queen Wilhelmina Hospital Hut at Shirley’s Bay YMCA Camp, and the opening of the Boy Scouts Jamboree. Both these events were attended by the Governor General and were most colorful and impressive.

Bandsmen enjoyed a generous program of bag-pipe music on July 9, 1949, at Cornwall, Ont., on the occasion of the Highland games held there. A side trip was made to the Cornwall Sanatorium to play for the patients and staff—an honor which the Band has been accorded on four or five previous trips to Cornwall.

Softball The softball league has completed its schedule, with the Special Branch coming out on top by a narrow margin over “A” Division CIB. Baseball seems to be regaining its old-time popularity in amateur sport. It attracted more players and spectators the past summer than it has for some years.

“A” Division

Births On July 24, 1949, a daughter to Reg. No. 12055 Cst. and Mrs. K. J. McLean.

Social During the summer many members of this division with their families spent part of their vacation in the RCMP Training Camp at Long Island. The grown-ups as well as the youngsters enjoyed every minute, and the latter, after about a week of sunshine and bathing in the outdoors, showed the benefit of it in their tanned and healthy complexions.

Sports Competition has been sharp in our softball league, with at least three teams arriving in a virtual deadlock for top place for the playoffs—Justice, “A” Division C.I.B., and Headquarters Special Branch. Last year the latter team had a no-loss season and won the championship. This year they encountered stiffer opposition.

Montreal softballers, who attended our annual picnic on July 27 and played a local all-star team, went down to defeat—9 to 1.

Marksmen The undermentioned members of the division, including Headquarters Sub-Division, competed in the annual DCRA meeting in August:

Asst. Commr. L. H. Nicholson, MBE; Sub-Inspr. D. J. McCombe; Sgt. C. C. Wilson; Sgt. J. R. McFarland; Sgt. J. A. Doane; Sgt. C. E. Jarvis; Cst. J. H. Turner and Cst. W. D. Johnson.

Although none qualified for the Bisley team, each made a creditable showing.

To Pension On July 11, 1949, Reg. No. 5802 Cpl. H. C. Bailey left the Force on pension. Prior to his departure, he was presented with gifts and felicitations from the many friends whose esteem he won during his years of service.

"B" Division

Hellos and Good-byes Greetings to: Mrs. D. A. McKinnon, wife of the Officer Commanding; Mrs. W. G. Fraser, wife of the CIB officer, who arrived here recently. Other visitors to "B" Division Headquarters in St. John's were: Asst. Commr. L. H. Nicholson, MBE; Supt. J. P. Fraser, DSC, Marine Division; Insprs. W. H. Kelly, DPO; J. A. Reader, Marine Division; R. J. Herman, OBE, Marine Division; R. W. Wonnacott, Officer in Charge, Identification Branch, Ottawa; S/Sgt. D. L. T. MacKinnon, Marine Division; Sgt. F. S. Farrar, Identification Branch, Ottawa; Csts. G. E. Gunn and E. S. Blackie of "H" Division.

Farewell to: Sgt. B. D. Peck, who has returned to "K" Division; Cpl. D. R. George, transferred to "L" Division; Cpl. F. C. Dobbs of Grand Bank Detachment, returning to "C" Division; Cst. R. M. Handford, on transfer to "A" Division. From St. John's to points within the Division, au revoir to Cpl. C. P. Reddy on transfer to Grand Bank Detachment and Cst. H. J. Fox to St. Lawrence Detachment.

Sports In the all-too-short Newfoundland summer, the division took part in a few sporting events—softball, tennis, golf and one marine event (see Regatta Day this issue p. 116). In the softball world, a few fast games were played with teams from the Army, Navy and DVA.

Cpls. L. Gilchrist and D. R. George and Csts. A. C. Levins and M. V. McComas were the tennis enthusiasts, and managed to get in a few sets on the local courts.

Golf aspirants Sub-Inspr. W. G. Fraser and Sgt. T. A. Bolstad report that the links of the local Bally Haly Golf Club are excellent and on a par with the best the golfing world has to offer.

With the fall-and-winter season upon us, we move indoors and avail ourselves of the excellent sporting facilities in our drill-hall gymnasium. We are all primed for basketball (the American forces stationed at nearby Pepperrell Air Force Base are the challengers), and in addition we have volleyball and badminton.

Old Acquaintance Shortly after establishment here, the division was honored by a visit from a former member of the Force. To his many friends on the mainland we send greetings from ex-Sgt. George T. Mackinson. He retired to pension at Swift Current in 1943 and returned to his native home at Mackinson's, Nfld., some 65 miles from St. John's. Since that time he has been busy managing a dairy farm. Recently he once again became a servant of the public. Representing the Liberal Party, he was elected to the first provincial legislature of Newfoundland on May 27 for his home district of Port de Grave. On Wednesday, July 13, which marked the opening of Newfoundland's first provincial parliament, ex-Sergeant Mackinson seconded the address in reply to the speech from the throne.

We should mention here that since retiring from the Force and returning to his native heath, he has become the proud father of a son.

"C" Division

Marriages Reg. No. 13036 Cst. E. J. Andrews of Montreal was married to Miss E. Cleary of Cornwall, Ont., where the wedding took place on June 4, 1949.

Reg. No. 14556 Cst. A. L. Regimbal of St. Georges de Beauce Detachment, married Miss M. Gagnon on May 22, 1949, in Sherbrooke, Que.

Reg. No. 14369 Cst. P. A. E. Tasse of Gaspé Detachment, married Miss G. Payeur in Thetford Mines, Que., on June 18, 1949.

Reg. No. 13694 Cst. F. G. Langshaw of

the Montreal Special Branch, married Miss Bernadette Clare in Montreal, Que., on Aug. 20, 1949.

Presentations On August 2 the following were presented with Long Service and Good Conduct Medals by Supt. J. Brunet: Reg. No. 10512 Sgt. R. W. M. Smith, Reg. No. 10401 Cpl. S. M. Baskin and Reg. No. 11376 Cst. J. N. Menard.

Sports Cst. F. Trepanier was organizer of the "C" Division softball team which played an exhibition game in Ottawa on

July 27 against "A" Division on the occasion of their annual picnic. Poor weather didn't impede high spirits and good play. "A" Division won, 9 to 1.

Promotions Congratulations to Reg. No. 11528 Sgt. Major M. T. Laberge who was commissioned sub-inspector on June 1. Subsequently he attended a three months indoctrination course at "Depot" Division.

Revolver Club During the annual revolver shoot this year four members achiev-

ed the distinction of making a 'possible'—undoubtedly due to the constant practice and interest shown in shooting activities during past months.

To Pension Reg. No. 12423 Cpl. J. A. O. Tasse on July 1, 1949, now residing at Nantel, Que.

Reg. No. 11376 Cst. J. N. Menard on June 14, 1949, now residing at Beaconsfield, Que.

"D" Division

Births To Reg. No. 12067 Cpl. and Mrs. L. J. M. Hall of Gladstone, Man., on July 26, 1949, a son, Randall Laurie.

Marriages In July Reg. No. 13364 Cst. F. W. Witzke of Oak Point Detachment, to Miss Gaynelle Ayres of Bellaire, Texas.

Garden Party On Wednesday June 29 an enjoyable garden party was held on the grounds of the Royal Canadian Mounted Police barracks in Winnipeg. The scarlet jackets of the members of the Force and the brightly bedecked umbrellas of the lawn tables were colorful supplements.

Many citizens of Winnipeg attended, as well as relatives and friends of the members and civilian staff of "D" Division Headquarters. During the afternoon several busloads of visitors arrived, engineers from

different parts of Canada and the United States, who were attending an American Engineers Convention at one of the leading hotels in the city.

The weatherman very obligingly held off all rain showers until late afternoon.

Baseball The Inter-Service League schedule came to a close on August 1, with the DVA team taking first place. The RCMP nosed out the Navy to take second position and the Army and RCAF followed close behind. In the semi-finals the RCMP beat Army, and entered the finals against the winner of the DVA and Navy.

Sorrow With deepest sympathy "D" Division learned of the death of Mrs. Sherwood, wife of S/Sgt. J. H. Sherwood. Mrs. Sherwood died on May 30, after a brief illness.

"E" Division

Births To Reg. No. 11881 Cst. and Mrs. J. P. Clemmitt at Vancouver, on May 21, 1949, a daughter, Gwendolyn Fern.

Anzac Day April 25 is a day held in great reverence by our sister Dominions—Australia and New Zealand. This year it was officially observed in Vancouver for the first time, and was the occasion for a military parade by a detachment of the RCAF, followed by a wreath-laying ceremony at the War Memorial. Three members of the Armed Services, one from each Branch, and a constable of the RCMP occupied the four points at the base of the Cenotaph. The wreath was laid by Mr. F. R. Gullick, Australian Trade Commissioner.

