

R.C.M.P.



ROYAL CANADIAN MOUNTED POLICE QUARTERLY



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Royal Canadian Mounted Police Quarterly

VOLUME 10

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BACK COPIES OF THE QUARTERLY

Some back copies of the Quarterly, including several complete sets, are now available. The complete sets, limited in number, are to be sold intact primarily for the convenience of those who may wish to get them bound. Anyone wishing to obtain extra editions of the magazine should apply to the editor.

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Subscribers should notify the *Quarterly* of changes of address.



HON. LOUIS STEPHEN ST. LAURENT, K.C., M.P.



OFFICE OF THE MINISTER OF JUSTICE
CANADA

Ottawa, March 15th, 1945.

To the Commissioner,
Royal Canadian Mounted Police.

I understand that the R.C.M. Police Journal began publication in July, 1933, and continued without interruption until October, 1942, when as a war economy its publication was suspended, and I am pleased for several reasons that it has now been decided to authorize its publication again.

In the past this Journal was of much assistance in promoting efficiency throughout the Force and of creating interest in up-to-date, and well-proven, methods of crime detection.

At the time of its postponement of publication in 1942, it had reached a place of distinction amongst Canadian magazines of which I feel you were justly proud, and I am certain that under your guidance it will again reach, and I trust surpass, its former eminence.

As Minister in control of the Force it is my earnest wish that the R.C.M. Police "Quarterly" shall continue to fill its former role, not only as the official magazine of Canada's National Police Force, but as an important instrument in improving and broadening the outlook not only of the police but of all others who may peruse it.

A handwritten signature in dark ink, reading "Louis St. Laurent".

Louis S. St. Laurent,
Minister of Justice,
and Minister in Control of the R.C.M. Police.



COMM. S. T. WOOD, C.M.G.



ROYAL CANADIAN MOUNTED POLICE
OFFICE OF THE COMMISSIONER
OTTAWA

TO ALL MEMBERS OF THE FORCE AND TO
ALL READERS OF THE R.C.M.P. "QUARTERLY".

This issue of the R.C.M. Police "Quarterly" is the first since its temporary cessation of publication in October, 1942, and in it, I strongly desire to express to the Honourable Louis S. St. Laurent, K.C., M.P., Minister of Justice, my sincere appreciation for having made it possible for the re-publication of this Police periodical.

It will take some little time to rebuild the structure which was in existence in 1942, but with the co-operation of all members of the Force, Civil Servants, Veterans and other ex-members, as well as those having a friendly interest in this publication, we shall, no doubt, with patience, be able to restore it to its former usefulness.

I bespeak the friendly assistance of all its readers and the hearty co-operation and assistance of all members of the Force, in the full realization that the main object to be attained for the "Quarterly" is that of instruction, but this does not preclude any topic which may broaden its scope of usefulness or enlarge our viewpoint of public relations or responsibilities, or which may provide an incentive to greater efficiency.

As Commissioner of the Force, I am convinced that a journal of this character can accomplish much good both for the reading public and for the R.C.M. Police.

S. T. Wood,
Commissioner.

Editorial

When publication of the *Quarterly* suspended, all the important material on hand was included in one banner issue, and that issue, though shown as October, 1942, was actually the October, 1942, and January, 1943, issues telescoped into one. To maintain continuity with past issues and for the benefit of those readers who have been getting their copies bound, the present issue is identified as Vol. 10, No. 4, its opening page is numbered 265, and the last page carries the customary volume index to the Notes on Recent Cases which have appeared in the magazine since July, 1942. Thus our July, 1945, number will mark the beginning of Vol. 11 and start with page 1 in the usual way.

The editorial committee wishes to point out also that the number of pages in the magazine has been reduced to 80—40 less than were in former issues. To meet this restriction some items, including the Division Notes, have had to be eliminated. Many readers, principally among members of the Force, will no doubt regret this loss, especially where it concerns the Division Notes which kept pace with the Force's social and personal activities, but we trust they will appreciate the reason for these necessary omissions.

To assure a more balanced diet of reading material in future issues, other changes are contemplated. For instance, editorial comment will be limited to one page instead of the usual three, and replacing the biographical sketches the obituary has been cut down to mere details of names and dates; anybody who desires additional information respecting a deceased member or ex-member of the Force may obtain it by writing to the Commissioner, Ottawa. Our regular feature, The Question Box, along with several other items, missing from this issue, will be resumed in Vol. 11.

The *Quarterly* welcomes its former readers and advertisers, extends greetings to the new, and hopes to appeal to one and all.

* * * *

In no way resembling the poets' conception—a man with "The Sorrows of a Skipper" (even a skipper who has sailed through the North-west Passage), or one who "... stormed, and tore his hair, hauled on his boots and roared

Our Cover Picture ..."—Sub-Insp. Henry Asbjorn Larsen smiles a greeting from our cover. Aboard the *St. Roch* at Esquimalt, B.C., recently, an R.C.N. photographer caught the Arctic navigator in his usual jovial mood. Subsequent *Quarterly* fronts will carry similar themes—each depicting some phase of Mounted Police activities, past or present.

* * * *

The reader will notice that the *Quarterly* is resuming the Notes on Recent Cases of which it formerly made a feature. When we were privileged to see the publications of police forces in other parts of the world, we found it most interesting to read of the problems which were raised by local conditions, for example, by the occult practices of obeahmen in Jamaica. It was our hope that the problems of the Royal Canadian Mounted Police might be of similar interest outside of Canada. Again, Canada is a great country, and in different parts of it our own men themselves have to cope with very different problems and conditions. It cannot fail to make for unity and understanding within this Force if, for example, the man who is doing coastal work knows something of what his fellow-members in Northern Canada are up against. It is expressing the same thought more broadly, to say that surely the man in a prairie detachment must take pride in the voyages of the *St. Roch*.

There is another consideration, perhaps quite as important. The case upon which the best police work has been done is not necessarily the one which is likely to find its way into the law reports. A case which the police have brought before the court with no great difficulty, may present intricate questions of law. On the other hand, a case which

has been hard to solve may be so clear as to present no great difficulty to judge or jury—it may even end in a plea of guilty.

The publication of these notes is one way by which our members may profit by each other's experience. In the past we have tried to select the cases which were most unusual and interesting in point of fact, as well as for the legal questions which they involved, and we shall continue to do so.

* * * *

The last issue of the *Quarterly* carried the story of the *St. Roch's* first trip through the North-west Passage; the present issue, which marks the rebirth of the magazine, features a befitting follow up—that worthy ship's return voyage through the northern route. And this time the tale comes from the skipper's own pen.

Though newspapers, periodicals and radio have retold the story many times, we believe that Sub-Inspector Larsen's modest chronicle will have an appeal all its own. For his experiences stirred even a public whose sense of news values has been blunted by the sensations of war.

A student of Northern history, one who has cast anchor at many of the places visited by earlier explorers, Larsen knows his subject well, and none is better qualified to write the authoritative story of his recent doings. We believe our readers will agree that the space devoted to this story—more than that ordinarily allotted to individual articles—is well deserved, for despite the author's reticent style, his writing contains all the elements of a first-class narrative—adventure, danger, heroism, history.

The *Quarterly* salutes Sub-Inspector Larsen for achieving that of which Canada is proud, for adding to the laurels of the Force an honour of such historical distinction.

* * * *

By an Imperial order-in-council dated June 23, 1870, Great Britain transferred to the Dominion of Canada her adjacent territories in North America known as Rupert's Land and the North Western Territory, and stipulated that the combined area should be known as "The Northwest Territories". A second Imperial order-in-council, dated July 31, 1880, confirmed the transfer to Canada of all Great Britain's islands in the North American Arctic Archipelago.

Under international standards it is not sufficient for a country simply to lay claim to territory and continue to hold it without interest in its development and without thought to the needs of the native population. Responsibilities associated with ownership have to be assumed. This meant that Canada had to consider, in addition to the mainland, the welfare of the Arctic Islands—the islands lying north of the Canadian shield.

These islands cover more than 500,000 square miles and may be defined as falling within the area bounded on the west by the 141st meridian of west longitude, which, dividing the Yukon Territory from Alaska, extends northerly to the Pole, and on the east by a line passing midway between Greenland and Baffin, Devon and Ellesmere Islands, to the 60th meridian of west longitude, following this longitude to the North Pole.

In accordance with federal government policy, Canadian expeditions to the North, for purposes of exploration and scientific investigation, have been frequent from 1884 onwards. They conducted geographical, topographical, meteorological, geological, and more recently biological, botanical, parasitological, medical, and economic investigations, inspected trading posts and whaling stations, checked on the condition of the natives and on game resources.

But as interest in the North increased, it was considered that even more should be done. In 1903 the Canadian Government turned its attention to the islands farther north and official parties sailed to Ellesmere Island and westward in Barrow Strait to Beechey Island. Expeditions which spent winters at Pond Inlet, Winter Harbour and Arctic Bay, illustrated Canadian sovereign interest in the far northern Arctic islands. After the first Great War, the Canadian Government felt that its explorations had been advanced enough to permit it to administer actively the Arctic regions and its inhabitants. As a result, police

posts were established at Pond Inlet (1922), Pangnirtung (1923) and Lake Harbour (1927) on Baffin Island; Dundas Harbour (1924), Devon Island; Craig Harbour (1922), Fram Haven (1924) which in 1926 was transferred to Bache Peninsula on Ellesmere Island, and Cambridge Bay (1926), Victoria Island. These R.C.M.P. detachments carried the knowledge of government to the most distant outlands of Canada and brought a respect for law and order along with new confidence to the Eskimos.

Year after year since 1922 Canadian government officials have patrolled up the rocky coast of Labrador into the Eastern Arctic and each time they have added more to our knowledge of that ice-bound land and sea. Investigation of landing fields and flying conditions was also undertaken—less than two years ago the R.C.A.F. made a survey in Arctic regions, which covered 100,000 miles of territory and resulted in the discovery of valuable mapping data and of numerous mountains, glaciers and lakes.

Curiously enough it was the war that brought polar Canada into world prominence. Geographers and aerial navigators discovered that the shortest route from this continent to many points in Europe is across the Canadian Arctic. Many observers see the Arctic in the world to come, as a cross roads of international traffic. Ice, too much for large-scale land or sea travel, is no barrier to the aeroplane, and with natural landing fields, sea-plane bases, and runways, they see the most easily accessible inter-continental routes across Canada's polar sea. Possession of this vast stretch of forbidding territory puts Canada in a commanding position with respect to a large volume of future air commerce, and when the northward march of Canada resumes after the war, the work of the trail breakers, many of them members of the Force, will be remembered.

That Royal Canadian Mounted Police vigilance in the North has not been relaxed even since the war began, is reflected from the record. From Apr. 1, 1941, to Mar. 31, 1944, the Mounted Police patrolled a total of 658,992 miles in the Northwest Territories and the Yukon—roughly a third of it by dogs and afoot. For the year ended Mar. 31, 1944, alone, police patrols by the same methods in the same territories covered a total of 245,949 miles, 50,378 of which were completed by dogs and on foot.

The R.C.M.P. patrol vessel *St. Roch* in 1944 completed the historic east-to-west passage through Arctic waters, showing the flag in remote regions and demonstrating Canada's sovereignty. This, incidentally, was the first time the legendary North-west Passage was ever traversed by ship in one season; and readers of the *Quarterly* will recall our account in October, 1942, of the *St. Roch's* voyage in line of duty through those waters during 1940-42—the first time the trip has been made from west to east.

By these and other means, Canada has kept watch and ward over her northern territories. Their importance is being realized by all the world, and the future carries with it the prospect that international air lines will pass over them laden with commerce as rich as any the oceans have known.

Franklin Delano Roosevelt

(1882-1945)

*Let God be thanked who guided and sustained
Thee till thou couldst know victory attained.
Thou who hast borne the burden and the strife,
Find now the peace thou hadst not known in life;
Thy face turned homeward now at God's behest,
Sleep on, O gallant soul, and take thy rest.*

Notes on Recent Cases

R. v. Brosig

*Theft from Mails—Geneva Convention—Appeal—Prisoners of War
Subject to Laws of Detaining Power*

On Dec. 21, 1943, Eckhart J. Brosig, a German prisoner of war, escaped from an internment camp in northern Ontario by hiding in a mail bag which was later placed with others aboard a south-bound train; this was his third escape since being taken prisoner in 1942.

At North Bay, Ont., his presence was discovered, and he was arrested. He appeared before Magistrate M. G. Gould in that city on Feb. 28, 1944, charged with Theft from Mails, s. 365 (b) Cr. Code, to which he pleaded not guilty. W. M. Flannery, North Bay, appeared for the Crown, and G. A. Martin, K.C., Toronto, was appointed by the protecting power to conduct the defence.

The case was dismissed on the grounds that the accused being a prisoner of war was entitled to avail himself of any opportunity that might aid him in his escape. His Worship referred to a case in which a charge of theft against a prisoner of war who had escaped from Petawawa internment camp and stolen a rifle, some ammunition, matches and food had been dismissed, and held that Brosig, in the circumstances, was justified in opening the mail bags and parcels.

An appeal was entered by the Crown with the same counsel appearing, though J. J. Robinette, K.C., Toronto, also appeared for the appellant. The case was argued on September 12, before Robertson, C.J.O., Henderson and Gillanders, J.J.A. In a judgment delivered on Mar. 1, 1945, the appeal was allowed and the respondent sentenced to two months' imprisonment.

Because this case establishes jurisprudence to the effect that a prisoner of war in Canada is, to a considerable degree, subject to the laws, regulations and orders applicable to the armed forces

of the detaining power, Mr. Justice Gillanders' reasons for judgment are quoted in full:

The respondent is a German prisoner of war, a paratrooper of the German Air Force, taken prisoner in Holland in 1942, transported first to England and later moved to Canada, where he has since been kept. On Dec. 21, 1943, he secreted himself in a prisoner of war mail bag at the prisoner of war camp where he was detained. The mail bag was in due course placed with others in the mail car on a Canadian National train, its weight exciting comment but apparently not the suspicion of the railway mail clerks who moved it from place to place. The mail bag was finally placed close to a radiator in the mail car. Finally the accused, oppressed by heat and lack of fresh air, released himself from the bag by cutting it open with a knife which he had in his possession. After getting out of the bag in which he had concealed himself, he cut open another mail bag in the car and removed some parcels from it. He broke these parcels open and discovered a quantity of cigarettes, some gum, and a bottle of perfume. He smoked some of the cigarettes and used some of the gum and perfume. He was later apprehended and subsequently charged with theft from the mails. The charge was dismissed by the magistrate before whom he came, and the Crown now appeals to this court.

Counsel for the Crown necessarily accepts and relies upon the facts found, but submits that the accused, as a prisoner of war, was, under the circumstances, subject to the complete restraint of the criminal law and that he should have been convicted of the offence charged.

Counsel for the respondent submits that what the accused did were in fact acts which were part of or incidental to his escape and that such acts by a prisoner of war, that is those forming part of or incidental to his escape from the detaining power, should be deemed to be acts of war rather than criminal offences.

There is little definite authority in the decided cases.

Counsel for the respondent draws attention to a question put by Lord Campbell, Chief Justice in *Reg. v. Sattler*, Dearsly & Bell 525 at 543:

"A prisoner of war committing murder would be triable; but the question is what constitutes murder? If a prisoner of war who had not given his parole killed a sentinel in endeavouring to escape, would that be murder?"

In discussing exceptions to the general rule that the criminal law applies to all persons who are within certain local limits, Mr. Justice Stephen in his work "The History of the Criminal Law of England", after examining the few authorities then existing which referred to alien enemies and prisoners of war, expresses the view:

"It is difficult to extract any definite proposition from these authorities as to the cases in which foreigners are liable to English criminal law, when they are brought against their will, into places where that law is, as a general rule, administered. None of them, however, is inconsistent with, and each of them more or less distinctly illustrates, the proposition that protection and allegiance are co-extensive, and that obedience to the law is not exacted in cases in which it is avowedly administered, not for the common benefit of the members of a community of which the alleged offender is for the time being a member, but for the benefit of a community of which he is an avowed and open enemy."

It is material to consider the provisions of the convention relative to the treatment of prisoners of war concluded at Geneva on July 27, 1929. His Majesty the King and the President of the German Reich were parties to this convention and it was signed by plenipotentiaries for Canada.

Section 5, chapter 3, deals with penal sanctions with regard to prisoners of war. Without attempting to set out at length all the provisions of this chapter, the following may be observed:

Article 45 provides:

"Prisoners of war shall be subject to the laws, regulations, and orders in force in the armed forces of the detaining power.

"Any act of insubordination shall render them liable to the measures prescribed by

such laws, regulations, and orders, except as otherwise provided in this chapter."

Article 46 provides:

"Prisoners of war shall not be subjected by the military authorities or the tribunals of the detaining power to penalties other than those which are prescribed for similar acts by members of the national forces." and further:

"prisoners of war, undergoing disciplinary punishment shall not be subjected to treatment less favourable than that prescribed, as regards the same punishment, for similar ranks in the armed forces of the detaining power".

Article 47 provides, *inter alia*:

"The judicial proceedings against a prisoner of war shall be conducted as quickly as circumstances will allow." This article later refers to the sentence "whether disciplinary or judicial, provided such deduction is permitted in case of members of the armed forces".

Article 47 provides, *inter alia*:

"After undergoing the judicial or disciplinary punishment which has been inflicted on them, prisoners of war shall not be treated differently from other prisoners."

Article 50 provides in part:

"Escaped prisoners of war who are recaptured before they have been able to rejoin their own armed forces or to leave the territory occupied by the armed forces which captured them shall be liable only to disciplinary punishment."

Article 51 provides in part:

"Attempted escape, even if it is not a first offence, shall not be considered as an aggravation of the offence in the event of the prisoner of war being brought before the courts for crimes or offences against persons or property committed in the course of such attempt."

Article 52 provides:

"Belligerents shall ensure that the competent authorities exercise the greatest leniency in considering the question whether an offence committed by a prisoner of war should be punished by disciplinary or by judicial measures.

"This provision shall be observed in particular in appraising facts in connection with escape or attempted escape.

"A prisoner of war shall not be punished more than once for the same act or on the same charge."

Part 2 makes provisions respecting disciplinary punishments, and part 3 is headed "Judicial Proceedings". This provides rules and requirements relating to judicial hearings of charges against prisoners of war, for notice being given of the name and rank of the prisoner; the place of detention, and statement of the charge to the protecting power; that no prisoner should be sentenced without an opportunity to defend himself; that no prisoner should be compelled to admit his guilt, and he has a right to a qualified advocate of his own choice, and if necessary, to a competent interpreter, and various other provisions aimed at safeguarding the rights of a prisoner of war in judicial proceedings.

It is quite apparent that the convention anticipates judicial proceedings against prisoners of war, as well as disciplinary proceedings by military authorities.

In view of the provisions of article 45, it is of interest to keep in mind to what extent our own armed forces which in this case are those of the detaining power, are subject to proceedings in the courts. The question may be answered in the words of Sir Lyman Duff, Chief Justice of Canada, in *In the matter of a reference as to whether Members of the Military or Naval Forces of the United States of America are Exempt from Criminal Proceedings in Canadian Criminal Courts*, (1943) S.C.R. 483 at 490:

"My view can be stated very briefly. It is, I have no doubt, a fundamental constitutional principle, which is the law in all the provinces of Canada, that the soldiers of the army of all ranks are not, by reason of their military character, exempt from the criminal jurisdiction of the civil (that is to say, non-military) courts of the country."

In amplification of this view, the Chief Justice continues, later:

"That is a well-settled principle which has always been jealously guarded and maintained by the British people as one of the essential foundations of their constitutional liberties. I quote two passages on the subject—the first is from Dicey's 'Law of the Constitution', and the second is from Dr. Goodhart, the distinguished lawyer

who is the successor of Maine and Pollock in the chair of jurisprudence at Oxford University and is the editor of the *Law Quarterly Review*; this passage is taken from an article written by Dr. Goodhart for the *American Bar Association Review* for the information of American lawyers. At page 300 of Dicey it is stated:—

"A soldier's position as a citizen—The fixed doctrine of English law is that a soldier, though a member of a standing army, is in England subject to all the duties and liabilities of an ordinary citizen. "Nothing in this Act contained" (so runs the first Mutiny Act) "shall extend or be construed to exempt any officer or soldier whatsoever from the ordinary process of law". These words contain the clue to all our legislation with regard to the standing army whilst employed in the United Kingdom. A soldier by his contract of enlistment undertakes many obligations in addition to the duties incumbent upon a civilian. But he does not escape from any of the duties of an ordinary British subject.

"The results of this principle are traceable throughout the Mutiny Acts.

"A soldier is subject to the same criminal liability as a civilian. He may when in the British dominions be put on trial before any competent "civil" (i.e. non-military) court for any offence for which he would be triable if he were not subject to military law, and there are certain offences, such as murder, for which he must in general be tried by a civil tribunal. Thus, if a soldier murders a companion or robs a traveller whilst quartered in England or in Van Dieman's Land, his military character will not save him from standing in the dock on the charge of murder or theft."

"Referring to the legislation introduced in 1942 and passed by the Parliament of the United Kingdom, Dr. Goodhart says:

"The important constitutional principle which was involved is one of the essential ones on which the English constitution is based. It is described by Dicey as "the fixed doctrine of English law that a soldier, though a member of a standing army, is in England subject to all the duties and liabilities of an ordinary citizen". It is part—and perhaps the most important part—of the "rule of law" which is the distinctive

feature of the British system. "It becomes, too, more and more apparent that the means by which the courts have maintained the law of the constitution have been the strict insistence upon the two principles first of 'equality before the law', which negatives exemption from the liabilities of ordinary citizens or from the jurisdiction of the ordinary court, and, secondly, of 'personal responsibility of wrong-doers', which excludes the notion that any breach of law on the part of a subordinate can be justified by the orders of his superiors. This means that the British soldier is subject to the jurisdiction of the ordinary courts, and is responsible to them for any breaches of the law which he may commit. So long as this principle is maintained, it will be impossible for anyone to establish a military dictatorship in Great Britain.""

There is nothing in the provisions of the convention to exclude the application of the Criminal Code here.

Counsel for the appellant urges that prisoners of war are subject to the complete restraint of the criminal law whether or not the acts in question are a part of or incidental to escape from the detaining power. It is unnecessary and undesirable to express here an opinion as to what view should be taken under other circumstances, for instance, if a prisoner of war were accused of assaulting a military guard who endeavoured to prevent his escape.

In this case the magistrate has found as a fact:

"With regard to the perfume, I have given him the benefit of the doubt and say that he used it in order to assist his escape by concealing the extreme odour of perspiration. With regard to the cigarettes and gum I am unable to see that they would assist his escape materially and I feel that he took them for his own comfort."

I see no reason to disagree with the finding of fact that the taking of the cigarettes and gum from the mail bags was for the personal comfort of the accused and not a part of or incidental to his escape. Under the circumstances he is liable to the restraint of the criminal law and to proceedings in the courts in the same way as a member of the armed forces of this country.

The appeal must be allowed and a conviction recorded.

As to sentence—the provisions of the Code with respect to such a charge have been recently amended so that now the minimum sentence is in the discretion of the court. Counsel for the Crown suggests only a moderate sentence. Under the circumstances, a sentence of two months should be imposed.

Mr. Justice Gillander's colleagues agreed without dissent in the conclusions reached. Chief Justice Robertson's concurring remarks make interesting reading. "Any exemption", he said, "that this prisoner of war may have from the criminal law of Canada can, I think, only be such as may be found in the convention relating to the treatment of prisoners of war, concluded at Geneva, and dated July 27, 1929. While, no doubt, a body of international law that has made great changes in the position of a prisoner of war has developed since the time when prisoners of war were put to death, and, as more humane notions prevailed, that practice gave way to that of making slaves of them, and, still later, of putting them to ransom, it is in comparatively recent times that arrangements came to be made between warring nations for the exchange of prisoners between the States themselves. There does not, however, appear to be any rule of international law, apart from whatever the conventions between States may provide, whereby prisoners of war are entitled to exemption from the municipal laws of the country where they are held prisoner.

"The convention of 1929, in its articles dealing with prisoners of war, is not silent in respect to judicial proceedings against them, as distinguished from disciplinary punishment administered by the military authorities. It is plain from its express provisions that judicial proceedings are contemplated, such as may be taken against members of the armed forces of the detaining power who offend. . . .

"No doubt, cases will arise where it becomes a question whether the conduct

of a prisoner of war is more properly to be regarded as a matter for military discipline, rather than for judicial proceedings as a breach of the criminal law. The question put by Lord Campbell in *Reg. v. Sattler*, Dearsly & Bell 525 at 543, quoted by my brother Gillanders in his judgment in this case, may serve as an illustration. No such question arises in this case. The 'looting' of the mail-bag was not an act necessary for the escape of the prisoner of war. In my opinion it stands upon no different or higher footing than a similar act committed by a member of the armed forces of Canada. The act served no military purpose. It was an offence against the civil power for the personal advantage of the respondent.

"In view of the consideration that I have stated, it is, in my opinion, the duty of the court to deal with the charge against the respondent in the same way as we would deal with a similar charge against a member of the armed forces of Canada. The charge of

stealing a parcel sent by parcel-post was proved. His status as a prisoner of war does not exempt him from conviction, and it only remains to fix the penalty. No doubt, there were mitigating circumstances, and it so happens that since this charge was laid, the section of the Criminal Code that applies, has been amended so that we are able to prescribe for this offence a less severe sentence than a term of three years' imprisonment, which was formerly the minimum sentence allowed. I agree with my brother Gillanders that a term of two months' imprisonment is proper in the circumstances of this case.

"Supplementing the references to authorities by my brother Gillanders, I refer to Wheaton's International Law, 5th Ed., p. 476 and following pages; an article on Prisoners of War in 190 Law Times, p. 150, and an article in Vol. 35, American Journal of International Law (pp. 522-523), dealing with escaped prisoners of war in a neutral jurisdiction."

(See *R. v. Schulte*, 10 R.C.M.P. Q. 286.)

Halvor Frantzen

Accidental Death—Drunkenness May Conceal Injury

The death of Halvor Frantzen at Whitehorse, Y.T., on Nov. 6, 1944, stresses the importance of making sure that the stupor of a man confined in a cell for drunkenness—or alleged drunkenness—does not conceal dangerous illness or injury.

On the night of November 4, a card game was in progress in the barracks of the United States Post Engineers by whom Frantzen was employed. About 10 p.m. he entered the room, intoxicated and quarrelsome. Angry because the players refused to let him join in the game, he seized the dealer's hand, trying to stop the play. The dealer jerked free and with his open hand pushed him in the face, causing him to stumble and fall to the floor, where he lay still for five minutes, rolled over as his stomach turned, then lay down again.

He was still lying there when the players left just before midnight. One of them notified the U.S. Military Police who had Frantzen conveyed to their guard-room where he was examined by a U.S. Army surgeon who diagnosed his condition as "alcoholism". Being a Canadian, the patient was later handed over to the R.C.M.P. and confined in the Force's local guard-room. He was examined in the afternoon and again in the morning of the next day by the Mounted Police surgeon who ordered his removal to hospital where he died that night.

During the autopsy when the skull cap was removed a blood clot of about four inches by three inches was found between the skull and the meninges. This clot, it was decided, had brought about the hemorrhage of the meningeal artery which caused death.

At the inquest there was no evidence to show that Frantzen's head injury had been sustained when he was pushed to the floor in the barrack room. Medical testimony was given to the effect that the deceased could have received the injury at any time within several hours of his appearance in the barracks and retained his senses until pressure from the internal hemorrhage caused unconsciousness. As a consequence of being a heavy drinker he was often in trouble,

and he may have been struck by someone before his encounter with the card player, or could have fallen and knocked his head against some object earlier in the night.

The coroner's jury from the evidence submitted was unable to determine when and how the blood clot originated, and it found that no criminal responsibility could be attached to any individual for Frantzen's death.

R. v. Gallant et al

Illicit Manufacture of Liquor—Conspiracy—Wartime Prices and Trade Board Regulations—Watchful Waiting Results in Apprehension of Criminals

Vigilance and initiative, which are frequently employed by R.C.M.P. investigators in the course of duty, aided in successfully concluding a case in the Linkletter district, P.E.I.

During July, 1944, members of the Summerside Detachment searched for an illicit still rumoured to be about five miles west of the town. The location was well concealed in an uninhabited section 300 yds. off a little-used shore road. The unknown miscreants had placed trees across the path and arranged boxes and other objects in certain positions, but the investigators carefully avoided these "booby traps" and made sure everything was left undisturbed.

Inside a crude tar-papered shack was a raised platform on which were four 90-gal. molasses puncheons and three barrels ranging in size from 25 to 45 gals. Under the platform 11 lanterns, whose fuel tanks had been enlarged obviously to assure additional hours of continual combustion, generated heat to aid fermentation. Near the shack was a small stream that had been dammed to supply water for two complete copper stills, and half buried in one of its banks was a pressure tank that provided fuel for a number of gasoline burners which in turn heated the stills. In the immediate vicinity were 500 lbs. of sugar, 15 gals. of gasoline, and a miscellany of tools and

cooking utensils that showed signs of recent use. Everything about the camp pointed to illegal activities, and indications were that these activities would continue.

The two investigators, noticing that fermentation had ceased in the four large containers, reasoned that distillation was due to commence shortly and decided to maintain a watch on the camp. They accordingly took up their lonely vigil in a concealed spot not far from the shack.

On the second day, July 29, provisions ran low and one watcher went for more. When he returned late that night his companion who had remained on guard at the camp had a story to tell. At 10 p.m. an automobile horn had sounded in a field approximately a mile distant, and after an interval some men appeared carrying what subsequently proved to be 50 gals. of molasses. They passed near the lone watcher, who gathered from their conversation that they intended to begin operations at day-break next morning. Leaving the molasses at the camp, they returned along the path and in due time two automobiles started up.

A light rain fell most of the night, but at 5 o'clock next morning four men arrived and immediately began assembling the stills and making other prepara-

tions. In order to establish beyond reasonable doubt that each individual was a participant the investigators waited until all four were sitting around the stills and absorbed in their work, then, approaching unobserved because of the noise from the stills, they closed in on the unsuspecting group and made the arrests. The culprits were Clovis and Arthur Perry, Daniel and Harry Gallant.

From both stills and through copper coils that were immersed in the cooling waters of the stream liquid was flowing into receptacles on the opposite bank. Samples were taken, and when subsequently analysed showed an alcoholic content of 78.7 per cent proof spirit. While one policeman remained to guard the scene, the other marched the prisoners to the nearest phone where he summoned help from the detachment with the result that the offenders were soon lodged in the county jail.

Next day a joint information was laid before Stipendiary Magistrate W. E. Darby, K.C., charging all four with Possession, s. 164 (1) (e), Excise Act. Later the same day two cars, one owned by Clovis Perry, the other by Harry Gallant, were seized when examination of them disclosed molasses drippings and circular imprints which corresponded to the bottom circumferences of containers that had been seized at the camp.

On Aug. 21, 1944, the charge under the Excise Act was withdrawn, and four separate informations charging Conspiracy, s. 573, Cr. Code, were laid, to which the accused pleaded guilty before

Magistrate Darby, on October 13. J. S. DesRoches, K.C., was prosecuting counsel, while W. H. Noonan acted for the defence. The decision to invoke conspiracy charges to supplement the provisions of the Excise Act, was in conformity with established policy when dealing with persons operating illegally and on a commercial scale with a common design to defraud the federal revenue of excise taxes properly payable.

Clovis Perry was sentenced to three months in jail and ordered to pay a fine of \$900 and costs, or in default to serve an additional 12 months. Henry Gallant was sentenced to one month in jail and ordered to pay a fine of \$600, or in default to serve an additional eight months. Daniel Gallant was sentenced to one month in jail and ordered to pay a fine of \$100, or in default to serve an additional three months. Arthur Perry was sentenced to one month in jail and ordered to pay a fine of \$300 or in default to serve an additional four months.

The fines were paid, and the prisoners confined in Prince County jail. Thus for the first time in Prince Edward Island a conviction of conspiracy to defeat the revenue laws of Canada was successfully concluded and recorded.

In addition, three of the defendants were found guilty, under the Wartime Prices and Trade Board Regulations, of hoarding molasses and sugar. Each was fined \$50 and costs or in default to serve one month in jail. These fines were also paid.

R. v. Hyde

Uttering Forged Documents—Accused's Failure to Appear—Serving in the Armed Forces—Soldier and Civilian Equal Before the Law—Sentence Postponed

In this case the law had to reach across the Atlantic Ocean. At a preliminary hearing held in Calgary on May 31, 1940, before Police Magistrate D. C. Sinclair, Peter L. Hyde, a former local oil man charged with knowingly uttering on June 30, 1937, a forged

promissory note, contrary to s. 467 Cr. Code, was remanded for trial at the next sittings of the Supreme Court of Alberta which opened at Calgary on June 16, 1940; but he went overseas to England before these sittings were holden, and his counsel informed the court that

Hyde had enlisted in the Canadian Army previous to the preliminary hearing. Through the cooperation of the Department of National Defence and the R.C.M.P., the accused who in the meantime had risen to the rank of sergeant major was returned from the United Kingdom to Calgary.

Arriving at Halifax, N.S., on June 10, 1941, Hyde, after his identity had been established by an army officer, was taken into custody by an R.C.M.P. constable. Ten days later he was turned over to the Calgary City Police, and on June 21, having reserved both plea and election after several remands on bail of \$2,500, was committed on July 8 for trial at the next court of competent jurisdiction.