The origin of Anzac Day dates back to World War I. It was just before dawn on

Apr. 25, 1915, that the landing at Gallipoli took place, and in that memorable campaign, the Australian and New Zealand Army Corps played a glorious part. From the initials of this Corps comes the word now so well-known throughout the world—Anzac.

April 25 is a holiday throughout Australia and New Zealand. It is perhaps more thoroughly observed than any of Canada's national holidays, inasmuch as all work except essential services ceases. Places of entertainment, as well as business and industry, shut down, and from Canberra and Wellington to the smallest settlement, remembrance services are held at early dawn in memory of those who served in both World Wars.

Changes Sub-Inspr. W. M. Taylor,

Ceremony

on

Anzac

Day



RCAF Photo

known familiarly throughout his days in the ranks as "Tam" Taylor, has been transferred to "Depot" Division, following his recent promotion. Vancouver will miss his famous cartoons, but perhaps the associate editor in Regina will be more successful than we were in persuading him to submit some of his drawings to the *Quarterly*.

Youth and the Police This program in "E" Division lagged a little last winter, owing to the absence through illness of Cpl. A. K. Bond. With his return to duty, activities picked up considerably. British Columbia has the distinction of having the only Borstal type institution in Canada, and it was visited by Corporal Bond in May this year. He was pleased to report that in spite of a chilly initial reception from the inmates, he sensed a change as the meeting progressed, and the films and accompanying talk were enthusiastically received. A hearty invitation for a return engagement was extended. In the summer months Corporal Bond visited the Royal Canadian Navy Sea Cadets at Camp Latona several times, also the youths at the neighboring Camp Artaban of the Anglican Church, both camps on Gambier Island in Howe Sound. At the sea cadet camp, the NCO soon discovered that the program has been well presented by our neighbor, "K" Division. A number of boys hailed from Alberta, and most of them had already seen the films. Nevertheless they fully enjoyed a repeat performance and were very attentive during the talks given by Corporal Bond.

Sports In organized sport, softball occupied most of the leisure time this summer. When the game schedule ended, the RCMP team was at the top of the Civil Service League with nine wins. Three of the remaining five teams were grouped in second place with six wins.

This good showing, the best in several years, is due in large measure to the infusion of new and young blood, not to mention the moral and vocal support of the ladies whose attendance at each game was very encouraging. One accident marred an otherwise good season—while playing against the RCAF in July, Cst. A. White, star shortstop, broke an arm. His recovery however, has been most favorable.

With duties forcing their demands on the personnel of the team, two old hands had to be called upon: Cst. J. E. Murton and Cst. C. E. Potter, both mainstays of RCMP teams in previous years. Other players were: Csts. O. Bigalke, J. H. B. Hadfield, I. H. Thue, G. R. Gordon, J. O. Sehl, D. H. Johnston, S. V. M. Chisholm, C. J. K. LaBrash, W. MacElwee, A. White, D. W. Armstrong, D. Jensen, J. H. B. Johns, H. Chornondyz, and last but not least, J. W. Duggan under whose able managership the team gave such a good account of itself.

Constable Duggan also upheld our reputation in another line of sport—track. The only RCMP entrant in the Vancouver City Police Sports on July 1, he finished fourth in both the 100 and 220 yard events—creditable performances in the face of top-

flight competition from both Canada and the United States.

Visitors There has been the usual flow of visitors in the persons of members from other divisions on leave. While the latter part of the season turned out to be a sad and moist repetition of last year's summer, earlier visitors were more fortunate in getting a sample of Pacific coast sunshine, and photographers from "Depot" and "K" Divisions were happy over their opportunities to take color pictures in British Columbia.

Another interesting visitor was Mr. William H. Thompson of Hollywood, better known to followers of the "Fibber McGee and Molly" radio program as "Mr. Wimple" or "Old-Timer". He is actively interested in youth movements in many parts of the United States. Having heard of the success

of the RCMP "Youth and the Police" program in Canada, he wished to learn first hand something of our methods.

To Pension Reg. No. 10200 Cst. R. W. Hull, Reg. No. 5828 Cst. L. Jackson, both from Esquimalt Detachment, and Reg. No. 10622 Cst. L. H. A. Graham of Victoria Detachment.

Reg. No. 10969 S/Sgt. F. Martyn, after serving in "E" Division for almost 18 years. "Tiny" Martyn, as he has always been known to us, intends to live at White Rock, a delightful little spot about 20 miles south of Vancouver. His going occasions a vacancy in our ranks which will be hard to fill. Many members who have passed through "E" Division in recent years have reason to be grateful to him for his kind help and sound advice.

"F" Division

Births To Reg. No. 12490 Cst. and Mrs. C. Lynn of Kindersley, Sask., a daughter, Judy Anne, born Apr. 22, 1949.

To Reg. No. 13639 Cst. and Mrs. A. H. Calverley of Goodsoil, Sask., a daughter, Dianne Patricia, born May 12, 1949.

To Reg. No. 13803 Cst. and Mrs. D. H. McDonald of Fillmore, Sask., a daughter, Gail Edythe, born May 15, 1949.

To Reg. No. 12428 Cpl. and Mrs. P. C. Brooks of Meadow Lake, Sask., a daughter, Kathleen Ada, born June 1, 1949.

To Reg. No. 13490 Cst. and Mrs. D. A. Deeks of Melville, Sask., a son, Stuart Arthur, born June 22, 1949.

To Reg. No. 14366 Cst. and Mrs. J. N. Pratt of Pelly, Sask., a son, Winston Rae Robson, born July 2, 1949.

To Reg. No. 12502 Cpl. and Mrs. R. V. Currie of Saskatoon, Sask., a son, Raymond Duncan, born July 5, 1949.

To Reg. No. 13898 Cst. and Mrs. W. R. Morgan of Prince Albert, Sask., a son, born July 12, 1949.

To Reg. No. 14285 Cst. and Mrs. F. P. Mackenzie of Yorkton, Sask., a daughter, Sharon Gail, born July 27, 1949.

To Reg. No. 13354 Cst. and Mrs. R. W. Stevenson of Yorkton, Sask., a daughter, Gail Marie, born July 29, 1949.

Marriages Reg. No. 13119 Cst. N. D. Chmara of Prince Albert Detachment was

married to Miss Ethel Marian Hayes of Porcupine Plain, Sask., at Prince Albert on July 16, 1949.

Revolver Shoots The Saskatoon Sub-Division annual revolver shoot was held from June 7 to June 11, inclusive. In spite of adverse weather conditions—heavy winds and extreme heat—the shoot was a decided success. Nineteen members qualified for crossed revolvers. High man was Cst. C. R. H. Salt with a score of 238.

On June 21 the Prince Albert Sub-Division Revolver Club held its annual shoot for the Grosser and Glass Trophy. This competition was open to all members of the club who had qualified for crossed revolvers in annual revolver practice. Competition was lively. Eighteen shooters took part, and the trophy for the highest aggregate went to Cst. W. R. Morgan. Runner-up was Cpl. J. D. Lewak. Individual prizes for the winners of the various events were donated by local business firms. Winners of the four events that comprised the shoot were:

20 YARD EVENT

- 1st—Cst. W. R. Morgan
- 2nd—Sub-Insp. G. H. Prime
- 3rd—Cst. R. C. Falconer

30 YARD EVENT

- 1st—Cpl. J. D. Lewak
- 2nd—Sgt. J. Sixsmith
- 3rd—Cst. R. C. Falconer

40 YARD EVENT

1st—Sub-Insp. G. H. Prime
 2nd—Sgt. J. Sixsmith
 3rd—Cpl. J. D. Lewak

50 YARD EVENT

1st—Cst. L. W. Paige
 2nd—Cpl. P. T. May
 3rd—Cpl. A. D. Kupkee

Illness Sgt. D. C. Reynolds of Saskatoon Detachment has been seriously ill in the Sunnybrook Hospital at Toronto for a considerable time. However, the latest reports are pleasing—they indicate improvement in his condition. All wish him a speedy recovery.

To Pension On June 30, 1949 the officers of "F" and "Depot" Divisions met with the members of the Regina Sergeants' Mess at a social evening in the latter Mess in honor of Reg. No. 10636 S/Sgt. G. H. Mitchell, just prior to his retirement to pension after 20 years with the Force.

To mark the occasion Asst. Commr. C. E. Rivett-Carnac, Officer Commanding "F" Division, presented Staff Sergeant Mitchell with a gift from his associates—a silver tray suitably engraved, and at the same time paid tribute to his faithful and efficient service.