Eventually, on Sept. 26, 1941, Hyde appeared before Mr. Justice W. R. Howson of the Supreme Court at Calgary, charged with 16 counts of Uttering Forged Documents, involving more than \$3,000, s. 467 Cr. Code. Attired in army uniform when he appeared in the prisoner's dock, the defendant pleaded guilty to 12 of the charges, and was remanded until October 10, when he again appeared before the same court. This time he was remanded to appear for sentence on Sept. 25, 1944—approximately three years later—and released on his own recognizance of \$10,000. His Lordship gave as his reason for this unusual decision that man power was urgently needed in the army, and in the best interests of the country he deemed it unwise to confine to prison a trained soldier who was willing to do his part in the war.

A partial text of the court's judgment follows:

"It makes no difference whether one who is guilty of an offence be a soldier or a civilian. All are equal before the law and all must be punished alike. The court must be consistent in administering its penalties.

"The accused has this to his credit. He has pleaded guilty and has thereby saved the costs of what might have been a prolonged trial.

"A suspended sentence has been suggested by counsel for the defence, but that cannot be granted. It is necessary to punish the accused in this case in just the same manner and on an equal basis as that pronounced in every other case which comes before the court.

"We are, however, at this time in a life-and-death struggle, a war in which an unlimited number of men is needed and badly needed now.

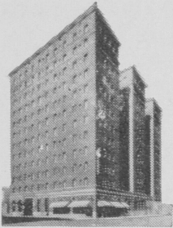
"So much is this the case that I see that every fit man in this province is to be personally interviewed to endeavour to persuade him to volunteer.

"The need being so great, I consider that I wouldn't be acting in the best interests of the country if at the moment I should send the accused to jail. I have therefore decided to allow him, because he is now serving with the overseas forces, to continue that service for a period before sentence is pronounced. "As I have said, soldier and civilian in our courts have to be dealt with alike. You will be sentenced for the crimes which you have pleaded guilty to having committed. That sentence will not be pronounced today. You will, under s. 1007 (4) Cr. Code be remanded for sentence until the 25th day of September, 1944. You have heard what I have said is the only reason for this remand."

C. S. Blanchard, K.C., agent of the attorney-general, who conducted the prosecution, immediately filed the intention of the Crown to appeal to the appellate division of the Supreme Court of Alberta from this direction. The Attorney-General later averred that Mr. Justice Howson had made "an improper exercise of his judicial discretion". It was also stated that the court's ruling was contrary to law "in that it amounted to a suspension of sentence, and such suspension of sentence was made without the consent of Crown counsel.

G. W. H. Milican, defence counsel, disputed the right of the Crown to appeal from a postponement of sentence, but Mr. Justice H. W. Lunney said this objection could be made before the full

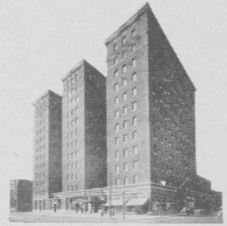
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court of appeal when the case reached the appeal court docket.

On Nov. 19, 1941, the Alberta Appeal Court refused to interfere with Mr. Justice Howson's ruling.

Crown counsel contended that to postpone for three years the passing of sentence on the accused was tantamount to recognizing a difference between a man in uniform and any other person who might have pleaded guilty to the charges.

"Brave Canadian soldiers", he said, "removed time bombs at the risk of their lives from buildings in London in the course of their duties with demolition squads. They won the acclaim of the people of England and Canada. It was found that some of those soldiers had been looting while helping to protect London. They were sent to the penitentiary. Surely no one can say that these men were of less use to their country than Mr. Hyde."

Dissenting from the majority judgment of the court, Mr. Justice A. F. Ewing expressed the view that there was a miscarriage of justice as the trial court adopted a dangerous course in attempting to evaluate services of a man to his country and to draw a distinction between a man in public service and a person not in public service or in uniform. Chief Justice H. Harvey delivered the judgment of the other members of the appeal court, Justices F. Ford, A. H. Clarke and H. W. Lunney, who could not see that any wrong principle had been laid down, and thus they should not interfere with Mr. Justice Howson's discretion.

Chief Justice Harvey assumed that Mr. Justice Howson had postponed sentence because he had taken into consideration that if he imposed a term of more than six months, the accused could not return to army service. His Lordship evidently thought that six months was

too short a term, considering the gravity of the offence, and therefore postponed sentence.

"Hyde will be sent overseas again", His Lordship said. "He may win the Victoria Cross and he may give his life for his country. If he comes back, his service may be taken into consideration in imposing sentence. He may rehabilitate

himself after committing a serious wrong."

On Oct. 6, 1944, the convicted man again appeared before Mr. Justice Howson at Calgary, and was again remanded for sentence, this time until Sept. 24, 1945. His bail of \$10,000 remains for this further period.

R. v. Roach

War Measures Act (Codeine Regulations)—Dispensing Narcotics on Telephoned Prescription—Counselling Offence—Appeal

Before the war it was unnecessary for a person to secure a doctor's prescription for the purpose of obtaining codeine in its various forms, as the supplies then available to wholesale druggists were not restricted by shipping difficulties. However, with the advent of hostilities, narcotics became increasingly difficult to obtain from abroad, and in order to conserve existing supplies of codeine for both military and civilian use legislation known as the "Regulations Respecting the Sale and Use of Codeine" was passed under authority of the War Measures Act. These regulations prohibit the sale of codeine except "upon a written order or prescription therefor, signed and dated by a physician, dentist or veterinary surgeon, whose signature is known to the said druggist or, if unknown, duly verified before such order or prescription is filled".

During February, 1944, a retail druggist of Calgary, Alta., was convicted of an offence under the Codeine Regulations, namely that of honouring a telephoned prescription calling for a preparation containing codeine mixed with other medicinal ingredients. The form in which the drug was sold was codeine phosphate and was prescribed by Dr. E. B. Roach, also of Calgary.

The department of the Federal Government responsible for the administration of the regulations in question directed that Dr. Roach be prosecuted under the provisions of s. 3 (1) (b),

Codeine Regulations, procuring the commission of the offence for which the druggist was convicted, thus being a party to and guilty of the said offence by virtue of the provisions of s. 69 (d), Cr. Code. The accused physician appeared before Magistrate D. C. Sinclair, K.C., at Calgary on Feb. 17, 1944, and entered a plea of not guilty. He was defended by L. H. Fenerty, K.C., and the prosecution was conducted by S. H. Adams, K.C. Expert testimony given at the trial showed that whereas the drug involved was described in the information as simply "codeine", the narcotic ingredient of the prescription was in fact "codeine phosphate", which is a salt of codeine. On these grounds the magistrate dismissed the charge, giving as his reason the fact that the prosecution had not substantiated the charge as laid.

The Crown entered an appeal against the magistrate's decision and the case came up for hearing by way of trial *de novo* before His Honour Judge Clinton J. Ford in the Calgary District Court, and on May 29, 1944, the appeal was dismissed. Due to the widespread interest aroused by this case, particularly in medical and pharmaceutical circles, the judgment handed down by Judge Ford is quoted in full:

"In dealing with this appeal from the dismissal by the magistrate of the information I think it best to consider the basis of his decision, which was that codeine phosphate is commonly referred to, commercially or otherwise, as codeine.

"On the appeal fresh evidence was submitted, and this must be analysed and weighed in its bearing on the question of whether it is proper to record a conviction for having dispensed codeine where the drug dispensed was codeine phosphate. If on the evidence adduced on the appeal I am in agreement with the magistrate's conclusion, that disposes of the appeal without going into any other questions that might arise under the charge.

"Before discussing this it may be well to state that under the Criminal Code a physician, veterinary surgeon, or dentist is made guilty of the offence of dispensing the drug (codeine or one of its salts) that he procures a druggist to dispense without a written order or prescription signed and dated by the physician, veterinary surgeon, or dentist, whose signature is known to the druggist, or duly verified by him before the prescription is filled. This is the substance of the offence charged here. No question of the drug trade or of the supply of a drug to an addict is involved. The codeine phosphate was supplied at night for the treatment of a child suffering from an acute attack of croup, and the written prescription containing other ingredients was read by the physician to the druggist over the telephone and was received by the druggist the following day.

"As to the grounds of the magistrate's decision: the evidence before me proves that straight codeine, or methylmorphine, is the alkaloid base of a number of salts such as codeine phosphate, codeine sulphate and others, that the salt known as codeine phosphate is a chemical combination of phosphoric acid and codeine alkaloid (straight codeine) and that the resultant chemical compound is not a mere mixture. It may, however, be resolved back into its original molecules of straight codeine and phosphoric acid by a chemical operation without breaking up or destroying either the codeine or the acid molecules. It was made clear that codeine alkaloid and codeine phosphate have the same therapeutic properties and that the phosphate is used in practice because it is the more soluble. It was also shown that in chemical nomenclature the compound would be classified under the heading of codeine as the codeine in the compound has the predominant therapeutic action. It was further

said that codeine phosphate is a form of codeine, and also a form of phosphoric acid, meaning by such expression that it contains each. Codeine phosphate responds to certain of the chemical tests for codeine alkaloid, but it also responds to certain of the tests for phosphoric acid. This, I think, fairly sets forth the strength of the case for the Crown.

"In the British Pharmacopoeia a definition is given of codeine in which it is stated that it is an alkaloid and this shows that in this definition the alkaloid codeine is the substance being defined. It defines codeine phosphate merely as the phosphate of the alkaloid codeine. It thus recognizes the two as requiring separate definitions. This, I think, is in harmony with the view that they are distinct chemical substances. The evidence also shows that in the teaching of chemistry a distinction is made in general between alkaloids and their salts each being referred to by its distinctive name.

"In the order-in-council P.C. 4769 under which this charge is laid they are separately named. The alkaloid is referred to in par. 3 (1) (a) as straight codeine whether in powder, tablet or liquid form. The phosphate is brought within the paragraph by a reference to Part 2 of the Schedule to The Opium and Narcotic Drug Act, 1929, and amendments thereto, which reads:

"Schedule. Part 2. Methylmorphine (codeine) and its salts."

"The evidence of the expert witness made it clear that methylmorphine is straight codeine or codeine alkaloid.

"Evidence was given that in the practice of filling a prescription it would be wrong for the druggist to dispense codeine alkaloid when codeine phosphate was the drug prescribed or *vice versa*, notwithstanding that they have the same therapeutic properties. This supports the view that where the order-in-council itself specifies codeine as straight codeine and refers also to the salts of codeine, and expressly prohibits the dispensing of any of these drugs, it cannot be said to regard codeine alkaloid as the same drug as codeine phosphate, or to intend that the word codeine is sufficient to include all forms of codeine.

"In my opinion it would not be proper to convict of dispensing a drug that was not

specifically prescribed. The appeal will be dismissed without costs."

Since the foregoing judgment was rendered, certain amendments to s. 3 of the Codeine Regulations have been provided for in order-in-council 6227 dated Aug. 8, 1944, by the addition of the following sub-sections:

"3 It is not a defence to a prosecution for an offence against sub-section one of this section to show that the codeine was supplied pursuant to an order or prescription communicated by telephone by a physician unless

(a) the order or prescription was actually so communicated or, if the order or prescription was communicated by a person pretending to be a physician, the druggist believed that it was communicated

to him by a physician and that he had obtained confirmation thereof by telephoning the physician at his office or residence before filling the order or prescription, and

(b) the druggist made a record of all details of the order or prescription at the time it was received by telephone.

"4 No retail druggist shall, within a period of twenty-four hours, sell or supply, pursuant to orders or prescriptions communicated by telephone, more than two grains of codeine for the use of any patient.

"5 Every physician, who communicates an order or prescription for codeine to a druggist by telephone, shall within thirty-six hours confirm the same to such druggist by a written order or prescription duly signed and dated."

R. v. Schulte et al

Theft of Automobile—Prisoners of War Convicted—Convictions First of Their Kind in Canada—Police Dog

In and out of legal circles a great deal of controversy has arisen regarding the right to prosecute escaped prisoners of war who commit criminal offences against the laws of the country in which they are held. One contention has it that a prisoner of war who commits an offence to facilitate his escape is not amenable to the civil courts, that in attempting to escape if the opportunity occurs he is merely carrying out the duties imposed upon him as a soldier to return if possible to the service of his country, and therefore if he commits any overt act incidental to his escape or intended to assist him in it he is not actionable. Opposing view argues that a prisoner of war is liable for all crimes committed by him during the course of his escape, that he is subject to all the restraints imposed by Canadian criminal law.

The decision in the present case, believed to be the first in which prisoners of war were convicted in an open court in Canada, upheld the latter opinion. (In two previous Ontario trials charges

against accused prisoners of war were dismissed—see *R. v. Brosig*, 10 R.C.M.P. Q. 275.)

On Aug. 24, 1944, prisoners of war W. Schindler, A. Muschiol, H. Schulte and W. Braun, all German airmen who had escaped from custody and been recaptured, appeared before Police Magistrate A. Beaumont, K.C., at Lethbridge, Alta., charged with Theft of Automobile, s. 377 Cr. Code. Each pleaded not guilty.

J. H. Prowse, K.C., Lethbridge, Alta., agent of the attorney general, appeared for the Crown, and J. S. Mavor, K.C., Calgary, Alta., appeared for the defence, having been appointed by the Swiss consul in Canada—the protecting power for prisoners of war. Defence counsel argued that prisoners of war are not subject to the Criminal Code, and requested the court to postpone its decision until the appeal in the Brosig case had been heard. His Worship, however, did not see fit to comply with this request and convicted the four accused.

CANADIAN CRIMINAL PROCEDURE

(ANNOTATIONS)

by A. E. Popple, LL.B.

Author of *Snow's Criminal Code*, 5th ed.; *Daly's Criminal Procedure*, 3rd ed.;
Popple's Justices, Police and Prosecutors Manual 1943

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In view of the fact that this was a test case arousing international interest, Magistrate Beaumont's decision is of great importance. Its full text follows:

"With reference to the jurisdiction of the Canadian courts to try prisoners of war confined in Canada, for crimes alleged to have been committed outside their internment camps, I have come to the conclusion that the Canadian courts have jurisdiction. I come to that conclusion after considering with great care the judgment of the learned police magistrate who presided in the case of *R. v. Krebs* (1943) 4 D.L.R. 553, and the case therein referred to, and also the Notice of Appeal in *R. v. Brosig* (not reported). The learned magistrate in the case just cited, *R. v. Krebs*, appears to have read and considered a great number of ancient cases, dating back to 1775, and many learned treatises on the legal position of prisoners of war in a detaining country, but he seems to have completely overlooked the provisions of the international convention relative to the treatment of prisoners of war at Geneva, July 27, 1929. He cer-

tainly never refers to them. I respectfully think that the learned magistrate's judgment might have been correct before the Geneva Convention but I regret that I cannot agree with his judgment or views since that date, and so, with deference, I refuse to follow his judgment. Articles 45 and 51 of the Geneva Convention lead me inevitably to the conclusion I have reached. Article 45 says, 'Prisoners of war shall be subject to the laws, regulations, and orders in force in the armed forces of the detaining power.' Article 51 says, 'attempted escape, even if it is not a first attempt or offence shall not be considered as an aggravation of the offence in the event of the prisoner of war being brought before the courts for crimes or offences against persons or property committed in the course of such attempt'. So also do Articles 52 and 53; Article 52 says, 'Belligerents shall ensure that the competent authorities exercise the greatest leniency in considering the question whether an offence committed by a prisoner of war shall be punished by disciplinary or by judicial measures. This pro-

vision shall be observed in particular in appraising facts in connection with escape or attempted escape.' Part of section 53 reads, 'Prisoners qualified for repatriation against whom any prosecution for a criminal offence has been brought may be excluded from repatriation until the termination of the proceedings and until fulfilment of their sentence of imprisonment, if any; prisoners already serving a sentence of imprisonment may be retained until the expiry of the sentence.' Articles 54, 55 and 56 refer to the punishment, disciplinary punishment, thereby distinguishing that punishment from the punishment referred to in Articles 51 and 52. In Article 75 provision is made for dealing with prisoners of war subject to criminal proceedings for a crime or offence at common law, and providing also for the prisoners of war being detained until the expiration of the sentence. Articles 60 to 67, both inclusive, deal solely with the rights and so forth of prisoners of war in judicial proceedings.

"Chapter 3, Part 2, of the Geneva Convention deals with disciplinary punishments. Part 3 deals with judicial proceedings. The only judicial proceedings I can contemplate are civil proceedings to answer for crimes committed by prisoners of war in our civil courts. The prisoner of war in Canada is in the same position as a member of His Majesty's Canadian Forces. For the above reasons I am clearly of the opinion that, in spite of the judgment referred to, a prisoner of war in this country, whose country was a signatory to the Geneva Convention, is subject to the civil laws of this country for crimes committed while escaping or attempting to escape, or after he has escaped from lawful custody.