A very enjoyable evening, which included a buffet luncheon, many reminiscences and a variety of music, followed.

"G" Division

Births To Reg. No. 10640 Sgt. and Mrs. G. Abraham of Fort Smith, N.W.T., a daughter, Ann Elizabeth, born July 27, 1949.

On May 24, 1949 at Resolution, N.W.T., a son, Alan Neilson III, to Cst. and Mrs. A. N. Lindsay.

Marriages On May 12, 1949, Reg. No. 14094 Cst. G. U. Spohr to Miss Lynda Elsie Robinson, R.N., at the "Old Log Church", Whitehorse, Y.T. Constable Spohr is now in charge of Dawson, Y.T. Detachment.

On July 26, 1949, Reg. No. 13517 Cst. W. L. Carey to Miss Alta Kinsman at Woodrile, N.S. Constable and Mrs. Carey spent their honeymoon at Eskimo Point, N.W.T.

Golf The open championship cup at Fort Smith, N.W.T. was won this season by Sgt. G. Abraham, a case of history re-

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Staff Sergeant Mitchell and his family journeyed to the west coast in a new Plymouth De Luxe and trailer.

peating itself—he won it before in 1931. The golf links are located on the police grounds, a nine-hole course that compares favorably with any links of like size in other localities. Open to the general public, it draws a goodly number of players each year.

Northern Welcome We hear that Cst. N. E. Hambley, who was recently transferred from Yellowknife to Providence Detachment had quite an experience a few days after he arrived at his new post. It appears that while quelling a disturbance among natives he was struck in the mouth and had to return to Yellowknife for emergency dental treatment.

New Detachment A new detachment has been opened at Spence Bay on the southern end of Boothia Peninsula, N.W.T., and Cst. H. W. Burkholder from Resolution

Detachment is in charge, with Cst. G. K. Sargent of Herschel Island Detachment as second man. Spl. Cst. R. T. Johnsen assisted in erecting the detachment quarters.

Patrols Insp. H. A. Larsen, Cpl. S. L. Burton and Cst. J. H. Biensch left Edmonton on July 29 by police aircraft for Cambridge Bay Detachment, the first lap of a patrol to King William Island. Spl. Cst. W. M. Cashin, then at Cambridge Bay, was also detailed to this patrol. Activities were in the area where Sir John Franklin and his entire party died of exposure and starvation a little over a century ago. Together with other duties, the patrol was on the lookout for any historical remains of the ill-fated expedition.

Supt. H. H. Cronkhite left Ottawa on July 11 by police aircraft to inspect de-

tachments in the Eastern Arctic. He visited Moose Factory, Port Harrison, Fort Chimo, Frobisher Bay, Lake Harbour, Chesterfield Inlet, Eskimo Point and Baker Lake, but due to adverse weather and ice conditions, he was unable to reach Pond Inlet, Resolute Bay and Dundas Harbour Detachments. The patrol, which returned to Ottawa on Aug. 3, 1949, was significant in that it was the first time an Eastern Arctic tour of inspection was carried out by aircraft. Formerly transportation was by way of the R.M.S. *Nascopie*.

Sorrow Sympathy goes to Cst. C. N. Appleton in the death of his father on June 5, 1949 at Castlegar, B.C. Constable Appleton had arrived in the North only a few days when the sad news reached him. He journeyed to Castlegar to attend the funeral.

"H" Division

Births To Reg. No. 12379 Cpl. and Mrs. H. L. Godsoe of Yarmouth Detachment, a son, John Albert.

To Reg. No. 14481 Cst. and Mrs. M. D. Mattson of Dartmouth Detachment, a son, on June 10, 1949. Sgt. G. A. Morrison of Pictou Detachment is Constable Mattson's father-in-law, and—a mighty young-looking grandfather.

Marriages Reg. No. 10642 Cst. T. S. Hanna of Division Headquarters, and Miss Kathleen Elizabeth Taylor, formerly of Windsor, Ont.

They Also Serve Two stenographers at Halifax are thinking that long service medals should be struck for them. Miss Helen Dickson and Miss Mary Osmond

McDonald have now more than 20 years service to their credit.

Believe It or Don't Brown serge, Sam Browne, Stetson, breeches and boots don't convey a thing to some trans-Atlantic plane passengers. During an absence of attendants at an airport canteen two ladies, one Scotch, the other English, (by their accents), paused and looked around. Then one of them directed this remark to an RCMP constable who happened to be present: "Waiter, please bring me a cup of coffee."

Bicentennial The celebrations in Halifax this year have kept members of the division busy in various duties, and little time was devoted to pleasure or sport.

"J" Division

Births On July 13, 1949, to Reg. No. 14381 Cst. and Mrs. D. E. Chapple, a daughter, Ruth Lynn.

To Reg. No. 13206 Cpl. and Mrs. F. F. Croner on Aug. 14, 1949, a daughter.

To Reg. No. 12539 Cpl. and Mrs. C. A. Loughheed on May 21, 1949, a daughter, Brenda Alyson.

To Reg. No. 13474 Cst. and Mrs. H. A. Trann on June 5, 1949, a daughter, Barbara Annette.

Sports On a cold foggy day in May, five would-be champions of the bowling club again participated in the annual bout with the Saint John City Police to decide who should hold the bowling trophy for the ensuing year. There is still a vacant spot on *our* trophy shelf.

Dreams of a "J" Division softball team were a nightmare to the single men at the match on July 14, when a very pleasant

picnic was held. To avoid embarrassment requests to withhold the score have been observed.

Out of Bounds Certain sections of this province have on various occasions claimed that the Maritimes were dominated by the

provinces of upper Canada. A communication recently forwarded from Ottawa seems a point in favor of this argument. It was addressed to the NCO or Constable in Charge of the Ontario Provincial Police, Saint John, N.B.

"K" Division

Births To Insp. and Mrs. F. A. Regan, Lethbridge, May 27, 1949, a son, William David.

To Reg. No. 12916 Cpl. and Mrs. J. J. Hurst, Vulcan Detachment, May 20, 1949, a son, Robert Gordon.

To Reg. No. 13801 Cst. and Mrs. R. L. Johnson, North Star Detachment, on June 9, 1949, a daughter, Sandra Faye.

To Reg. No. 13871 Cst. and Mrs. A. G. Lawrence, Edmonton, on June 21, 1949, a son, Kenneth Gordon.

To Reg. No. 11131 Cpl. and Mrs. A. Lynas of McLennan Detachment, on July 9, 1949, a son, Allan James.

To Reg. No. 11894 Cpl. and Mrs. W. Johns, Thorhild Detachment, on July 31, 1949, a daughter, Greta Fay.

Marriages Reg. No. 13923 Cst. E. L. Erickson of Edmonton to Miss Mary Harding of Lamont, on May 14, 1949.

Reg. No. 14420 Cst. D. W. MacDonald married Miss Kathleen Edith Morden at High Prairie, on May 18, 1949.

Reg. No. 14349 Cst. E. A. Gostling to Miss Isobel Marion Roberts at Calgary, on June 18, 1949.

Rifle Matches At the Alberta Rifle Association competitions Sub-Insp. W. C. V. Chisholm and Cst. C. W. Thomas both of Edmonton Sub-Division were successful in winning a place on the Alberta team which took part in the national matches conducted by the Dominion of Canada

Rifle Association at Ottawa. In the DCRA events Sub-Inspector Chisholm qualified for a place on the Canadian Lord Dewar International Rifle team.

Golf The many golfers in Edmonton have enjoyed their early Sunday morning games, which were a sort of training prelude for the Provincial Police Tournament.

Tennis The tennis court has been in excellent condition and was very popular during noon hours and evenings.

Volleyball At Lethbridge barracks an outdoor volleyball court was set up and games enjoyed by members and the staff of the Lethbridge City Hall.

Nomadic Quarterlies Following is an excerpt from a letter written recently by Mr. Dennis Rogers, of Shine, Vectis Road, Alverstoke, England, to a regular reader of the *Quarterly* in Windsor, N.S.:

"It was very good of you to think of me and send me those copies of the R.C.M.P. Quarterly. I read them with great interest and then passed them on to my next door neighbors who also enjoyed them, and then they went to an ex-inspector of police who lives nearby, and to whom I gave the last lot when I had read them. He was, as you can imagine, greatly interested. From him they go to his son, who is a sergeant in the Portsmouth City Police, and probably a good many more police there get them after him. So you can see that they certainly do get read. On behalf of all of us, I thank you very much."