"Now, with reference to the facts. On the night of the 11th and 12th of July, 1944, a car belonging to one, Jacobs, disappeared from his yard on section 8, township 6, range 22, west of the fourth meridian. The car had in it at the time an old coat, exhibit one. On the night of the 12th and 13th of July, 1944, the four accused prisoners of war at the hostel near Magrath, and near the home of the owner of the car, escaped. One of them, Schulte, frequently went to the Jacobs farm and must have known the car. Later the car was found abandoned, plentifully bespattered with white pepper, about 15 miles away from where it had been taken.

On the 13th of July, 1944, one Peter Entz, met the accused at his well about 10 a.m., 27 miles from the Jacobs home and prisoner of war hostel. Later, near there, the Royal Canadian Mounted Police found all four of the accused together some way from the Entz well. Being brought to Lethbridge under arrest as escaped prisoners, the accused were put through the ordinary search of their belongings. In the belongings was a large quantity of pepper—that is, a large quantity for such a commodity—and the coat of Jacobs, which was missing from the car when it was recovered. When asked where they got the coat, Schulte said they got it in the car. I am of the opinion that there was only the one car they could have referred to, and that was the car taken from the Jacobs yard. Taking the evidence as a whole, I am of the opinion that the Crown has proved beyond a reasonable doubt that the four accused stole the car in question, and I find each of them guilty of the charge laid against them. Willy Schindler, Walter Braun, Alfred Muschiol and Hans George Schulte, I find you guilty of the charge laid against you and I sentence each one of you to serve one year's imprisonment with hard labour in the provincial gaol at Lethbridge, the said sentence to date from the 15th day of July 1944."

From Magrath the fugitives had fled southward to within four miles of the American border before abandoning the stolen automobile. By sprinkling pepper liberally in and about the vehicle they had hoped to foul their trail so that police dogs wouldn't be able to follow it. But this stratagem didn't work, for police dog Smoky, employed on the case, had been given the scent from a pair of socks obtained at the Magrath hostel and had picked up the trail near an old well where the escaped men had been seen. He followed a winding route for about two miles—the Germans had walked in a roundabout way to mislead their pursuers—, then in a summer-fallowed field began to strain at the leash. Ahead the dog master saw the four men crouching in some brush on the side of a hill, and as he advanced they threw up their hands and waited to be taken.

The formalities leading up to and during the trial are of interest. In accordance with article 60 of the Geneva Convention it was necessary for the military authorities at least three weeks before the opening of the hearing to notify the representative of the protecting power—in this case the Swiss consul to Canada—of (a) the civil status and ranks of the prisoners, (b) their place of detention, and (c) a statement of the charges and legal provisions applicable together with particulars of the trial court. To meet these requirements a number of remands had to be granted.

About 20 German prisoners of war were present at the trial, most of them as witnesses. Besides the accused and witnesses, three German captives who were lawyers were allowed to have a watching brief of the proceedings. Upon entering the court-room they snapped to attention in front of the magistrate and gave the Nazi salute, after which they sat down and prepared to take notes.

The accused men were told at the outset that they would be given a fair trial, that there would be no discrimination because of their nationality. But it was also pointed out to them that they were subject to the same laws as civilians and would be treated by the court as civilians within the provisions of the

Geneva Convention.

Though the evidence regarding the offence was ample to convict, the outcome of the case undoubtedly depended greatly on the Crown's able presentation and the submission, as exhibits, of the Geneva Convention and the Canadian Regulations Governing the Maintenance of Discipline Among and the Treatment of Prisoners of War which refers to order-in-council of Dec. 13, 1939. These exhibits were an important detail of the trial as they helped to establish the argument that the four accused were properly chargeable under the Criminal Code of Canada for criminal offences committed by them after or during their escape from custody. The prosecutor stressed that because of the existence of the Geneva Convention, the cases dismissed back in 1775 were not now applicable.

The three captives watching proceedings were satisfied that the convicted men had been justly treated; in fact, they asked defence counsel to express their thanks to the court for the fair and impartial trial accorded the prisoners. No appeal was entered on behalf of the German government, but this case provides reason to expect convictions in future prosecutions of this nature if supported by sufficient evidence.

R. v. Sieman et al

Conspiracy to Import Opium—Possession of Narcotics—International Dope Ring—Commission Evidence—International Police Cooperation

William Levine of Los Angeles, Calif., ex-convict and former drug pedlar attracted the attention of United States Federal Narcotic Officers early in January, 1944, by associating with well-known traffickers in drugs. From a waste-paper basket in his office the investigators retrieved a letter torn to shreds which, pieced together, subsequently led to the downfall of an international dope ring with centres of activity in three countries, Canada, the United States and Mexico.

On February 10, the R.C.M.P. at Ottawa were advised by the Department of Pensions and National Health, Narcotic Division, that on the previous day at Los Angeles U.S. Federal Narcotic Agents had arrested Levine and his wife Elizabeth, and Morris Irwin, a clerk in the Canadian customs at New Westminster, B.C. At the time Levine had on him three five-tael cans containing 21 oz. of opium prepared for smoking, and \$4,800 in Canadian funds.

When arrested, Irwin had in his pos-

session \$2,000 in Canadian currency and 20 five-tael cans of opium containing approximately 140 oz., just purchased by him from Levine. He gave a statement implicating Jacob (Jack) Sieman alias Seeman alias Joseph Harris, Vancouver, B.C., a well-known international trafficker of drugs who about 13 yrs. previously had been extradited to the United States and subsequently served a 10-year penitentiary term. Sieman was the man whose letter had first roused the narcotic agents in Los Angeles to action. This letter in very guarded language mentioned "shirts" and "material", and the authorities inferred that these references had to do with narcotic drugs.

On the strength of this information the Mounted Police drug squad in Vancouver on February 10 searched Sieman's apartment and seized 840 decks of opium, bundled in packets of 10; two jars containing three ounces of opium and a tin containing two ounces of dross known as *yen shee*; an improvised smoking outfit consisting of pipe, lamp and needle; a large quantity of decking paper and a number of letters, photographs and other documentary evidence. One of the exhibits, a group photograph taken in a local cabaret, showing Sieman and Elsie Arnett with whom he was living, Levine and his wife and Irwin, definitely established that these five persons were acquainted with one another. The drugs seized were valued at about \$10,000 on the illicit market.

Sieman and Miss Arnett, both of whom were in the apartment at the time of the search, were arrested and charged jointly with being in Unlawful Possession, s. 4 (d) Opium and Narcotic Drug Act. They were later admitted to bail, Sieman in the amount of \$7,500 and his companion \$1,500.

It was not possible under the extradition treaty between the United States and Canada to extradite Sieman for trial with his co-conspirators, so Gordon S. Wismer, K.C., who handled all the Cana-

dian prosecutions for the Crown, went to Los Angeles and obtained commission evidence by virtue of s. 997, Cr. Code, to substantiate the subjoined information and complaint:

"Between Aug. 31, 1943, and Feb. 10, 1944, Jacob Sieman alias Jack Sieman did unlawfully conspire and agree together with Morris Irwin, Willie Levine and others unknown, to commit an indictable offence to wit to import into Canada a drug to wit opium, without first obtaining a licence from the Minister presiding over the Department of Pensions and National Health contrary to the provisions of the Opium and Narcotic Drug Act and amendments thereto, contrary to the form of the statute in such case made and provided."

While out on bail Sieman married Miss Arnett, and when he pleaded guilty to the joint possession charge, which was tried on May 25, 1944, by Chief Justice W. B. Farris, a stay of proceedings was entered against his wife. Mr. Wismer conducted the prosecution, Duncan Crux defended Sieman and W. J. Murdock defended Mrs. Sieman.

After several remands Sieman appeared for sentence before His Lordship on June 17, 1944. On the stand he made a long plea for leniency in which he stated that he had not trafficked in drugs, and that the opium found in his apartment was for his own use. He said he had been smoking opium for many years, having acquired the habit after being critically injured in an automobile accident. He attempted to explain away the large quantity of drugs found in his possession by stating that as supplies were extremely difficult to get he had, like a drinking man who keeps a well-stocked cellar, bought heavily and laid up an unlimited quantity, using money he had won at the races and gaming tables. But an R.C.M.P. investigator had testified during the trial that the bundling of opium into individual packets of 10 decks was a method followed only by distributors, and that for two reasons a drug addict would not package his per-



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sonal supplies in small decks: 1. loss of narcotics by decking; 2. decked drugs get brittle in a short time, necessitating re-boiling before they can be rolled into pills. Simply denying, in rebuttal, that this was true, the accused concluded his plea by throwing himself on the mercy of the court on the compassionate grounds of his advanced age and the belief that he had not long to live.

The court, however, not impressed by his testimony, sentenced him to seven years in the British Columbia Penitentiary and to pay a fine of \$1,000 or in default to serve an additional year in prison. The accused was also sentenced to seven years' imprisonment on the conspiracy charge, both sentences to run concurrently.

Meanwhile across the border Irwin admitted that Sieman had given him \$8,000 (most of which the police recovered) to pay Levine for the narcotics. This evidence and the fact that

correspondence seized at Sieman's apartment indicated Irwin, Sieman and Levine had had a number of previous dealings, made a strong case for the State, and at their trial the accused pleaded guilty to all charges.

Irwin, Levine and the latter's wife, indicted by the federal grand jury on Feb. 23, 1944, appeared before Judge Pierson M. Hall, each on two indictments. One indictment had two counts charging violation of the Harrison Narcotic Law and the Jones-Miller Law, while the other charged conspiracy to violate the Federal Narcotic Laws.

Irwin was sentenced on Apr. 24, 1944, to five years' imprisonment on each of the two counts in the first indictment and to two years' imprisonment on the second indictment—the two-year term to run consecutively with the five-year term imposed on the first count. The court directed that at the end of five years the remainder of the sentence was

to be suspended providing the defendant left the United States and did not return before his full sentence expired.

Levine was sentenced on Apr. 17, 1944, as for a second offence, to 10 years' imprisonment on the first count of the first indictment and two years' imprisonment on the second indictment, sentences to run concurrently. He was also fined \$2,500. On the same date Mrs. Levine who had been indicted jointly with her husband pleaded guilty and was sentenced to 18 months' imprisonment on the first count of the first

indictment and to one years' imprisonment on the second indictment, sentences to run concurrently. The second count of the first indictment was dismissed in the cases of both husband and wife.

The sequel to the wide-spread ramifications of this drug clean-up occurred in July when two Mexicans who had just smuggled some opium and heroin into the United States were arrested at San Diego, Calif. It has since been established that this pair had furnished Levine with the drugs seized in his apartment at the time of his arrest.

R. v. Spuzak

Robbery with Violence—Aged Couple Beaten and Tortured—Uncorroborated Evidence of One Witness Procures Conviction

Brutality and an utter disregard for the frailties of old age were the main characteristics of a crime investigated by the Teulon (Man.) R.C.M.P. Detachment on Apr. 25, 1944.

The previous afternoon Mike Ciszewski, 81, and his wife, 78,—both old-age pensioners—were assaulted and robbed at their farm in the Husavick district. Mrs. Ciszewski was alone in the little two-roomed farm-house, going about her household tasks—her husband had stepped out a few minutes previously to tend his bees a couple of hundred yards away. Suddenly she was startled to see a man enter carrying a ball of twine, his face partly covered with a rag. Despite the mask and the fact that he didn't speak she recognized him almost at once as Paul Spuzak, a neighbour's son whom she had known since he was born. Surprised at his strange behaviour she wisely refrained from revealing that she knew him, and asked what he wanted. He made no answer to any of her questions, stood sullenly silent beside the kitchen table where she had been working when interrupted by his unceremonious entrance. Then, still without a word, he roughly took hold of her, dragged her into the bedroom and with the twine tied her to the bed. Fearfully she again

asked him to explain, and this time received the laconic reply, "Money!"

She protested that she had none, but he harshly replied that her "old man" had, and returned to the kitchen, closing the door after him.

Mr. Ciszewski meanwhile was returning from the apiary. As soon as he got inside the house he was pounced upon from behind, but managed to twist himself free and get a look at his assailant. He recognized him at once. The latter punched him in the face and neck, knocked him to the floor, tied him up—one hand to a stove leg, the other to a couch—and took some money from his overalls, about \$100 in all. But this amount didn't satisfy Spuzak. Suspecting that Ciszewski had more cash concealed about the premises and was holding out on him, he picked up a kettle from the stove and poured hot water over the old man in an attempt to learn its whereabouts.

In his quest for the imagined cache, the intruder ransacked the house, kept threatening his victims with further violence. He even tortured the husband by holding lighted matches to his forehead and face, burning his eyebrows and ears; on one occasion he held a knife to the latter's heart and threatened

to kill him, on another he menaced the couple with a pair of scissors vowing he would gouge out their eyes if they defied him any longer.

For two hours the ruffian stormed about in this fashion trying to extort more money, and departed only after being promised part of Ciszewski's pension cheque when it arrived. Before leaving, he questioned his prisoners and was apparently satisfied that they would be too frightened to report him to the authorities.

The police arrested Spuzak despite his claims to innocence, and the aged couple were taken to hospital for treatment. On May 8, Mrs. Ciszewski died from a

heart-and-chest condition seemingly aggravated by shock and ill-treatment.

The accused appeared on Nov. 13, 1944, before Judge A. R. Macdonell at Winnipeg, on a charge of Robbery with Violence, s. 446 (a) Cr. Code. R. B. Baillie appeared for the Crown, and S. Greenberg for the defence. The accused pleaded not guilty but was convicted on the uncorroborated testimony of the principal witness, Mike Ciszewski, and sentenced to 10 yrs. in Stony Mountain Penitentiary.

An appeal against the conviction was heard on Feb. 2, 1945, in the Manitoba Court of Appeal, but the conviction and sentence were upheld.

R. v. Vakentie

Excise Act—Police Dogs

In this case police dogs again prove their worth by unearthing evidence which previously had been provokingly elusive—accomplish what human endeavour alone could not. Charles Vakentie, a previous offender against the Excise Act who lives on a farm about five miles from Kayville, Sask., was suspected of manufacturing illicit spirits, but all attempts to get evidence that would warrant a prosecution were unsuccessful until December, 1944.

On December 7, under authority of a writ of assistance, patrols with police dogs Ignatz and Tell thoroughly examined all the buildings and surrounding property of the Vakentie farm. In a chicken house, they found certain objects which they took to be parts of a still. There was a cook stove; two wash boilers, one tin, the other copper, and two wooden barrels, one of 45-gal. capacity, the other somewhat smaller. The copper boiler, the lid of which was missing, bore scratches all around the top, and small particles of a white substance, believed to be flour, were adhering to it under the upper flanges; in the side of the larger barrel, near the bottom, was a hole plugged with a

wooden cork that had been whittled to a perfect fit.

Outside, Ignatz worked energetically. In a clump of buck brush about 650 ft. north of the Vakentie property he discovered 25 gals. of wash in a barrel which was buried in the ground to its top rim. Considerable pains had gone into its packing and concealment, for it was covered with a piece of sacking, two old blankets and some straw, while between its walls and the surrounding earth was a lining of straw.

From this point Tell tracked directly to a fence just outside Vakentie's house; the fact that he didn't find tracks leading in any other direction indicated to the investigators that Vakentie and no one else was involved. The latter, however, denied knowing anything about the wash, intimated that it had been "planted" there.

Meanwhile, in another clump of brush about 500 ft. west of the wash, Ignatz located a sack containing the worm of a still and a boiler lid with a hole in it. The suspect denied ownership or knowledge of these exhibits also. He claimed that they, too, must have been planted. A well-worn path led from this latest

discovery to his fence, 1050 ft. distant, and the recovered still parts when combined with the wooden barrel and copper boiler in the chicken house constituted a complete still. But even when these things were pointed out to him he insisted that he knew nothing whatever about them, and it was evident from his manner that he would contest any charge that might be laid against him.

A charge of Unlawful Possession of Wash, s. 164 (e) Excise Act, was preferred rather than one of unlawful possession of still or parts thereof. In arriving at this decision a number of factors were considered.

For one thing, the wash was several hundred feet nearer the suspected farmer's premises than were the worm and lid. Although the property on which the wash was found wasn't Vakentie's, it was in full view of his house. It provided free pasturage for his livestock, was entirely open, and there was no other farm in sight. In other words the land was easily accessible to him alone, could not be approached by others without him seeing them. In the circumstances it seemed unlikely that a court of law would accept Vakentie's claim that the wash had been planted, particularly when it was considered how painstakingly the work had been done—even to packing straw around the outside of the barrel. Furthermore, the still parts, in addition to being farther away, were

strewn on the ground in such a manner that they could have been left there by anybody. Nor did they fit snugly enough with the equipment in the chicken house to prove beyond a reasonable doubt that Vakentie had used them for distilling purposes. It was thought, however, that the presence of these parts might constitute corroborative detail supporting the possession-of-wash charge.

The accused appeared before Police Magistrate J. C. Martin, K.C., at Ogema, Sask., on Jan. 2, 1945, and pleaded not guilty. He was convicted as for a second offence and sentenced to three months with hard labour in Regina jail and ordered to pay a fine of \$500 or in default to serve an additional three months with hard labour. R. J. Hawthorne, K.C., Assiniboia, Sask., appeared for the Crown, and W. J. Mars, Regina, Sask., for the defence.

An appeal heard in district court at Weyburn, Sask., on January 24, before His Honour, Judge E. S. Wilson, with the same counsel appearing, was dismissed with costs, and the sentence was amended to read: "Fined \$500 and costs \$11, and six months' imprisonment with hard labour Regina gaol; in default of payment of the fine and costs to a further term of imprisonment equal to that already imposed, i.e. six months' imprisonment with hard labour Regina gaol."

Fungus Growth Near Well Causes Sickness

*M*YSTIFIED when her children contracted a sickness of unknown origin a woman in New Brunswick believed the family well had been polluted by a neighbour's mischievous children.

She had noticed in some weeds near her house three or four small patches of greenish substance that seemed to boil and grow to about two feet square, then dry up in the sun; but she gave them only passing thought, little guessing their potency.

A sample of the well water was analysed and found to be free from contamination, but the greenish substance was identified as a poisonous fungus produced in damp ground when suddenly subjected to an onslaught of hot weather; it was concluded that the dried spores had been blown into the well, rendering the water temporarily unfit for human consumption.



X-ray photo of suicide's head before the spike was removed.

F E L O D E S E

IN CREDIBLE are the facts of a suicide last year when a 70-year-old spinster hammered a blunt, four-inch spike into her head. Perhaps the most remarkable feature of the case was that the woman lived for three days, most of the time fully conscious and coherent, and free from any sensory or motor disturbances. She received no medical attention for several hours, walked, ate and slept, then travelled 15 miles in a truck to the nearest hospital—all without any apparent suffering.

When the nail was extracted, no reflex action was stimulated and the patient gave no hint of pain, though the operation was performed without an anaesthetic. Shortly afterwards, however, her temperature rose and her mind seemed slightly deranged. Her condition grew steadily worse until death occurred.

At a meeting of the Montreal Neurological Society, doctors staged a practical demonstration following which they agreed it was possible for such an injury as that described to be self-inflicted without the subject losing consciousness. Mounted Police investigation supported this view, for aside from the patient's own declaration and other evidence of guilt, it was proved beyond doubt that the writing on a suicide note was that of the deceased.

The medically minded may be interested to learn that an autopsy disclosed that the spike entered the head slightly to the left of the sagittal suture at an angle of about 30 deg. from an estimated vertical line taken from an assumed standing position. From this angle it would seem physically impossible for such an injury to be self-inflicted; but stranger still, the uppermost part of the motor gyrus was penetrated, the corpus callosum severed, and the left lateral ventricle entered, without instantaneous death or even paralysis resulting.

Nine small circular scabbed puncture marks on the scalp were caused by previous abortive attempts to pierce the skull. The nail had passed through the posterior fontanelle midway between the vertex and the lambda, and was so deeply embedded under the scalp that its head could not be felt.

The known circumstances of this case rule out the possibility of homicidal violence. But had the investigator come upon a corpse instead of a living woman with such an injury to the head, the solution would have been more difficult. Foul play naturally would have been suspected, not only because the wound itself provided a strong indication that it was other than self-inflicted, but because of an established principle that suicide should never be presumed.

R.C.M.P. Band Visits Boys' Farm and Training School

Most of us have seen the advertisement picturing a very bewildered and frightened young lad being collared by a burly policeman. Many of us have chuckled over it. Last December the situation was reversed when about 200 juveniles formed groups and "captured" several members of the Force. The "prisoners" in this instance were willing ones, and they enjoyed the proceedings.

It happened on the grounds of the Boys' Farm and Training School at Shawbridge, Que., where "difficult" boys ranging in age from nine to 18 are sent from Montreal and its surrounding district. The institution is operated on subsidies received from the Provincial Government plus voluntary financial support from the public.

On Dec. 8, 1944, the R.C.M.P. Band under the leadership of Insp. J. T. Brown, E.D., visited the farm as guests of the Montreal Rotary Club. The concert was held in the chapel and attended by the boys, the officials of the farm, and several citizens from nearby Shawbridge. For a time a souvenir program prepared by the Rotary Club was followed, and the young listeners, apparently awed by the presence of so many "redcoats" and elaborate brass trimmings, were on their best behaviour.

But to Inspector Brown, who knows boys and has the musician's perception of "getting the 'feel' of an audience", they were too stiff and formal for healthy young fellows. He decided to experiment and, raising his baton, the strains of "Pack Up Your Troubles" immediately filled the room. Prompted by the inspector, the audience broke into song and before long the rafters of the chapel literally shook.

That broke the ice. And when a few minutes later the R.C.M.P. officer surrendered his baton to Eddy Paris, permitting that 15-year-old coloured youth to act as conductor, the success of the afternoon was assured. Boys, bandmen and towns-people joined in and enjoyed themselves.

After the musicale the bandmen stowed their instruments in the waiting bus, then stepped out for a tour of the grounds. It was then that the eager boys scrambled

madly forward, intent on capturing a "victim" to take around their farm. Chuckling good-naturedly, the musicians permitted themselves to be kidnapped. Enjoyment was the key-note of the affair, and it is a question which of the two groups, the visitors or their hosts, had the most fun.

The lads were excellent guides, proudly showing off the cottages, each of which houses 30 boys and a "cottage mother and father", the mess hall, stables, workshops and dairy. Cleanliness prevailed everywhere, and the enthusiasm of the boys was indeed

TOP RIGHT: Boys crowd around the bus, eager to act as escorts.

BOTTOM RIGHT: Youthful guides show the police about their farm.

INSET: Eddy Paris leads the R.C.M.P. Band.

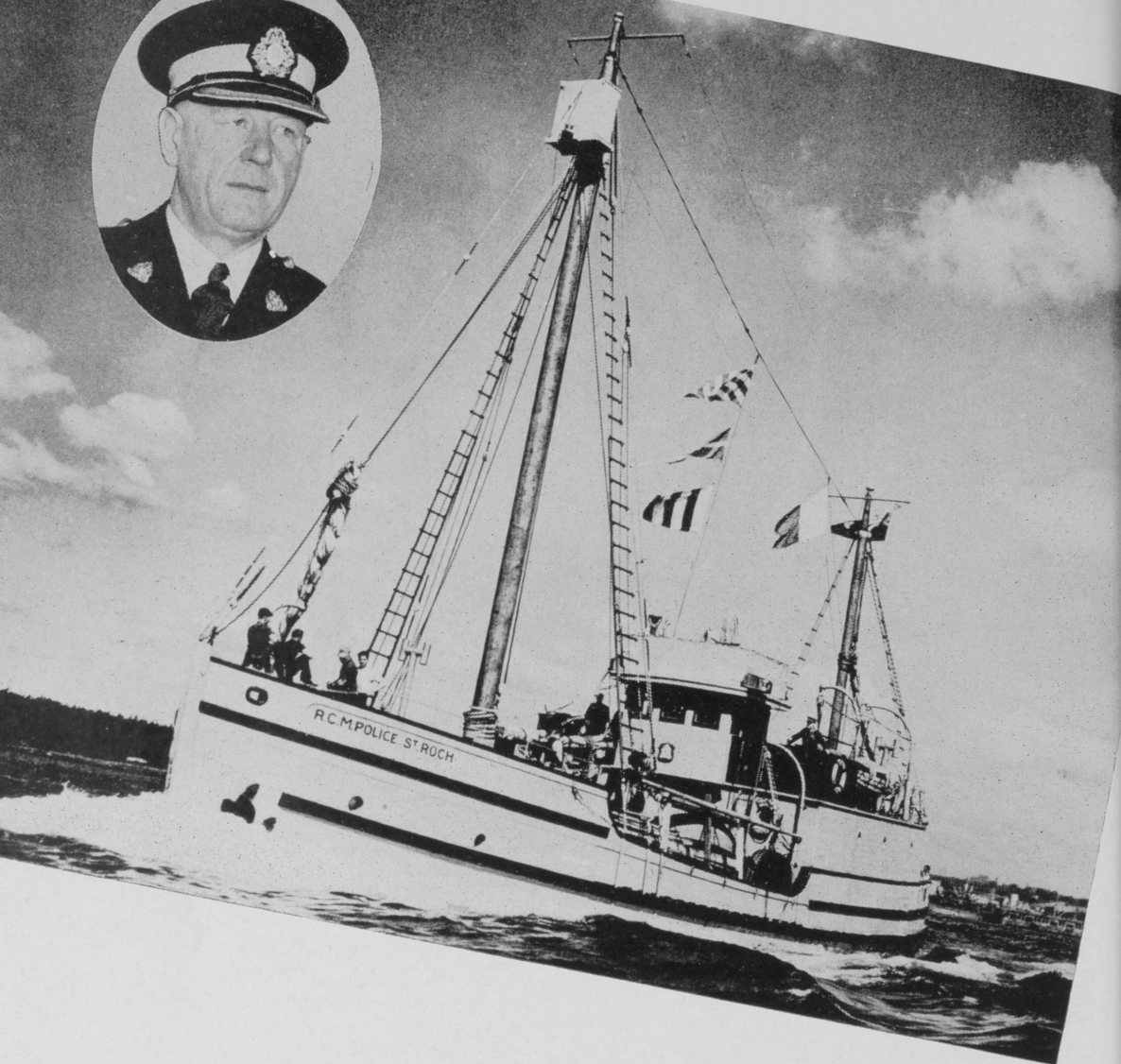
surprising. One would hardly believe that the buildings they displayed with such eagerness were their detention quarters.

Of course, there is little to remind them of that fact, for the farm is run on the honour system. There are no bars, no screens, no fences—or other restraints of that nature. That honour is rated highly among the boys is demonstrated by the very few breaches of discipline that occur.

The lads are normal and healthy—the type to be found anywhere—, but unfortunately, due in most cases to broken-up homes and disrupted family life, they got off to a wrong start. At Shawbridge they are being given the opportunity to overcome these handicaps, and many are really taking full advantage of it. Some may be future problems for the police but, depending upon the chances given to them later to start out on the right footing, undoubtedly their number will be correspondingly few.

Force members were impressed by this Canadian "Boys' Town" where ability is being channeled into useful work that will eventually pay rich dividends to the boys and to Canada.





Our Return Voyage Through The North-west Passage

by **Sub-Inspr. H. A. Larsen**

MORE than four and a half centuries ago, after Columbus in his attempt to find a short cut to the treasure-houses of the East discovered the Americas that lay athwart his path, hardy adventurers began to ponder the possibility of a North-west Passage. The quest actually began in 1498 when John Cabot coasted northward in his small wooden ship and is

believed to have reached what was later named Hudson Strait, after Henry Hudson the Dutch mariner who traversed that body of water in 1610. Down through the years approximately 150 expeditions of exploration and scientific investigation, led by Frobisher, Davis, Baffin and many other discoverers, whose names are today recorded on the map, took part in the search. The ill-fated

Franklin expedition finally discovered the passage about the year 1847 but every one of its 129 officers and men perished in the attempt. It was not until 1903-06 that the southern route of the North-west Passage was successfully navigated by Roald Amundsen, noted explorer and discoverer of the South Pole.

The cruise of the *St. Roch* through the North-west Passage last summer and autumn was undertaken in the line of duty—to uphold and enforce Canada's sovereignty of her Arctic Islands.

The ship that conquered these ice-choked waters has had an interesting career. Built in 1928 at the Burrard shipyard, North Vancouver, B.C., especially for service in the Arctic, the *St. Roch* has extra-thick timbers of Douglas fir sheathed with Australian iron-bark to resist the grinding pressure of ice floes. This floating detachment of the R.C.M.P. is 104 ft. long, has a beam of 25 ft., and a draft of 12½ ft. when loaded. Diesel-powered, she was assigned to patrol the Canadian Arctic and convey supplies to various detachments along the coast. She cleared Vancouver on June 26, 1928, put to sea on her maiden voyage with 183 tons of cargo, and arrived at Herschel Island July 31.

My first winter on the vessel, 1928-29, was spent at Langton Bay at the foot of Franklin Bay. The following spring we returned to Vancouver, and in 1930 again left for the North, remaining there four years, cruising the Arctic waters in and around Coronation Gulf. Back to Vancouver for a short period, we once more set sail for the Arctic in the spring of 1935, and the Cambridge Bay area became the *St. Roch's* field of operations for the next three winters, interrupted by a return voyage to Vancouver in the autumn of 1937. In 1939 the *St. Roch* docked at Esquimalt, B.C., for a refit, and the following spring we received

our most important and, to my mind, most interesting assignment.

Commr. S. T. Wood informed us that when our regular duties along the Western Arctic coast were completed we could proceed to Halifax, N.S., by way of the North-west Passage, if there was sufficient time before the usual freeze-up late in September. But 1940 was a heavy ice year along the Alaska coast, and, though we arrived at Point Barrow on July 22, we did not reach Herschel Island until three weeks later; consequently we were unable to finish our work before September was well advanced. Of our experiences on that voyage which locked us in the North for two winters an account was given in the *R.C.M.P. Quarterly* of October, 1942.

At Halifax the schooner rested from late October, 1942, until Nov. 11, 1942, when we moved to Lunenburg, N.S. During the ensuing winter she had her main engine overhauled and refitted, her wireless equipment tuned up and everything put in order for a patrol in the Eastern Arctic.

* * *

Eastern Arctic Patrol

EARLY in the morning of July 11, 1943, we left Lunenburg for Halifax and on the 17th put out to sea. Next day we came upon the schooner *Archie F. McKenzie* in distress; she was loaded with live cattle and hogs for Newfoundland. We towed her into Louisbourg, N.S., then proceeded on our way.

Two days later near Cape Ray, Nfld., we ran into stormy weather. The *St. Roch* heaved violently; dishes in the galley clattered to the floor and were smashed, and the galley fire went out. Our French cook nearly went mad. Used to large steamers, he cursed the day he set foot aboard the *St. Roch*. The poor chap, however, bore up under the strain and, despite the crew's incessant teasing, always managed to dish out

The 80-ton R.C.M.P. patrol vessel *St. Roch* again journeys through the North-west Passage, accomplishing the adventurous voyage, east to west, in less than three months—the first time it has been made in a single season.

some ham and hard tack. Most of our deck crew were Nova Scotia fishermen, and to them the rolling sea was nothing out of the ordinary. This was fortunate for conditions didn't improve. Fog and icebergs were encountered in the Strait of Belle Isle forcing us to reduce speed and feel our way ahead cautiously. We pushed through several patches of oil, presumably from some ship sunk by an enemy submarine. Through the impenetrable atmosphere around us came sombre bleats from the fog horn at Camp Island, Labrador.

We reached Lake Harbour Detachment on the southern coast of Baffin Island on July 29. Blanketed by a thick fog, we were stuck in the ice outside of the entrance for about six hours. When the fog cleared, a fine lot of Eskimo men walked across the ice and came aboard, and we treated them to tea and hard tack. We unloaded supplies at this point and were ready to go, but the ice held us prisoner until August 5, when we struck out for Southampton Island. About this time the compass began to act up; local magnetic disturbances rendered it useless, and, as a consequence,

during the remainder of the voyage navigation was difficult.

Arriving at Churchill, Man., on August 13, we loaded on the detachment supplies and in four days were on our way to Eskimo Point, N.W.T., where we were met by the R.C.M.P. boat *Baker Lake*.

August 22 saw our schooner weighing anchor before Chesterfield Inlet Detachment, and the following day she was ploughing westward to Baker Lake. We cruised into the lake, but the schooner scraped bottom on the way in and out through the shallow entrance, warning us not to try it again. Arriving back at Chesterfield Inlet on August 29, we sailed for Lake Harbour next day, running into thick fog and strong westerly winds, and near Ashe Inlet narrowly missed running ashore. There was a heavy following sea and soupy fog. I was on the fo'c's'le head keeping a sharp look-out for land. Suddenly backwash from breakers showed ahead and land appeared close by. The *St. Roch* swung around, away from shore but broadside to the sea. She now began to toss and pitch violently, and to ship water. The

Native Eskimos aboard the *St. Roch* at Lake Harbour.





Eskimos from the Coronation Gulf area where the *St. Roch* spent several winters.

lashings which held the oil drums on deck gave way and the drums rolled in every direction with the pitchings of the ship. All hands were called, and after much effort, using sacks of coal from the stern, we managed to wedge the drums into an immovable position. Fortunately the weather moderated soon afterwards, but with our low power it seemed ages before we started to move away from the beach.