"L" Division

Arrivals Of the recent recruit training classes, the following are now established in "L" Division: Csts. W. R. Pilkey, R. A. Scott, A. H. Haas, L. C. MacBurnie and G. R. Humphrey.

Departures Sgt. D. J. Heath, in this division since 1932, has been transferred to

"A" Division, Ottawa. At an informal gathering before his departure Supt. N. Anderson, Officer Commanding, on behalf of the members of the division presented him with a travelling bag.

Agriculture There's considerable *corn* in every division, but we had the real

'McCoy' in the back yard of division headquarters. It showed up fine, along with the cucumbers, tomatoes, carrots and beets. Beans, peas, radishes and celery were early on the menu.

Inactivity

"We wish to advise there are no births. We're healthy, so there are no deaths. Parental material in service is young. So therefore there are no marriages."

To Pension Wearing his usual rosy

smile, Reg. No. 11400 Cpl. N. A. Shaw replied briefly at a gathering on July 30 when on behalf of members of the Division, Superintendent Anderson presented him with a car radio, aerial and pipe. The occasion was Corporal Shaw's retirement to pension after 22 years of service. He joined the Customs and Excise, Preventive Service in 1927 and was taken over by this Force in 1932. His service has been entirely in "L" Division, his home province.

"N" Division

Shooting Two members of "N" Division, Sgt. W. W. Sutherland and Cpl. H. J. MacDonald attended the Dominion of Canada Rifle Association Meet at Connaught Ranges, Ottawa. Sergeant Sutherland did some excellent shooting throughout, and succeeded in placing 13th in the aggregate for Canada's 1950 Bisley Team. He also tied with 14 others for first place, with a possible, in the Connaught, which was a ten-shot match at 500 yards. In the MacDougall Match, shot at 500 and 200 yards, Corporal MacDonald finished in a six-way tie for first place with a total score of 98, winning the MacDougall Challenge Cup and silver medal in a subsequent shoot-off for the trophy.

Sports In the realm of softball the 58 squad has yet to find a conqueror. The pitcher-catcher duet of Csts. R. B. Campbell and R. J. Rogers have brought all

opponents to grief. Teams from "A" Division, RCAF, Army, Ottawa City Police, and Manor Park, all have had the frustrated feeling of standing with bat on shoulder and watching Campbell "whiff 'em by". To put it mildly, the lad can pitch.

Visitors During the past three months "N" Division has had a steady stream of visitors from all parts of the world. Noteworthy among them were the Sea Cadets from New Zealand, Australia, Sweden, Great Britain, South Africa and Canada; 50 school boys from England, RAF Air Cadets from England, and a group of American school boys.

To Pension Reg. No. 9990 Cpl. J. A. O. Deschamps retired to pension in August. He was presented with a handsome pair of travelling bags by the Officer Commanding, Insp. H. G. Nichols, on behalf of the members of the staff.

"O" Division

Births To Reg. No. 10985 Cpl. and Mrs. A. H. Langill, on June 4, 1949, a son, Allan Harding.

To Reg. No. 14030 Cst. and Mrs. A. J. Leas, on June 3, 1949, a daughter, Sharon Corinne.

To Reg. No. 13974 Cst. and Mrs. W. L. Jewett, on June 11, 1949, a son, Lawrence Alfred.

To Reg. No. 13061 Cst. and Mrs. W. N. Ritchie, on Aug. 9, 1949, a daughter, Maureen Elizabeth.

Revolver Club At the invitation of the Fort Erie Revolver Club, four members of this division, Sgt. W. M. Nichol, Cpl. H.

Allan, Cpl. G. M. Mackay and Cst. J. Serada attended the second annual revolver competition on August 10; Constable Serada, Corporal Allan and Sergeant Nichol won first, second and third prizes in the tyro class.

Competitors included members of the Ontario Provincial, the St. Catharines, Niagara Falls, Buffalo and Detroit Police Forces.

Fore Golf continues to be a popular pastime in this division, particularly at division headquarters. During mid-summer another hole-in-one was recorded; Sub-Insp. K. Shakespeare successfully "aced" the 17th hole at Lakeview Golf Course.

Old-timers' Column

The Macleod Diamond Jubilee

By EX-ASST. COMM. C. D. LANAUZE

It has been said by those who have been stationed at Macleod that only the heavy rocks are left around there. The wind has blown away all the soil and the lighter rocks. Such a wind greeted some of us who arrived there for the 75th anniversary (June 30-July 2, 1949) of the arrival of the NWMP at the Old Man's River in 1874. On the night of June 29 it blew, and how it blew, and it was a cold wind too. Commr. S. T. Wood arrived by plane that afternoon. Ex-Deputy Commissioner and Mrs. Dann came from Toronto via Montana where it had been 103° when they left that morning, and there were a good many more of us all set to go to the big opening parade on June 30.

It was amazing to see what this first western town of the prairies had accomplished in organizing and bringing about this three-day historic celebration. For a population of approximately 2,000, it was an inspiration to the beholders. Those descendants of the pioneers of the 80's have inherited the spirit, energy and enterprise of their ancestors, which the big winds of old Fort Macleod have failed to blow away.

The day started with a two-mile parade. There was just about everything in it except "mounted" Mounted Policemen. However the Force was exceptionally well represented by the Commissioner who later officially opened the celebration, and a smart detachment of men from Lethbridge Sub-Division under Insp. F. A. Regan. Old Macleod itself was ably pictured by the townsmen in old frontier clothes and beards, and the ladies in long gingham dresses and bonnets. Then there were plenty of Peigan and Blood Indians, all colorfully dressed in buckskin and well mounted, also an original four-in-hand

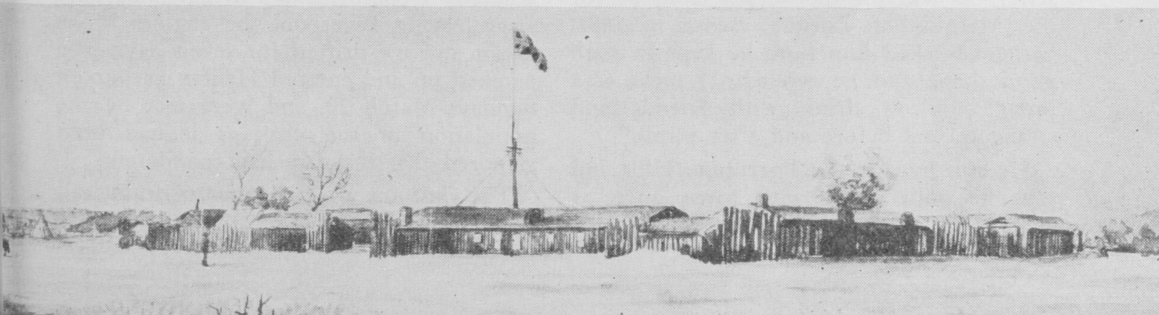
stage coach complete with driver and passengers of 1880 vintage.

There were picturesque floats of all kinds, old timers and their ladies in trucks, comical touches such as four decades of ambulance and fire brigades, which were preceded respectively by two bearded undertakers carrying a stretcher, and two men carrying water buckets. Both sections finished up with modern motor equipment. There were Red River carts and bull teams, horses and riders everywhere, together with several bands with baton-whirling girls. The wind was brisk, but the sun shone brightly, and it was pleasantly warm. The parade was spontaneous and local, with dignity characteristic of no advertising. It was a spectacle from start to finish, and there was so much to see that it was impossible to keep track of it all.

In the afternoon we all adjourned to the Stampede Grounds situated near where the old barracks stood, and after the Commissioner had declared the celebration open in a most befitting address, the wild-west show swung into action. There was bronc-riding, calf-roping, bare-back horse and steer riding, wild cow milking, and a wild horse race. Performers came from all over America, and in spite of a high wind turned in a great show. They played to a crowd of 7,000 people and repeated on the two following days. The nights saw Indian dances, and the beat of tom toms filled the air, while square dancing on the street, beauty contests, beard contests, a buffalo barbecue and other activities provided a rare old-time get-together for crowds of country and town people.

Lethbridge was well represented in a most neighborly way. The Lethbridge *Herald* had already published a 75th Anniversary edition in honor of Macleod, and in it packed 48 pages of photographs and history of the 75 years which are gone.

Fort Macleod—1874





RNWMP Barracks, Macleod—1910

The Lethbridge Saddle Club sponsored a 22-girl musical ride with lances, at both afternoon and evening performances. It was well directed by Reg. No. 4812 ex-Cst. J. Craig who now runs a riding school at Lethbridge. The newly-formed branch of the RNWMP Veterans Association was also well represented, and we are grateful to it for the presence of the Commissioner at dinner on June 30, at which he personally met and addressed numerous ex-members.

On July 1 the Commissioner was made an Honorary Indian Chief by the Blood and Peigan Indians in a stately ceremony on the town square.

On July 2 the historical event of the day was the dedication of the Colonel Macleod Memorial Gates to the new community swimming pool. These fine gates and carved archway were dedicated to the memory of Col. J. F. Macleod who led the Force to the district in the great march of 1874. The ceremony was ably performed by Mrs. A. E. Cross of Calgary, a daughter of the Force's second commissioner, Commr. J. F. Macleod, CMG.

The welcome accorded to all ex-members and members of the Force by the citizens of Macleod will long be remembered. It is regrettable that more ex-members were unable to attend. However, we all enjoyed the reunion, as many old friendships were renewed and the past hashed over.

Reg. No. 455 ex-Cst. Wm. H. Cox was the oldest and liveliest ex-member present. The "Colonel" came up the Missouri to Fort Walsh in 1880 at the age of 18, and states he was on the supply column for the Marquis of Lorne's escort in 1881. Someone asked him how he kept in such good shape and he replied: "I make it a point only to drink with friends and strangers, and before and after meals."

He still lives in the Porcupine Hills and says he only comes into town once or

twice a year. From our observations, it is just as well for Macleod that he so restricts his visits, for he is a hard man to keep up with. He is and always will be a horse rancher.

The local detachment under Cpl. G. W. Mudge did a really good job of work especially on traffic control of the thousands of visiting cars. This detachment is also responsible for the maintenance of the old police cemetery just east of town, which drew the commendation of many visitors.

Yes, the Macleod Diamond Jubilee, 1874-1949, will live on for years in our memory, long after the cheers and laughter and joys of it have passed into oblivion. ●●●

Quo Vadis?

By REG. No. 2911 EX-CST. F. J. BIGG

Having been raised in a family where children were to be seen and not heard, and those who asked could not have, and those who didn't ask did not want, having been educated as though my destination would be Cambridge University, I was confronted on my eighteenth birthday with the all-important question as to what I intended to do with myself. For better or worse I unhesitatingly decided: "I am going to Canada."

On Mar. 2, 1893, my father bade me farewell, gave me \$10 and told me to stand always on my own two feet. Fifty-six years afterwards I can truthfully say that no better advice could have been given.

I sailed on Dominion Line *Sarnia*, full of health, hope and ignorance of any means whereby I could make a living. Nine days after leaving Liverpool the engines broke down and we drifted for seven days. We patched up and entered Halifax harbor on Sunday, March 20, and were met by the population of the city, as it had been rumored that the ship had foundered.

The Customs was not much of an ordeal;

none of us looked as if we were secreting jewels. We proceeded to Montreal over the Intercolonial Railway which in those days seemed to be truly a track through the bush. By the time we reached Montreal, my \$10 had dwindled to 10 cents, and I still had 1,600 miles to go before I reached Manitoba. A kindly fellow-traveler lent me \$2 to buy food on the train.

In the course of several days I reached my destination, Minnedosa. I might just mention that Manitoba in those days was very much dominated by what was fittingly spoken of as the holy trinity. When broken down this was found to consist of the Hudson's Bay Co., the Canadian Pacific Railway and the Bank of Montreal.

Advertisements appeared: "No English need apply"; and "If you don't work, you don't eat" was the universal slogan.

I sometimes wished I had been frightened out of the country by the first one, and I still believe the second to be sound advice, still as valid as it was then.

I worked for three months on a farm with two Irish Canadian bachelors without pay, getting up at 4 a.m. and retiring at 11 p.m., driving horses in the fields, and living on sow belly, green tea, bannock, with no butter or milk. One day I had the good fortune to meet a man who said: "Why don't you join the Mounted Police?"

I had never heard of them, and inquired if they paid anything. Upon learning that they paid the princely salary of 50 cents a day, board and clothes, it seemed as if I had found the pot of gold at the foot of the rainbow. I borrowed \$5 from a neighbor, went to Winnipeg where I immediately signed on and received a ticket to Regina. I pawned my overcoat for \$1, missed the train out, and once more my fortune was reduced to 10 cents. I purchased a loaf of bread, and that night slept on the floor behind the desk in the Royal Hotel. I had nothing to eat from that night until I ate dinner in barracks at Regina.

I was taken on the strength in "Depot" Division and given regimental number 2911. The clerk at "Depot" was Reg. No. 2386 Cpl. F. W. Light, afterwards Staff Sergeant, retired now and living in Victoria, B.C. He was affectionately known to all of us as "Daddy" Light. A fine boxer and in great demand as a singer, he had a reper-

toire which included "The Mountains of Mourne", "The Skipper", and "The Mercantile Marine".

And so at last I found myself established in Canada. ●●●

Brief Statement

Taken from the diary of the late Reg. No. 691 ex-Cst. John Hayes, the following narrative will undoubtedly revive dormant memories in the minds of old-timers.

Enlisted in the NWMP at the "New Fort", Toronto, Apr. 17, 1882.

We left Toronto for the North-West on May 12, 1882. We arrived at Prince Arthur's Landing on Lake Superior May 15 at 11 a.m. and left at 2.30 p.m. Here I am sorry to relate we had to leave behind our worthy Colonel MacKenzie (Supt. Alex) who had been ailing for some time. It was thought advisable to leave him where he could receive care that was necessary to his comfort. Much regret was expressed by the men.

He was very strict but well liked. A thorough, good man and one who looked after the interest and welfare of his men. When we sailed we were all in hopes he would recover and speedily follow us. It was with great sorrow we heard later that our worthy colonel had passed away.

On May 17 we arrived at Duluth at 12 a.m. where we took the train to Bismarck, North Dakota.

May 18—Arrived at Bismarck and were transported to the river steamer *Red Cloud*.

May 19—Left Bismarck in the *Red Cloud* at 4 a.m. bound for Fort Benton, Montana. We arrived at Painted Woods Landing at 4 p.m. Here we stayed about five hours and had a chance to go ashore and see the country, after which we started once more up the Missouri River, when we met with a great snowstorm which lasted 24 hours.

May 20—Weather turned fine in p.m., and nothing worthy of note.

May 21—Arrived at Fort Berthold where we saw about 200 Sioux Indians, most of them clothed in blankets of various colors. We stopped here about two hours.

May 22—All's well. Weather fine.

May 23—Continues fine and warm. The Missouri River has a very muddy-colored appearance, the water being of a very thick

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nature caused by the numerous sand bars being kept in a constant state of action by the current which runs about four miles an hour. The water being muddy was very bad to drink, and most of our boys suffered a great deal from diarrhea.

May 25—Arrived at Fort Buford. This is a very large fort situated at the mouth of the Yellowstone River. Here are garrisoned about 150 cavalry and about 200 infantry. They were United States Troops, and a very smart body of men they appeared to be. We only stopped here about two hours and then left for (old) Fort Union. Arrived there in about an hour and a half.

There is a very large cattle ranch at Fort Union and a large body of Sioux Indians. These Indians are partly civilized and support themselves by hunting and fishing. They are a very dirty lot of people, being for the most part half clothed, the children are almost in a state of nudity.

About ten miles from Fort Union we made fast for the night, and it was here that a very sad accident occurred in which one of our party lost his life. A number of the men on the after part of the ship were fishing, when one of them suddenly lost his balance and fell headlong into the river. The cry of "man overboard" at once arose, and a boat was lowered quickly. By this time the current had carried him some distance down the river. The men in the boat could find no trace of him.

May 26—We arrived at Poplar Creek Agency. Here we saw a settlement of about 500 Sioux Indians, some of whom, as usual, came down to the beach. They were about the best looking lot we have yet seen. Some of them were clad in the usual colored

blankets, which we believe they wore even on the hottest days of the summer. They also had the usual amount of red paint, making them more hideous than they really were—and God knows they were ugly enough. We stopped here about an hour and a half.

May 27—We overtook the steamer *Butte*, also bound for Fort Benton, but detained on account of low water. We were hailed from the *Butte* and told there was not sufficient water for us to go on, but our captain, thinking he knew better, tried to proceed and got stuck in the mud, in consequence of which we remained there for 24 hours.

May 28—We reached the Wolf Point Agency about 11 a.m. Here we saw about 500 Assiniboiné Indians under the command of a chief called Red Stone. We stopped long enough to wood up and take on 1,000 pounds of ice, then proceeded on our journey.

The scenery now began to assume a more pleasant aspect. In some parts we saw ranges of mountains rising abruptly from the very river banks, and trees lining either side, most of them in full foliage. This gave the surrounding country such a pleasant appearance that some of our boys thought they might as well stop here, and accordingly deserted us.