At Lake Harbour on September 4 we loaded supplies and filled our fuel and fresh-water tanks. Leaving on the 6th we were favoured with fine weather for two days, though we saw plenty of icebergs. Snow squalls and strong north winds forced us to seek shelter near Cape Dyer on the coast of Cumberland Peninsula, Baffin Island, and later at Scott Inlet, delaying until the 19th our arrival at Pond Inlet where we unloaded detachment supplies and filled the empty drums with water for ballast.

Though lack of visibility forced us to anchor for a day after leaving Pond Inlet, we made good progress through sleet, snow and icebergs, and on September 27 rounded Cape Mercy into Cumberland Sound where to escape a gale we sought the safety of Abraham Bay, a snug little harbour that sheltered us for the night. Next day the gale, which was still blowing fiercely, prevented us from making much headway, but it subsided slightly by the afternoon of the 29th when we anchored in front of Pangnirtung Detachment.

Our return down the coast was uneventful, and we docked at Halifax on October 16, having steamed 7,498 miles. Fair winds had favoured us all the way on this part of the voyage, except in the Strait of Belle Isle where a head wind brought the ship almost to a standstill.

* * *

The *St. Roch* is Overhauled

DURING the ensuing months, the *St. Roch* underwent certain repairs. Her seams were caulked; to do this the sheathing on the hull had to be pried off and replaced. The deck-house and one mast were removed, the 150 h.p. Union Diesel was taken out, and a new engine of the same make, but having twice the horse power and a cruising speed of eight and a half knots, was installed; then a new and more suitable deck-house was put in place above the cabin accommodation which is abaft of the well-deck. The Russell Newbery Diesel, an 18 h.p. engine used to operate the air compressor, bilge pump, fuel line and auxiliary generator, was checked up, a new gyro-compass installed and the wireless equipment overhauled, the old long-wave transmitter being replaced by a later model.

These preparations were for a long voyage, and no detail was overlooked. Enough food-stuffs for two years, tools, dishes, suitable clothing for Arctic wear, oil, coal—every essential—were taken aboard. We had a hundred tons of supplies, a spare propeller and a spare

In dry-dock at Halifax, the *St. Roch* displays her steel-plated hull.

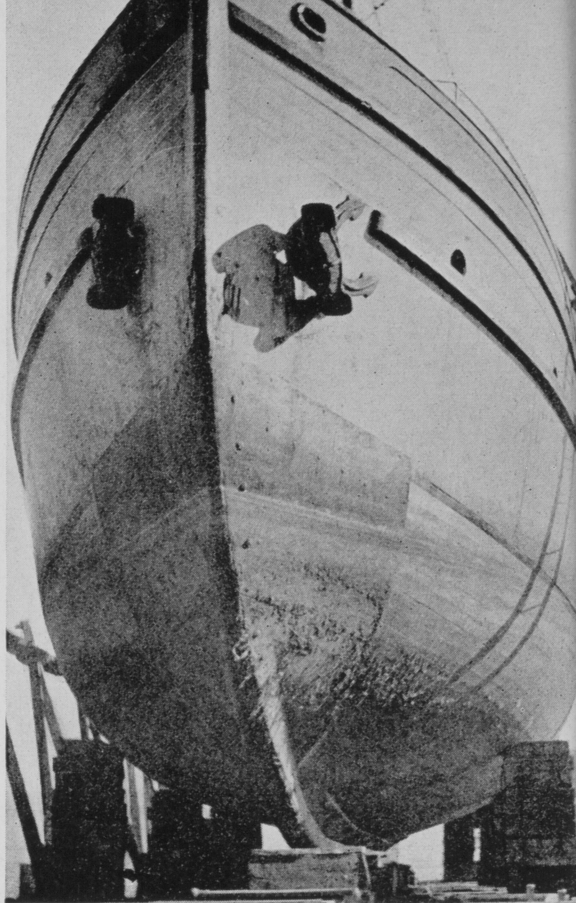
rudder which, fortunately, still lies in its original lashings on the well-deck—3,000 lbs. of unwieldiness. Those were busy days on the vessel as she lay in Halifax Harbour, and the transformation was great. The refitted *St. Roch* had accommodation forward in the fo'c's'le for eight men and aft in the "house" for seven. Though confident we could make the trip in one season we nevertheless had to make preparations for a cruise that might take a year, 18 months, perhaps two years—the Arctic is unpredictable. We had 130 50-gal. drums of fuel lashed on the well-deck, several drums of coal oil and gasoline for our little launch and, for detachments in the North, 43 tons of coal, some of it on deck.

During short trial runs on June 14, 1944, the new engine behaved admirably, attaining an average speed of over nine knots. Subsequent events, however, proved that these tests were of much too short duration to allow the defects usually experienced after refits to manifest themselves.

* * *

The Voyage Begins

FINALLY on July 19, 1944, the *St. Roch* set sail for the Arctic and the North-west Passage. Of her crew, 11 men in all, Cpls. G. W. Peters (engineer), and P. G. Hunt (clerk and seaman), and I were the only ones who had made the west-to-east trip. Besides us three, this time there were Reg. No. 14583, Sub-Cst. J. M. Diplock (seaman), and seven special constables, namely: O. Andreasen (mate), who has spent 30 yrs. in the Arctic and was with Stefansson during the famous crossing of Beaufort Sea when, with only a few dogs to haul their camping gear, they travelled on foot and subsisted almost entirely on seals; L. G. Russill (wireless operator); R. T. Johnsen (2nd engineer), another Arctic veteran with about 45 yrs. experience as engineer and trader, who is well known to the Hudson's Bay Co. along the Mackenzie River and around Coronation Gulf; W. M. Cashin (seaman); J. S.



McKenzie (seaman); F. Matthews (seaman), and G. B. Dickens (cook).

We ran into trouble during our fourth hour at sea when the piping in the main-engine cooling system began to leak and vibrate. A return to Halifax was necessary for a check-up, and on July 22 we again got under way with everything apparently in good running order. Several hours later, however, more difficulties arose: the overboard discharge wouldn't function regularly and the deck-machinery clutch on the main engine began to grab.

Next day the iron plate to which the silencer was attached became over-heated causing the pitch in the deck seams at the base of the funnel to boil and run, and the planking to warp slightly and split. Water was poured on the deck as a cooling agent, but some of it seeped through to the engine under the plate. Realizing that adjustments were necessary, I set our course for Sydney, N.S., where the funnel, silencer and iron plate were removed, and an iron collar, properly ventilated, was installed between the silencer and the deck plate.

On To The Arctic

TOWARD evening on July 26, just after leaving Sydney, we ran into dirty weather. A few hours later the main engine over-heated again and we had to shut down for 45 min. to make adjustments. Despite this set back and continued dirty weather we arrived at Curling Cove, Nfld., shortly before 6 p.m. next day, moored to the Imperial Oil Co. wharf, and refilled the *St. Rock*'s fuel tanks while Corporal Peters made further adjustments to the clutch which was still slipping. No more trouble of this nature was experienced during the whole passage.

We got under way again early in the afternoon of the 28th and made good time until dawn next day when, near New Ferrolle Island, fog that lasted all morning slowed us down. It lifted while

we were off Red Bay and we saw scattered icebergs whose number increased as we proceeded northward. Off Double Island, Labrador, fog again descended, heavy and more blanket-like, while fresh south-east winds buffeted the *St. Rock* and caused her to roll and pitch. These conditions and an ever-increasing number of icebergs forced us to slacken speed and we groped along until 4 a.m. of August 2 when the fog lifted for a short time and we sighted Cape Chidley on the northern tip of Labrador. Six and three-quarter hours later we obtained a radio bearing from Resolution Island, and, as we were behind schedule and there was still much thick fog ahead, we abandoned our original intention of going up Frobisher Bay. Off Hall Peninsula, Baffin Island, next day the familiar sight of pack ice greeted us. Pushing

Aboard the St. Rock, July, 1944, shortly before she sailed on her historic voyage.

FRONT ROW, left to right: Sub-Cst. J. M. Diplock, Cpls. G. W. Peters and P. G. Hunt, Spl. Cst. R. T. Johnsen and S/Sgt. H. A. Larsen.

BACK ROW: Cst. M. G. Owens (transferred to Pond Inlet for Northern duty), Spl. Csts. G. B. Dickens, F. Matthews, W. M. Cashin and O. Andreasen.





**Crew of the
*St. Roch***

Spl. Csts. J. S. McKenzie, R. T. Johnsen, O. Andreasen, F. Matthews and W. M. Cashin.

S/Sgt. H. A. Larsen (now sub-inspector), Spl. Csts. L. G. Russell and G. B. Dickens, Sub-Cst. J. M. Diplock, and Cpls. P. G. Hunt and G. W. Peters.



through it we passed Cape St. David on the south coast of Cumberland Sound at 11 a.m., and maintained a forward course until we drew near Leopold Island at 10.45 p.m. Though the weather was now fine and calm, further headway through the ice was impossible so we shut off the engine to save fuel, and drifted.

Early on the 4th we started working toward Cape Walsingham, but as the ice packed into the shore line made the going too tough we again shut down and drifted for several hours. Then I decided that our best procedure was to cut over to Greenland, and at 9 p.m. we reached open water. At noon next day we sighted Greenland's high peaks and

cruised northward about 50 miles off shore, picking our way carefully through a maze of giant icebergs. Off the great Halibut Bank next morning sailing conditions to westward looked favourable, so we turned toward Baffin Island and made alternate good and slow runs until the ice pack and fog south of River Clyde compelled us to drift. The sea was calm on August 7, but owing to a thick freezing fog we drifted for 21 hrs. in the pack whose floes though only about two feet thick were very large and unbroken. For several days our gyro-compass had been unreliable and erratic, changing suddenly from 12 to 24 deg., and finally I had to ignore it.

Mirage and calm weather prevailed

for the next five days, making it difficult to pick out leads, some of which were concealed by young ice. However, we proceeded slowly, catching a glimpse of Bylot Island through the fog on the evening of the 9th, and off the entrance of Pond Inlet moored to a large floe until late in the afternoon of August 12 when we slipped forward and dropped anchor in front of the post settlement.

Our time here was spent in unloading detachment supplies and taking on some previously-cached *St. Roch* equipment. We also took aboard a native, his wife, mother and five children, and 17 dogs. This family was quite willing to venture forth with us so we took them along to help with our winter work—the women to do our sewing, the man to build ice houses, assist in hunting and fishing, and with his dogs to aid in patrol work. These Eskimos declined an offer of cabin accommodation and pitched a tent atop the main deck-house where they lived during their whole stay with us. There was no room for them on the well-deck which was loaded with boats, oil drums, coal, lumber and other supplies, though the dogs made themselves at home there in our little cargo scow.

We got away from Pond Inlet at 8.20 a.m., August 17, and after sailing through Eclipse Sound and Navy Board Inlet stopped to pick up some articles belonging to the native family at Low Point where three Eskimo families seemed to be enjoying an era of prosperity—they had good food, warm clothing and healthy-looking dogs.

While crossing Lancaster Sound, we ran into a strong southerly gale and a heavy snow-fall. Due to the absence of floes a nasty choppy sea came up and spray, freezing as it fell, enveloped the ship in a solid coat of ice. We passed a few bergs off Wolaston Island early in the morning of the 18th, and finding shelter in the lee of a huge flat-topped one near Cape Warrender, Devon Island, cruised slowly back and forth for six hours until the gale abated. Thus delayed, it was 5.25 that afternoon before we reached Dundas Harbour. The anchorage here is very exposed, and a strong surf running on the beach caused the vessel to roll continuously.

Ashore, we found the unoccupied police buildings of the former R.C.M.P. detachment in good condition. They are situated in a small open bight beyond a narrow neck of land a little to the east of the harbour proper which seems big enough to hold vessels of any size.

* * *

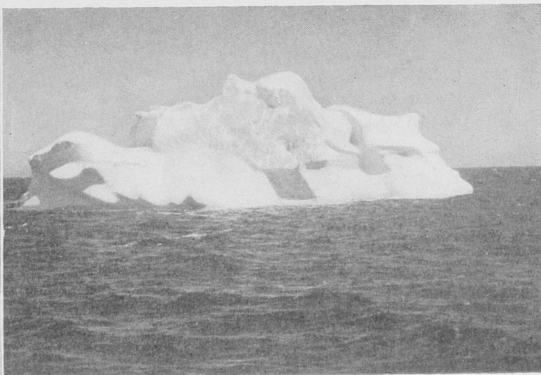
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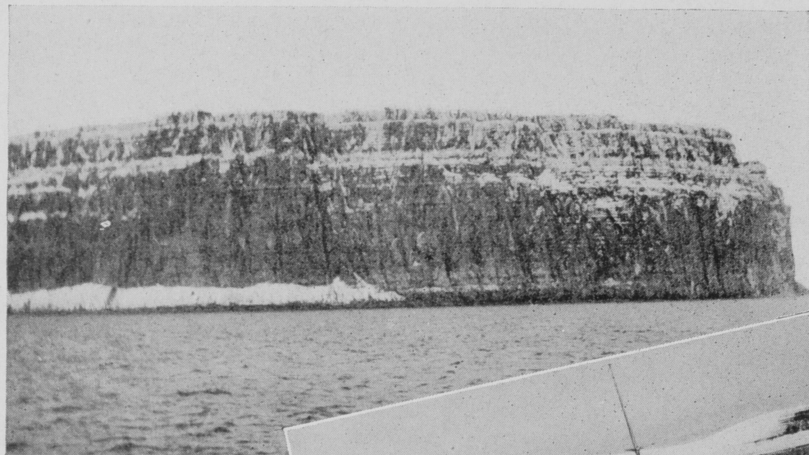
WE left this point 10 hrs. later in the face of fresh south-east winds and sleet. Visibility was poor so we skirted the high cliff-like shore, and at noon came abreast of a good-sized inlet which, however, was too deep for anchorage. But about six or seven miles from its mouth we came upon a small cove whose water, though still very deep, was protected by a sand-spit to which a vessel could moor. Anchoring nearby in 18 fathoms, we went ashore and built

Loose, scattered ice floes.



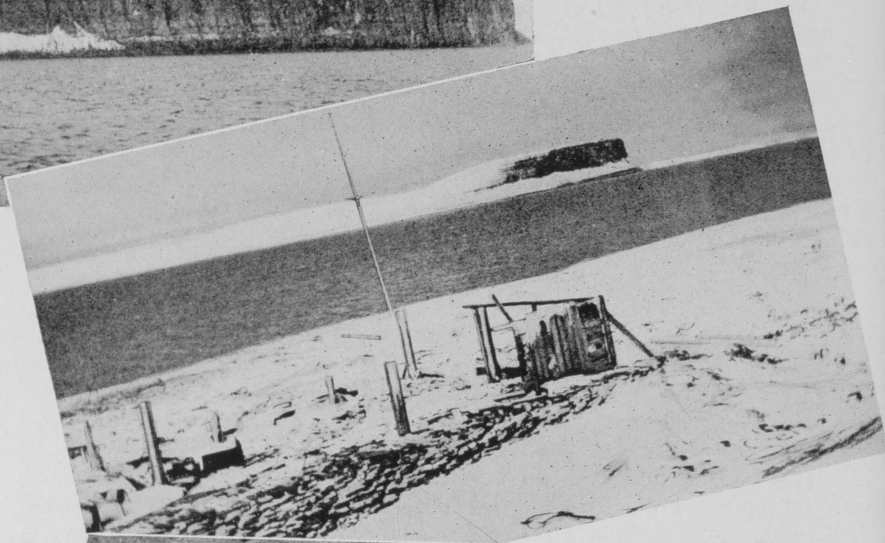
Iceberg off Baffin Island.