We were now in the country of the buffalo, and scarcely a day passed that we did not see hundreds of buffalo skins packed up on the river banks ready for shipment to different parts of the United States and Canada. Here and there groups of cattle were seen grazing, and we also saw, dotting the river banks, the shanties and tents of hunters who make their living by hunting the buffalo and other animals that inhabit the prairies and mountains. These men are a wild, hardy lot, comprised of all nationalities.

June 3—Weather fine and warm. The scenery is grand—ranges of mountains rising on either side of us, the tops of which form the most fantastic shapes. In some places one would fancy he was gazing at the ruins of some ancient castles.

Here we met up with rapids and were obliged to stop the engines and haul the boat over the rough spots. We used a hawser 250 feet long.

We arrived at Coal Banks at 4 a.m. and disembarked. Here we found 21 wagons waiting for us. After some delay the drivers got them hitched to 14 oxen, two animals in a team, each unit made up of three wagons. Then there was a great shouting and cracking of whips, each crack sounding like the firing of a pistol. We got under way and were soon on the prairie—boundless space, home of the much ill-used redskin. Now for the first time we had a taste of camp life. Eight days later we arrived at Fort Walsh, expecting to go into barracks, but were sadly disappointed and had to get under canvas again.

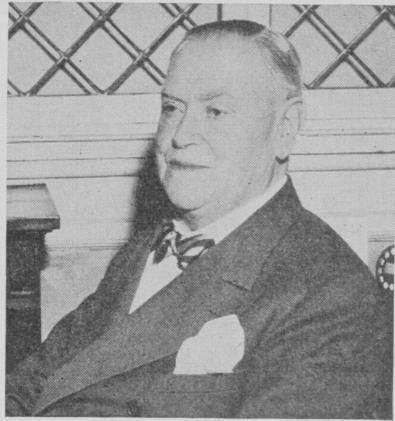
Here we found a great number of Cree Indians. On the third evening we were startled while at drill by a great noise and beating of drums which presently drew nearer, and we saw approximately 500 Crees, preceded by a number of mounted braves and dancing men. They marched up to the front of the fort where Commissioner Irvine and the officers of the staff were waiting to receive them. Their chief, Big Bear, at once began a set speech in which he told us what a big man he was before the white man came. He was a big chief, and owned all the country around him as far as the eye could reach, but since the pale faces came he was a small man, but still had a big heart.

When his speech came to an end, drums began to beat and the warriors sat down on their haunches in a circle while the dances, which lasted for about three hours, continued. The buffalo dance was performed by six warriors painted in a most fantastic manner, their heads being surmounted by a high pair of buffalo horns with the skins of the heads attached. Four braves were seated on the ground, beating rapidly on a drum, without regard either to time or music, and from time to time uttering shrill cries at which the dances would increase in pace then slack off till the participants were quite exhausted. The tired dancers would then squat down until the spirit moved them, when they would once more leap to their feet and dance again till thoroughly exhausted.

We received orders to proceed to Fort Macleod, and completed the march in 12 days. I was transferred to "C" Troop.

● ● ●

Ex-Sergeant Retires as Business Manager



After 50 years of service Reg. No. 2908 ex-Sgt. W. C. Nichols has relinquished the reins of business administration in the Miller Publishing Co., Minneapolis, Minn. He will continue as vice-president and director.

A staunch friend of the *Quarterly*, Mr. Nichols is well known to old-timers who remember him as drill instructor and bandsman at "Depot" Division before the turn of the century. Though he took his discharge in 1899 to achieve success in the business world, he still harbors deep affection for the Force, and fond memories of his experiences occasionally bestir him to say so.

The *Quarterly* extends best wishes to this "old-timer" in his retirement, and hopes sincerely for good health and happiness in his behalf for many years to come. ● ● ●



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HILLIAM

then war broke out in South Africa, and Supt. S. B. Steele was detailed to organize the Canadian Mounted Rifles. When they sailed from Canada, Sergeant Hilliam was present among them as squadron sergeant major. In action he was leader of scouts in a column commanded by Colonel (later Major-General) Rimington.

On May 21, 1949, with the death of Major-General Edward Hilliam, CB, CMG, DSO and Bar, Canada lost one of her truly great soldiers of World War I. He was 84. His passing also occasioned a loss to the Force, for as Reg. No. 2983, Edward Hilliam spent seven years in the NWMP, advancing from constable to corporal and then to sergeant.

Lost in the more recent fame of Simmonds, Hoffmeister, Vokes, Spry, Foulkes and other noted Canadian soldiers of World War II, the name of Hilliam is probably unknown to the modern generation. But old-timers will remember him as a career soldier—one of the last of the “old guard” of Queen Victoria’s time.

General Hilliam was born in Spalding, Lincolnshire, England, and joined the famous 17th Lancers (Death-or-Glory Boys) when a young man. After ten years Imperial Army service he came to Canada and engaged in the NWMP at Ottawa on Dec. 4, 1893, being posted to Regina for training. Several years of police work at various points, including Cranbrook, B.C., Lethbridge and Calgary, Alta., followed,

In his book “Forty Years in Canada” Steele records Hilliam was one of the best instructors he had ever known, an opinion shared by Colonel Rimington. In 1900 Hilliam decided to stay in South Africa, and was granted his discharge from the NWMP on November 30.

But police work of a type encountered in a semi-military unit similar to the NWMP, appealed strongly to this soldier-adventurer and he joined the South African Constabulary. His experience and long training in military organizations were recognized and he was commissioned a captain. For some years he was in charge of a training depot in the Northern Transvaal where Steele was again his officer commanding. In a letter from South Africa Steele said: “His (Hilliam’s) service out here has been distinguished in peace and war . . . he has made the depot a great success . . . his command always equalling the best cavalry of the army, and I think, surpassing them.”

Later, as a civilian, the ex-sergeant returned to Canada, but when war was declared, Aug. 4, 1914, he again donned uni-



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form. On September 23 he became attached to the 5th Battalion, Canadian Expeditionary Force, as a captain, and the following month proceeded overseas with his unit. In February 1915, Captain Hilliam was in France—first with the 5th and later the 25th Battalion. In the bitter trench warfare of the early campaigns he earned speedy promotion to Major and then, Lieutenant Colonel.

On Jan. 18, 1917, as Brigadier General Hilliam he was appointed to command the 10th Canadian Infantry Brigade. Ten months later he was seconded to the 44th British Brigade until May 21, 1918, and then to the 102nd British Infantry Brigade until May 17, 1919. On July 21, 1919 General Hilliam was struck off strength of the CEF.

On two occasions ex-Sergeant Hilliam was wounded in action—at Ypres in 1915, and in the Battle of the Somme in 1916. His awards include the CB, CMG, the DSO and Bar, and he was mentioned in dispatches six times. The French Govern-

ment honored him with the awards, Chevalier de la Legion d'Honneur and Croix de Guerre.

General Hilliam, for all his glorious past, might well have fitted into the present day mechanization of military forces. For he was not merely a parade-ground soldier, he was a man who took a keen interest in the scientific approach to warfare, and is credited with an invention adopted for use on machine guns.

Towards the last he lived in retirement in Vancouver, although for some years he engaged in fruit farming. His wife, the former Letitia Wallace of London, Ont., died some years ago, and there were no children. Ex-Sergeant Hilliam is survived by two sisters, Miss Etheldred Hilliam of Vancouver, and Mrs. Julia Bowley in England.

The funeral was held in Vancouver on May 25, 1949, with a guard of honor consisting of an officer and six other ranks from "E" Division, RCMP. Interment was in Ocean View Burial Park. ●●●

Book Reviews

ETIENNE BRULE: Immortal Scoundrel, by J. H. Cranston. The Ryerson Press, Toronto, Canada. Illustrated. Pp. XIII and 144. \$3.

Students of history may be familiar with the name Etienne Brule. It is questionable if the average Canadian or American is aware of the tremendous contribution made by this man to the early exploration of the North American Continent. The magnificence of his exploits as an explorer have been subdued in the writings of the 17th century historians. Many of those writers, Jesuit priests who came to the New World with Champlain, were quick to remember his scandalous conduct while he lived with the Indians. They mentioned too his infamous part in the betrayal of Champlain to the British admiral, Kirke. But few recorded his amazing trips into the unknown wilderness that is now Ontario, or told of his early travels into the north-easterly portions of the United States.

In 1935 Mr. Cranston, editor of the *Toronto Star Weekly* for 22 years, moved to Midland, Ont., centre of the old Huron Indian homeland. His interest in early Indian history led him to the discovery of Etienne Brule. Through extensive research he uncovered a wealth of material about this man who deserves to be ranked with Champlain, Marquette, Radisson, Cartier and other immortals of exploratory fame.