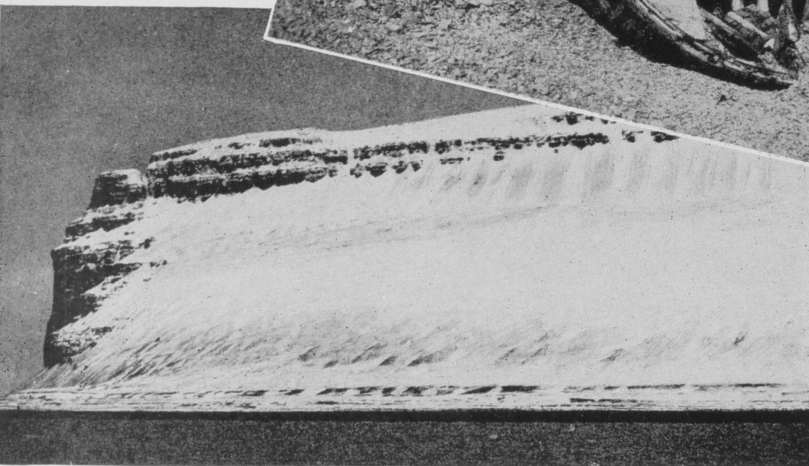
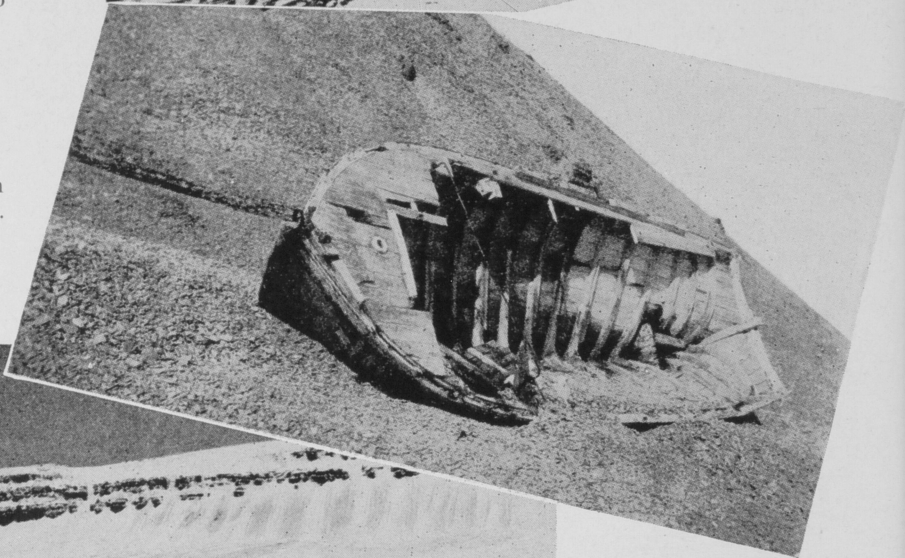


Approaching
Beechey Island
from the south.
Erebus Bay is
behind the cliff
to the east.

Ruins of
Northumberland
House,
Beechey Island.
The mast of the
yacht *Mary* is
sticking upright in
the sand. Cape
Riley can be seen
in the distance to
the east.



Picture of the
yacht *Mary* taken
over 25 yrs. ago.



Beechey Island
from the west.
The ruins of
Cmdr. W. S. J.
Pullen's cache
is below
the cliff to
the left.

a cairn into which we placed a brass cylinder containing a record of our visit.

We saw numerous bear tracks but no game. On the bank of a stream running from the hills into the cove we discovered the ruins of three ancient dwellings made of stones and bones, which according to the Eskimos date back to the Tunit period. The Eskimos claim that their ancestors had fierce and bloody battles with the Tunits, supposedly a people of enormous stature, but finally exterminated them in their sleep. Along the Arctic coast one hears many legends concerning this lost race.

Poor weather prevented me from determining our exact position. I was unable to establish whether the inlet in which we were anchored was Stratton or Burnett Creek, both of which are shown almost together on the admiralty chart; but one thing was evident—the harbour would make satisfactory winter quarters for a ship.

A heavy snow fell on the night of August 19, and we rode at anchor until 4.25 a.m. before proceeding westward along the coast. The falling snow shut out all view of land, but occasionally we caught glimpses of small inlets that seemed to have anchorage at their heads. The weather cleared after we crossed Maxwell Bay, Devon Island, which also seems suitable for shipping, and before us lay a remarkable stretch of high, flat-topped table-land whose steep walls rose directly from the water's edge—leaving no beach. To the southward we could see Prince Leopold and North Somerset Islands and some bergs, but Prince Regent Inlet seemed to be free of ice.

We neared Cape Hurd at noon (August 20), and an hour and a half later drew off Radstock Bay which provides good anchorage against blows from the north and west. Caswell Tower, a small mountain, rose like a pillar at the foot of the bay.

Late that afternoon at Beechey Island we anchored in six fathoms in Erebus Bay (named after one of Sir John Franklin's two lost ships) which is well protected in a northerly and westerly direction but wide open to winds from the south and south-east. On the island we went immediately to the cenotaph erected in memory of those who perished in the British Naval Expedition (1852)



Peters, McKenzie and Andreasen at the Belcher cenotaph.

under Sir Edward Belcher, and read the marble tablet placed at its base by Captain M'Clintock, R.N., for Lady Franklin:

TO THE MEMORY OF
FRANKLIN,
CROZIER, FITZJAMES,

AND ALL THEIR
GALLANT BROTHER OFFICERS AND FAITHFUL
COMPANIONS WHO HAVE SUFFERED AND
PERISHED IN THE CAUSE OF SCIENCE AND
THE SERVICE OF THEIR COUNTRY.

THIS TABLET
IS ERECTED NEAR THE SPOT WHERE
THEY PASSED THEIR FIRST ARCTIC
WINTER, AND WHENCE THEY ISSUED
FORTH TO CONQUER DIFFICULTIES OR
TO DIE.

IT COMMEMORATES THE GRIEF OF THEIR
ADMIRING COUNTRYMEN AND FRIENDS,
AND THE ANGUISH, SUBDUED BY FAITH,
OF HER WHO HAS LOST, IN THE HEROIC
LEADER OF THE EXPEDITION, THE MOST
DEVOTED AND AFFECTIONATE OF
HUSBANDS.

"AND SO HE BRINGETH THEM UNTO THE
HAVEN WHERE THEY WOULD BE."
1855.

This stone has been entrusted to be affixed in its place by the Officers and Crew of the American Expedition, commanded by Lt. H. J. Hartstein, in search of Dr. Kane and his Companions.

This Tablet having been left at Disco by the American Expedition, which was unable to reach Beechey Island, in 1855, was put on board the Discovery Yacht Fox, and is now set up here by Captain M'Clintock, R.N., commanding the final expedition of search for ascertaining the fate of Sir John Franklin and his companions, 1858.

Above the Franklin tablet was a smaller tablet inscribed:

SACRED TO THE MEMORY OF JOSEPH RENNE BELLOT, LIEUTENANT TO THE FRENCH NAVY. Who was unfortunately drowned, by a sudden disruption of the ice, in a heavy gale of wind, on the morning of the 18th day of August, 1853, whilst gallantly leading a small party of British seamen from the *North Star*, up Wellington Channel, with dispatches for the Arctic Searching Expedition.

These memorials have been fittingly called by some the keystone of Canada's Arctic sovereignty.

A few hundred yards away were the graves of some of Franklin's men whose monuments were inscribed:

SACRED TO THE MEMORY OF JOHN TORRINGTON, WHO DEPARTED THIS LIFE, JANUARY 1st, A.D. 1846, ON BOARD THE H.M.S. *TERROR*. AGED 20 YEARS.

SACRED TO THE MEMORY OF JOHN HARTNEL, A.B. OF H.M.S. *EREBUS* DIED JANUARY 4th, 1846. AGED 25 YEARS.

Haggai, c.1,v.7.—"Thus saith the Lord of Hosts, Consider your ways."

SACRED TO THE MEMORY OF W. BRAINE, R.M., OF H.M.S. *EREBUS* DIED APRIL 3rd, 1846, AGED 32 YEARS.

"Choose you this day whom ye will serve."—Joshua, c.24, part of 15 v.

On the beach we examined the remains of a cache known as Northumberland House, established in 1854 by Cmdr. W. S. J. Pullen of H.M.S. *North Star*. All that was left were many scattered staves and some broken barrels into which holes had been cut.

Nearby we came across pieces of the keel, stem and planking of the yacht *Mary* a small vessel of 12 tons left at Cape Spencer, Devon Island, in 1850 by Sir John Ross who hoped it would save chance survivors of the Franklin Expedition. Two years later Pullen moved it to Beechey where it remained throughout the years. In 1906, believing it would prove useful to any marooned

party, Capt. J. E. Bernier, who headed the Canadian Arctic Expedition, according to his reports placed it in position above high water where the sea could not destroy it.

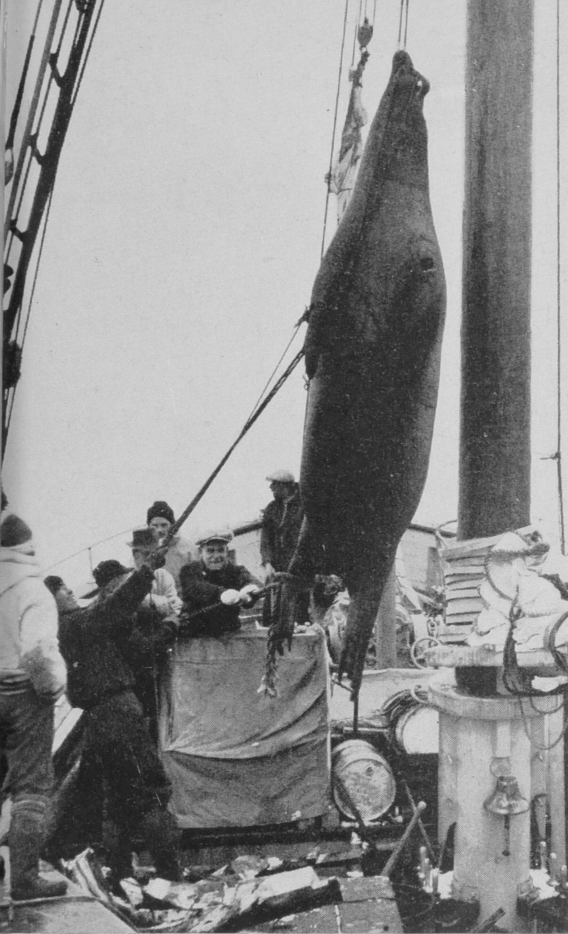
The yacht was in ruins and its mast was stuck upright in the sandy beach. We paused and tried to visualize what had happened. Time and the elements would, it is true, play havoc with the tiny craft, but why the wreckage strewn along the beach, and the mast standing erect? After a moment I dismissed the matter from my mind as being one of the many mysteries that the North holds, but have since learned from official reports that several patrols visited the island after Bernier did—a member of one of these must have placed the mast as we found it. We took along the stem, part of the keel and some planking as souvenirs.

We lifted Bernier's records from a cairn on an elevated plateau and replaced them with an account of our own doings. Our brief tour revealed nothing more of historic interest. The island is desolate and barren and without fresh water. We did not venture far inland because snow fell continuously during our stay, and the country-side was buried under a deep mantle.

* * *

WE left Beechey Island in the morning of August 22, passed Cape Hotham, Cornwallis Island, and Wellington Channel which was clear of ice to the northward. But soon the weather changed, and eastward-drifting ice made its appearance. We by-passed Assistance Bay, and our course took us north of Griffiths, Somerville and Brown Islands through floes which, though all of this year's formation, kept getting heavier and more tightly packed. In these waters we bagged four walrus that provided a welcome change of food for us and supplemented the seal diet of the famished Eskimo dogs. At Cornwallis Island poor visibility and packed ice along the shore made landing unfeasible.

Early next morning we sailed northward along the Cornwallis coast to Cape Airy whence we had open leads to Bathurst Island though behind us the ice was packed solidly. We moved ahead



One of the walrus caught off Griffiths Island,
Aug. 22, 1944.

or moor to any grounded ice, we had to let the vessel drift with the pack. By 5 p.m. the ice had carried us back 20 miles past Acland Bay where we steamed in-shore and anchored near some shoals until 4.30 next morning (August 24), when a northerly wind cleared the ice off shore and opened the way to the south side of Cape Cockburn.

A search of this cape, which we reached shortly afterwards, failed to locate any record of Bernier's stop there, and we assumed that any landmarks he may have posted had been demolished by bears many of whose tracks we noticed in the snow. In a conspicuous place close to a jutting rock about 300 ft. high we built a cairn for our records, and from this vantage point perceived that the ice in Viscount Melville Sound was tightly packed to the west.

Ice pressure from Austin Channel made it imperative that the vessel be moved without delay, so we weighed anchor at once and started working our way slowly northward. Though the surface looked broken here and there, it was solid; the constant south-west winds and heavy snow-falls held it tightly together. The weather was calm but visibility became so poor by 5 o'clock in the afternoon that we had to shut down. Later we tried several short leads but when they closed up we again stopped the engine and drifted in Graham Moore Bay.

cautiously and off Baker Island, about 3.30 a.m., ran into strong south winds and a heavy snow-fall which so reduced visibility that we lost sight of land and had to slow down still more. Despite our slow progress and sightless course, however, we reached Dyke Acland Bay at 8 o'clock, then pushed through extremely dense floes to a point eight miles east of Cape Cockburn, Bathurst Island, where solid ice extended to the shore line and blocked our path. The tide had now set to the east, and, being unable to anchor

View of snow-covered Cape Cockburn, Bathurst Island, looking northward, taken Aug. 24, 1944.





Route of the *St. Roch* through the North-west Passage from east to west. Broken line roughly indicates route taken on the west-to-east voyage, 1940-42.

On the move again at 1.35 a.m., August 25, we soon regained the distance we had drifted during the night, and by noon sighted land from which I guessed our position to be somewhere off Playfair Point. After a hard tussle with the ice we located a good westward lead off Schornberg Point that evening but, due to fog, shut down until the weather cleared at 9 o'clock when, spotting Byam Martin Island, we steamed toward its north-east point. We arrived there at 10.20, and Corporal Hunt with some of the crew went ashore and built a cairn for our records. They saw several fresh caribou tracks but were unable to make a survey of the land because of a sudden snow-fall.

August 26 began with clear weather and fresh westerly winds. We got under way at 6.35 a.m., and steaming within a quarter of a mile of shore rounded the island's northerly tip about an hour later. Though soundings were taken constantly, no bottom was found at 10

fathoms. To the northward lay great floes, but we saw very little ice while crossing over to Melville Island. As we approached the beach at Consett Head an hour before noon we sighted a dozen or so musk-oxen grazing on the grassy lowland, and several more small herds on the tundra close to the southern shore.

At 1.30 p.m., perceiving what in the distance appeared to be a large cairn, we anchored in a bay north of Griffith Point, and a party headed by Corporal Hunt set out to investigate. The object of our attention proved to be a lone bull musk-ox—motionless as the land on which he stood. A mile and a half inland, the men built a cairn and placed a record in it.

We got under way again at 6 p.m., and on rounding Griffith Point came to shoal water that extended two and a half miles southward with soundings from four to eight fathoms. Three and a half hours later we were abeam Ross

Point in water that was clear of ice, and at midnight we anchored in 25 fathoms off Palmer Point during a heavy snow-fall. Navigation was difficult as the constant snows and thick weather obscured the sun and land most of the time, and there was nothing to go by other than a sense of direction—besides the gyro-compass being out of order, the magnetic compass had been bafflingly unresponsive for several days, with its North Point fixed on the ship's head irrespective of our direction.

As the snow continued to fall on August 27, temporarily marooning us to Palmer Point, we ventured ashore to look around. Close to the coast on the south-west side of the point the water is very deep, while to the east south-east a mile of heavy ice was aground on a shoal, and in the bay to the north of that point thick ice was also aground close to land, indicating deep water there and, in all probability, good anchorage.

We deposited records in a pyramid-like rock which from the sea appeared to have been "man made". Rock piles of the kind made by Eskimo hunters signified that in the remote past natives had inhabited this area. Green vegetation could be seen protruding from the rocks, though the ground was fast becoming buried under a falling snow which with the fog discouraged us from going far

inland. Fog, in fact, handicapped us greatly throughout the whole voyage. We encountered it nearly all the way—some times black fog, some times bright fog which the sun shone through but failed to clear. I never saw fog like it.

* * *

More Discoveries

SHORTLY after noon (August 27) the weather brightened, and we set a course for Dealey Island. From miles out we saw Kellett's cairn surmounted by three barrels on a staff on the island's highest point. Anchoring in close in 15 fathoms, we went ashore and examined a massive cache which like the cairn had been built in the spring of 1853 by Capt. H. Kellett who had stopped at the island in the H.M.S. *Resolute* and spent the preceding winter there.

The cache, partially destroyed and its contents scattered by marauding bears, had been erected in the shape of a house, and though its sturdy stone walls still stood the roof had long since fallen in. At one end were iron tanks of hard tack, canned meats and vegetables, but time and the elements had eaten holes through them and spoiled the contents. There were also some barrels; a number of them had been opened with axes, but others were intact and contained clothing, sea boots, flour, chocolates, peas, beans, tea and cans of soup—all wet, soggy and decayed. We collected the

A seaman takes sounding as the *St. Roch* approaches Dealey Island.



pick of these goods, including some canned foods for analysis. One tin which we took along with us as a souvenir contained Ox Cheek soup made in 1850 by a manufacturer situated "opposite East India House, London". Directions for opening it were interesting in the light of modern methods: take a hammer and chisel and cut out one end, being careful not to let flakes of the paint which covered the can get into the soup. The customer was then advised to "warm gently, and season to taste".

Near the cache the skeletons of two bears told what appeared to be a story of tragedy; for at first it seemed obvious to me that the animals had eaten some of the contaminated goods and died of

poisoning. But I have since learned from the official reports that Insp. A. H. Joy's patrol out of Dundas during March, 1929, shot two bears at this cache, which no doubt accounts for the skeletons we saw.