In addition to effecting many discoveries, which included at least four of the five Great Lakes, Brule was in a class by himself for at least one other reason. He was the first white man, insofar as history can determine, who lived with North American Indians and was accepted by them as one of their own kind. His knowledge of Indian customs and languages was invaluable to the early settlers of New France in establishing a liaison which ultimately led to the first fur trade.

Mr. Cranston has made a noteworthy contribution to Canadian history in writing this book. He has utilized his material as he found it—there has been no attempt to minimize Brule's wanton conduct, or to establish him as a hero. The author's aim has been to give a courageous and astonish-

ing explorer his just dues. This reviewer is of the opinion that Mr. Cranston has done so. H.E.B.

TRADER KING, by Mary Weeks. School Aids and Textbook Publishing Co. Ltd., Regina, Sask. Illustrated. Pp. 184. \$1.

Though not a pretentious-looking book, this text contains much that will be of interest to those who like to read of the early fur-trading days in Canada. It is the rugged tale of a rugged individual, W. Cornwallis King, who served 40 years in the North-West Territories with the Hudson's Bay Company.

Narrated in the first person, it yields a reality that is both entertaining and convincing. Mr. King, however, speaks from the viewpoint of an adventurer in a colony owned by his native land, and occasionally there is a breath of arrogance in his account of colonial relations.

The author exhibits a trained ability in maintaining continuity, and though there are several side-trips into legend and incident matters, the story never loses its main thread or theme. The information supplied concerning the history and construction of the famous York boats, the customs and habits of the Loucheux Indians is enlightening, and the listing of rations distributed to employees of the Hudson's Bay Company cannot fail to impress the reader with the fact that provisions had to be handled with extreme care to make them last the season.

Other data embrace adventures with the Red River brigade, trading with the Indians, establishing Fort Nelson, the importance of Cumberland House in fur-trading days, all interestingly presented.

One fault is the misleading treatment of the rebellion of 1885. Any person not familiar with Canadian history might gather from the remarks of the HBC secretary in his talk with King—"the Company is powerful enough to put down any uprising"—, and subsequent mention of the affair, that the Company was chiefly responsible for quelling the disturbance. Further, Mr. King also questions whether there are anywhere today "men of the breed of those Red River voyageurs", implying that their grim tenacity and courage

have been unequalled. The logical answer to that is—the Battle of Britain.

However, these are minor points which can be discounted in the grand measure of goodness found in the book, in the history it unfolds and the cross-section it gives of life in Canada's fur-trading era. G.G.

ALASKA TODAY, by B. W. Denison.

The Caxton Printers, Ltd., Caldwell, Idaho, and the Copp Clark Co. Ltd., Toronto, Canada. Illustrated. Maps. Indexed. Pp. XIV and 374. \$6.

Just as the last war made Canada suddenly more conscious of the North with its untapped riches and vulnerability to attack, so did the same era awaken in Americans a new interest in that vast and sometimes almost forgotten part of the American Empire—Alaska. Perhaps it is natural that most of us think of the northland as a wilderness of ice and snow, that life there should be a bleak and cheerless existence. Our knowledge of that area is based mostly on history, which records tales of privation, want and death in the bitter cold, brought back by explorers and early prospectors.

In this book, Mr. Denison has set out to dispel most of the inaccurate impressions which exist concerning life in Alaska. He reveals it as a land to fire the imagination of those with pioneer blood in their veins. We are told that it is a country rich in agricultural potentialities, where strawberries grow as large as bantam eggs; that it is a land of scenic beauty—a wonderland of tourist attractions; that it abounds with wild life and is an excellent location for fur farming; that its forests are filled with the world's finest pulpwoods; that the possibilities of its fishing and mining industries are boundless.

The surprises in this narrative are endless. But perhaps the biggest of all is the information about the weather. How many of us know that one district of Alaska is referred to as the "Banana Belt" by the more rugged inhabitants of Fairbanks, and other northern centres? In one district the mean temperature for January is 21°, for July, 58°! On Feb. 1, 1945, at 10.30 a.m. Chicago, Ill., had a temperature of 2° above zero, while in Ketchikan, Alaska, the same day,

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same time, the thermometer registered 49° above zero.

Mr. Denison, a veteran newspaperman, has put a tremendous amount of work into this book. Four years were spent in research. In addition he secured the help of several authorities on life in Alaska. The result is more than a text-book. It is a story which reveals that pioneer days are still ahead for some intrepid souls, that romance is where you find it.

Generously illustrated with photographs and maps, it provides a fund of information for prospective settlers and students. Librarians will find it of particular value as a reference work. H.E.B.

WELLS FARGO, by Edward Hungerford. Random House of Canada Ltd., Toronto, Canada. Illustrated. Pp. XVI and 274, including bibliography and index. \$4.75.

Though the name Wells Fargo is synonymous with the West, the sub-title of this book, "Advancing the American Frontier" is perhaps more descriptive of the reading matter. For here is the story of the pioneer West in the United States, and in compiling it, the author has done an excellent job.

Wells Fargo parallels the Hudson's Bay Company of Canada in that it played such an important part in shaping the destiny of the country in which it operated. Spawned in the brains of shrewd business men, Wells, Fargo & Company was formed as a "joint stock association express company" in 1852, three years after the first great gold strike in California.

It started functioning in San Francisco, and under careful management soon assumed the characteristics of a fatherly octopus with tentacles reaching in every direction along well-chosen routes, servicing the people in mines, towns and cities. Its main concern was gold—the shipping of the precious metal from the mines to the market, but it delivered mail and parcels, and for a time was one of the strongest banking firms in the country.

Wells Fargo fought and conquered its many competitors, was quick to learn and use to advantage the knowledge gained by that costly experiment, the Pony Express; carried out a ceaseless campaign against

highwaymen and bandits. The coming of the railroad was another problem, and in this the visionary powers of the company's executives fell down badly, for they invested heavily in stagecoaches even as the Iron Horse was chugging doggedly across the country into new territory, forecasting the doom of such equipages. Realizing their mistake too late, they however recapitulated by buying railroads.

The book is a chronicle of sharp business coups, glamorous adventure in Concord stagecoaches, violent death and daring hold-ups on pioneer trails, while through it all runs an impressive record of courage and loyalty.

Readers will enjoy the numerous descriptive passages depicting life in those days, and the accounts of epics such as Louis Remme's famous ride—700 miles on horseback in six days to save \$12,500 during the panic of 1855. Such things make history and on the written page as they are here, they set the pattern for the makings of a fine book. That is exactly what Mr. Hungerford has accomplished. E.J.D.

THE CANADIAN WEST IN FICTION, by Edward A. McCourt. The Ryerson Press, Toronto, Canada. Pp. VI and 131, including bibliography and index. \$3.

In the preface, the author tells us that "the purpose of this book (is) to examine some of the prose fiction written about the Canadian West, by native Westerners and others, and to attempt an estimate of the success with which it re-creates the prairie way of life". It would be well for readers to keep this in mind. Mr. McCourt is critical, and one might be led to believe that he has surveyed all western fiction with a somewhat jaundiced eye.

In effect the author tells us that the great Canadian novel of prairie life has yet to be written. No doubt there are many who will disagree with him. The yardstick of success by which we measure a novelist is graduated according to the individual point of view. This reviewer has always held that a novelist who tells a good story in a convincing and pleasing style, and who incidentally enjoys considerable financial remuneration from his work, is a success. That the story might still be a best-seller

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50 years from now is relatively unimportant. After all, the world experiences many changes over that period of years; it is not surprising that our tastes in literature should differ from those of our grandparents. Personally we have always felt that *Maria Chapdelaine* was one of the most insipid tales we have had the doubtful pleasure to read. And yet our schools use it as a classic example of Canadian literature. Mr. McCourt seems to think along the same academic lines, for he favorably compares one novel of western life to that tale of Old Quebec.

At times this reviewer felt that the author allowed himself to be carried away, in his searching analysis of the authors he has considered. But the book is interesting and well done. It is recommended to those who take their reading seriously, especially devotees of Ralph Connor, Robert Stead, Nellie McClung, "the magnificent failure" Frederick Philip Grove, and other well-known authors of western tales.

Edward McCourt is well-qualified to write such a book as this. He was a Rhodes Scholar, and studied under Edmund Blunden, the poet. Returning to Canada he taught at Ridley College, Upper Canada College, Queen's University, the University of New Brunswick and finally was appointed Professor of English at the University of Saskatchewan. He is the author of two novels, *Music at the Close* and *The Flaming Hour*, both about the West.

The Lance-Corporal William Donkin, favorably mentioned in the opening chapter as author of *Trooper and Redskin*, was actually Reg. No. 1094 ex-Cpl. John George Donkin. He served in the NWMP from Sept. 30, 1884 to Mar. 12, 1888, when he purchased his discharge. His book was known as *Trooper and Redskin in the North-West*, and was published in 1889. Donkin died the following year in poverty. Of him, Mr. McCourt says: "It is a pity that he did not try his hand at fiction. One suspects that had he done so he would have been our first realistic novelist." A.P.

Obituary

- Reg. No. 3028 ex-Cst. A. A. Lynn, 74, died at Vancouver, B.C., on May 7, 1949. His service in the NWMP dated from Apr. 2, 1894, to Sept. 30, 1899 when he took his discharge, time expired. He re-engaged on Apr. 11, 1901 at Dawson, Y.T. and purchased his discharge May 1, 1903. His subsequent activities included those of a government telegraph agent at Ahousat, B.C. He was superannuated from that post in 1940.
- Reg. No. 10507 ex-Cst. C. B. Maloney, 40, died at Ottawa, Ont., Apr. 13, 1949. The deceased joined the RCMP at Ottawa, Oct. 17, 1928. He was discharged, time expired, Oct. 16, 1932 in Dawson, Y.T. He served at Regina, Esquimalt and in the Yukon.
- Reg. No. 3719 ex-Cpl. G. E. Randall, 72, died at Moncton, N.B., May 23, 1949. Mr. Randall joined the NWMP at Moncton, Apr. 30, 1900. After serving two years in the Yukon, he took his discharge on Aug. 20, 1902. Re-joining on June 27, 1904 at Whitehorse, Y.T., he served until June 26, 1907. Upon returning to Moncton, he engaged in business as a contractor.
- Reg. No. 14936 Cst. S. A. J. Carlson, 22, died in an airplane crash near Montreal, Que., Oct. 3, 1948. The late Constable Carlson engaged in the RCMP at Regina, July 23, 1947 and was trained at "Depot" and "N" Divisions. Transferred to "C" Division and stationed in Montreal on Mar. 13, 1948. Carlson, a keen amateur flyer, subsequently joined the Laurentide Flying School. At the time of the accident he was flying one of the club planes. It collided in mid-air with another aircraft. Interment took place at Prince Albert.
- Reg. No. 2838 ex-Cst. A. Howe, 78, died at Ottawa, Ont., Mar. 30, 1949. The late Mr. Howe joined the Force Oct. 26, 1892 and was discharged, time expired, Oct. 25, 1901. As a gunsmith he served in the Force and was noted for being a crack shot on the rifle range.
- Reg. No. 1019 ex-Cst. R. S. Unwin, 84, died at Toronto, Ont., Mar. 28, 1949. Joining the NWMP at Winnipeg, Apr. 23, 1884, he served until July 9, 1886. He was a veteran of the North-West Rebellion.
- Reg. No. 12304 ex-Cook Steward J. A. McLean, 51, died at Halifax, N.S., Jan. 13, 1949. Joining the RCMP Marine Section May 13, 1932, he transferred to the Royal Canadian Navy Sept. 30, 1939. After four years in the navy, Mr. McLean was discharged due to ill-health and was then employed in HMC Dockyard, Halifax. While in the RCMP he served on board the *Scataric*, *Baybound*, *Fleurdelis*, *Laurier*, *Captor*, and *Ulna*.
- Reg. No. 4516 ex-Cst. H. Sawley, 65, died at Calgary, Alta., Jan. 7, 1949. Ex-Constable Sawley served in the Force from Nov. 5, 1906 to Aug. 11, 1909, when he purchased his discharge. A former soldier with the Imperial Army, he saw foreign service with the Rifle Brigade before coming to Canada. In both World Wars he was a commissioned officer with the Canadian forces. A short time prior to his death he had retired from his position as a member of the training staff of the Department of Veterans Affairs in Calgary.
- Reg. No. 395 ex-Cst. A. Wyndham, 88, died at Calgary, Alta., Jan. 29, 1949. Born in Canada, the late Mr. Wyndham was educated in England, returned to this country in 1879 and joined the NWMP. He served from June 9, 1879 to June 9, 1884; Apr. 28, 1885, to June 9, 1886, and Dec. 12, 1887 to Dec. 11, 1890. He was one of the original members of "C" Troop at Fort Macleod, and subsequently was stationed at Fort Saskatchewan. After leaving the Force, ex-Cst. Wyndham farmed until 1934, when he retired to Carceland, Alta. On Oct. 16, 1945, he was belatedly presented with his medal for service in the North-West Rebellion of 1885.
- Reg. No. 2983 ex-Sgt. (Major-General) Edward Hilliam, CB, CMG, DSO and Bar, 84, died May 21, 1949, at Shaughnessy Military Hospital, Vancouver, after a lengthy illness. A veteran of the British Army, ex-Sergeant Hilliam joined the NWMP Dec. 4, 1893 and was discharged Nov. 30, 1900 in South Africa, where he elected to remain. (See story in Old-timers' Column.)
- Reg. No. 4366 ex-Cpl. J. A. McCreight, 75, died at Red Deer, Alta., June 5, 1949. He joined the Force at Regina on Apr. 18, 1905, after graduating from the Ontario Veterinary College, Toronto. He was discharged Mar. 9, 1906, and took up practice as a veterinary surgeon in Western Canada.
- Reg. No. 14418 ex-Cst. A. J. Forsyth, 27, died in Saskatoon, Sask., June 7, 1949, after a lengthy illness. He joined the Force at Regina, Jan. 5, 1942, and was invalided to pension on June 30, 1944. During his service he was stationed at Regina, Sask., Winnipeg, Man., Rockcliffe, Ont., and Montreal and Hemmingford, Que.
- Reg. No. 2384 ex-Sgt. R. J. Jones, 78, died at Prince Albert, Sask., Mar. 23, 1949. The late ex-sergeant joined the NWMP at Regina Nov. 18, 1889 and took his discharge, time expired, at Whitehorse, Y.T. Nov. 17, 1901. He served at Prince Albert, Yorkton, Regina and in the Yukon, and in 1897 was a member of the Jubilee Contingent to England. From 1901 until he retired in 1936, ex-Sergeant

Jones was employed in the Customs Division, Department of National Revenue.

Reg. No. 9727 ex-Cpl. Wm. C. H. W. Hammond, 63, died suddenly on May 7, 1949, at his home in Cloverdale, B.C. He joined the RCMP at Ottawa, on Jan. 6, 1921, saw service there at Headquarters in the Accounts Branch, Firearms Registration Branch and Intelligence Section, also in "E" Division, Vancouver, as orderly room clerk, and was a member of the mounted section. He was promoted corporal, Mar. 1, 1929, and retired to pension Oct. 17, 1939. A veteran of both World Wars, ex-Corporal Hammond had a distinguished military record. In World War I he enlisted Aug. 4, 1914, with the 36th Peel County Regiment, Toronto, transferred to the Royal Canadian Horse Artillery, Kingston, and two months later proceeded overseas. He took part in the French

and Belgian campaigns and in 1915 was awarded a commission in the 4th Battalion, Bedfordshire Regiment, Imperial Army. On Dec. 8, 1917 he was placed on the retired list of officers because of incapacities resulting from his war service. After retiring from the RCMP in 1939, ex-Corporal Hammond, although 53 years of age, answered the call to duty once more, and enlisted in the RCAF. He retired at the end of World War II with the rank of Wing Commander, having been Deputy Assistant Provost Marshal. During a tour of duty with the Eastern Air Command, Halifax, in 1941, he was aboard the *Cariboo* on its way to Newfoundland, when it was sunk by enemy action. Injuries received in that action and long immersion in icy waters seriously undermined his health. For his war services he was invested with the MBE in 1947.

REMEMBER ARMISTICE DAY NEXT MONTH



Canadian Army Photo

In the Canadian Military Cemetery at Holten in Holland, two little Dutch girls lay flowers on one of the graves. Some 1,300 Canadians who gave their lives in North West Europe are buried here.



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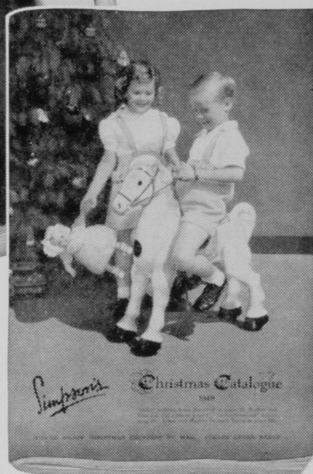
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