On the beach were two Ross rifles and a case of ammunition, left by Bernier in 1909. One of the rifles was broken in half, and the ammunition scattered. Of all the supplies nothing of value remained. As I looked around I found myself thinking that, had the cache been built in the open instead of under the cliff where each year it was buried for months beneath tons of snow, the roof would have remained intact and the contents have lasted indefinitely. Picking up Bernier's record and a newspaper clipping, which apparently had been overlooked by Cst. R. A. Taggart of Joy's party when there 16 yrs. before, we placed in Kellett's cairn records of our own visit and departed.

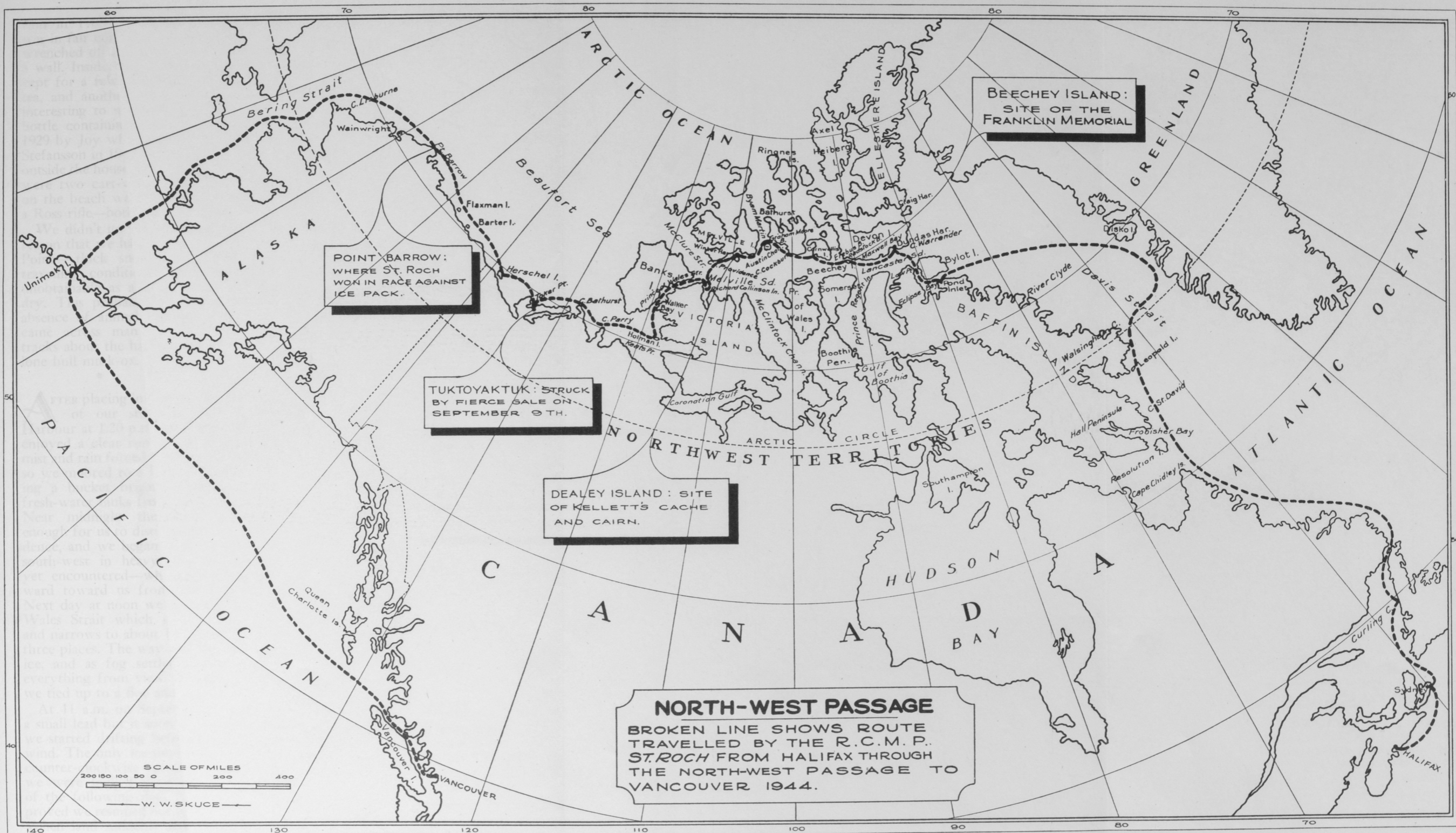
About noon, August 28, we skirted Melville Island's low coast and about 30 miles to the south-west anchored off the entrance to Winter Harbour, where we awaited better visibility before venturing inside more than two hours later. Because the water close to shore is very shallow we had to wade a considerable distance through soft muck before gaining firm footing. At Parry Rock we found no records, but in the inner harbour examined the little store house erected by Bernier who had chosen this part of Melville Island as winter quarters for his Canadian Government Expedi-



"From miles out we saw Kellett's cairn."

The massive cache built by Capt. H. Kellett in 1853 on Dealey Island.





tion in 1908-09. Though the building was in fair condition, the door had been wrenched off and placed upright against a wall. Inside, the place was empty except for a few rusted tins of flour and tea, and another item which was very interesting to us—from a rafter hung a bottle containing a notice deposited in 1929 by Joy who had lifted one left by Stefansson in 1917. Lying on the ground outside the house was a row-boat, nearby were two cart-wheels, and in the sand on the beach we found a shot-gun and a Ross rifle—both rusted and useless.

We didn't go far inland for the same reason that we hadn't done so at Palmer Point—thick snow squalls and poor travelling conditions. Fresh water was unobtainable as all the creeks had run dry. This probably accounted for the absence of animal life, for though we came across many wolf and caribou tracks about the harbour we saw only a lone bull musk-ox.

* * *

AFTER placing in Parry Rock evidence of our stop, we left Winter Harbour at 1.20 p.m. on August 30, and enjoyed a clear run for 30 miles. Then mist and rain forced us to await visibility, so we moored to a large floe and forming a bucket brigade replenished our fresh-water tanks from pools on the ice. Near midnight the weather cleared enough for us to distinguish Cape Providence, and we began working our way south-west in heavy ice—the heaviest yet encountered—which churned eastward toward us from McClure Strait. Next day at noon we sighted Prince of Wales Strait which is 170 miles long and narrows to about 10 miles in two or three places. The way was blocked with ice, and as fog settled down blotting everything from view for several hours we tied up to a floe and waited.

At 11 a.m. on September 1 we tried a small lead but it soon petered out and we started drifting before a light north wind. The only ice movement was slow counter-clockwise revolutions in which we were locked until early afternoon of the following day. As visibility improved we resumed our southward grind. When land suddenly loomed ahead we were again forced to moor to ice

grounded close to shore and await better weather, for, because of our merry-go-round drift, I couldn't decide whether we were near Russell Point on Banks Island or Peel Point on Victoria Island. In Melville Sound we had taken two soundings—one of 90 and the other of 63 fathoms. It was evident that the ice there had not been subjected to great pressure, or been broken very long, for the sound was jammed with great heavy floes whose edges were sharp and straight, and some of the leads were so narrow that we had had difficulty squeezing through them.

On September 3 we continued up what proved to be Richard Collinson Inlet, but as it was blocked with a great accumulation of ice with more pouring in from the sea behind us we made our way back along the coast line and around Peel Point into Prince of Wales Strait. There was very little ice here—only a few small pieces clinging to Banks Island—and the sun came out clear and bright to make it the best day of our entire trip. Skirting the east coast of Princess Royal Island we made good time until an hour before midnight when, due to darkness, we shut down and let her drift. We got under way again about 2 a.m., and as we passed Ramsay Island I noticed that the waters to the west were crammed with heavy ice and that the sky looked unfavourable. Threading through scattered floes, but favoured with good leads, we steamed past ice-packed Walker Bay, where we had wintered in 1940-41, and went on to Holman Island in the Western Arctic.

Restfully, the *St. Roch* rode at anchor—as though catching her breath after her gallant victory over the Arctic maelstrom. It was mid-afternoon of Sept. 4, 1944. For the first time the northern route of the North-west Passage had been traversed.

I thought it strange that no one came to meet us as Holman has a Hudson's Bay Co. trading post and a Roman Catholic mission. A blast from our air whistle brought signs of life, however, and ashore we learned that the people had been up all night unloading supplies from the H.B.C. M.S. *Fort Ross*, which had left only a few hours before our

arrival, and, tired out, they had been in bed. When awakened by our whistle they thought the *Fort Ross* had returned for some reason. Their explanatory greetings solved the riddle of the slumbering islanders and told of another thing—the two ships had circumnavigated North America. The *Fort Ross* had left Halifax three months before we had and sailed through the Panama Canal, up the west coast. Subsequently we were to meet her at Tuktoyaktuk where she remained for the winter.

Later I received instructions over the H.B.C. wireless from the Commissioner to proceed to Vancouver, if feasible, and complete the coast-to-coast voyage.

On September 5, we left the island and before midnight were in a field of heavy ice 20 miles north of the mainland off Keats Point. Next day, buffeted by strong winds, we crawled through tightly-packed ice along the shore to Cape Parry, then still fighting every inch of the way cut over to Smoking Mountains, and followed the shore line to Cape Bathurst, where at 6.50 p.m. we anchored in a sheltered spot. On September 7, a blinding snow storm forced us to travel cautiously and take frequent soundings. All day the ice twisted eastward at a terrific speed before the wind and currents, and kept pushing us toward land. Finally at 10 p.m. when off Point Toker our way was blocked and we couldn't budge, so we moored to a grounded floe. All night long loose ice crashed by.

Next morning we were able to make very little progress for fog had settled down and joined with the ice as though deliberately to impede us. At noon, however, it lifted and visibility improved sufficiently for the look-out to see that the way to the west was closed completely, and as fresh north winds were driving more ice upon us I decided to bear toward Tuktoyaktuk in the estuary of the Mackenzie River. (A free translation of the word Tuktoyaktuk is "a place of caribou", though these animals no longer go there; the place is known also as Tuk-tuk and Port Brabant.) When we reached the harbour's mouth at 6 p.m. the entrance markers were indistinguishable in the darkness, and we

grounded on the mud flat. It was a tense moment, but by backing off quickly we freed the vessel and anchored in three fathoms until daylight. The morning of September 9 brought a gale and pouring rain. The heavy swell and shallow water made putting out to sea a risky undertaking, so with much difficulty we retreated to a sheltered spot in the harbour, dropped both anchors, each with 75 fathoms of chain, and waited for the blow that I knew was coming.

And it came! The gale reached hurricane proportions and the water rose 10 ft. flooding the Hudson's Bay Co. buildings, washing away goods and equipment, and drowning several native-owned dogs. Small islands of peaty land embedded with willows and cranberry bushes swirled about in the rampaging waters. It was the worst storm that ever struck the settlement. The *St. Roch* rode it out but she had entered the harbour no more than in time to save herself from certain destruction.

On September 10 when we managed to get ashore the sand-spit was completely changed, huge chunks of soil having been torn from its banks; old blue ice protruded everywhere, and Mackenzie Bay was turned into a solid mass of packed ice. We replaced the markers which had been blown down, and helped clear away the debris.

Though the gale had subsided, unfavourable weather continued for several days. Alternate snow squalls and downpours of rain seemingly vied with each other in ferocity. And when a cruising plane from Aklavik reported that unbroken ice lay between Pullen and Herschel Islands, it looked as though we were fated to winter at Tuktoyaktuk. So we set our nets and began storing up dog feed.

But on September 17, as fresh winds blew in from the north-east, the weather improved and I decided to attempt the crossing. The storm had made the exit very shallow and in clearing the harbour the *St. Roch* again grounded on the mud flat. However, we managed to free her, and getting under way we proceeded very slowly until in the deep water off Toker Point.

End view of
Kellett's cache.



Close-up of
Kellett's cache
—its sturdy
walls still
stand, but its
roof long ago
fell in.

Interior view
of Kellett's
cache.



We passed Pullen Island that evening, and during exceedingly fine weather steamed all night through leads that ran in our direction. At dawn very heavy ice slowed us down, but there was a single lead toward Herschel Island and taking it we were soon among gigantic floes, some of them 10 miles long without a break. On one we saw seven bears. As we drew near Herschel, fog obscured land from sight and it was several hours before we entered the harbour and moored to the beach where we unloaded some fuel drums, gasoline and kerosene. The bay was almost choked with heavy ice all aground, and the island was snowed under.

That night a blow came that was so severe it confined us to the ship all day of the 19th, but fortunately the great slabs of grounded ice in the harbour acted as a natural breakwater.

Next morning our prospects brightened; there was a possibility that we would get through and not have to winter in the Arctic. So we installed the Pond Inlet Eskimos and dogs in one of the houses, unloaded 11 tons of coal, and stored some of our excess supplies in the warehouse. We didn't bother to sort out a cache of provisions as our time was growing short. There is of course no native help on the now-deserted island and the unloading had taken more time than usual, even though Nature had assisted us by providing an excellent road bed of snow almost to the gang plank and we had been able to employ the dogs.

The harbour was beginning to freeze over and the island as well as the mainland to the south was white with snow when we bade good-bye to Herschel at 2.30 p.m., September 21. In their new quarters the native family would be quite comfortable until we could pick them up again and drop them off at a place from which they could travel home if they wished.

We made good speed to Barter Island, Alaska, where ice forced us to hug the shore line, and next afternoon at 5 o'clock steamed past Flaxman Island; then, still hugging the shore, we groped our way through thick fog off the north coast. We couldn't see the sun and

were dependent solely on hand lead line. We moved along slowly and took frequent soundings, for we knew that these waters were seven fathoms all the way to Point Barrow.

Suddenly the leadsman shouted, "We've lost the bottom!"

That call was what I had been waiting for; it meant we were ahead of the polar ice pack which, according to reports received the previous day from the Point Barrow wireless, had moved a few miles off shore but with the changing wind was rapidly slipping back again where every year about this time, regular as clock-work, it clamps down and locks itself to the land. We rounded Point Barrow at 1.45 a.m. of the 24th, and fog and ice kept us company until we went by Wainwright Inlet and passed into the open water beyond.

But the *St. Roch* was tested still further. Shortly afterwards west winds blew into a gale that tossed the ship about so violently we had to slow down to keep her headed into the waves. We sought shelter off Cape Lisburne at 9.30 p.m. of the 25th, passed Point Hope at 3 p.m. of the 26th and, after a spell of good weather, were off Diomedé Island at 10.35 a.m. on September 27.

That evening a brief stop was made at King Island where we had an unusual experience. We had approached flying the blue ensign, and expected at any moment to see the inhabitants of the Eskimo village there come flocking down to shore but nothing happened. We signalled but there was no sign of life anywhere—no man, woman or child appeared, not even a dog. We couldn't understand it. Then someone suggested that we hoist the Stars and Stripes as this was United States territory. The result was magical; natives sprouted as though from the ground. They had mistaken the blue ensign for a Japanese flag and taken cover.

We made good time in excellent weather down Bering Sea and arrived within sight of land around Akutan Island in the Aleutians on October 1.

Early that morning our old scourge returned, dirty weather, and caused the vessel to pitch and roll violently. But we finally entered Akutan Harbour and,

after proper identification was made to the United States naval officers, were permitted to moor alongside the fuelling wharf. Commander Lee and his staff came aboard and heartily greeted us. The officers and sailors, true to American hospitality, welcomed us ashore, opened wide their messes, and treated us to a special showing of a movie; but what pleased us most was that we were able to take a good bath.

We remained guests of our good neighbours in this friendly haven until noon, October 4, while awaiting favourable sailing weather; meanwhile we took on 1,200 gals. of fuel oil, filled our fresh-water tanks, and our empty oil drums (with water) for ballast.

Once more at sea, we sailed through the Unimak Pass to the North Pacific, and after a comparatively speedy run, uneventful except for a two-day gale during which it was impossible to serve meals aboard so violent were the pitchings of the *St. Roch*, passed Cape St. James, Queen Charlotte Islands, late at night on the 11th. Fog and darkness forced us to anchor at Shushartie Bay on October 12. Incidentally, we hadn't sighted a vessel of any kind since leaving Akutan. On the 13th we spent the night at Port Neville, wrapped up in fog. Early in the evening of the 15th, we steamed through Seymour Narrows and because of the cloying fog stopped for the night at Blubber Bay, Texada Island. The weather continued thick, but the ice-scarred *St. Roch* weighed anchor at 10 in the morning and now on the home stretch made good time. She moored to Coleman Evans' wharf, Vancouver Harbour, at 6 p.m. on October 16. Our voyage was over. In 86 days we had travelled 7,295 miles, steamed 1,031 hrs. and 34 min.

* * *

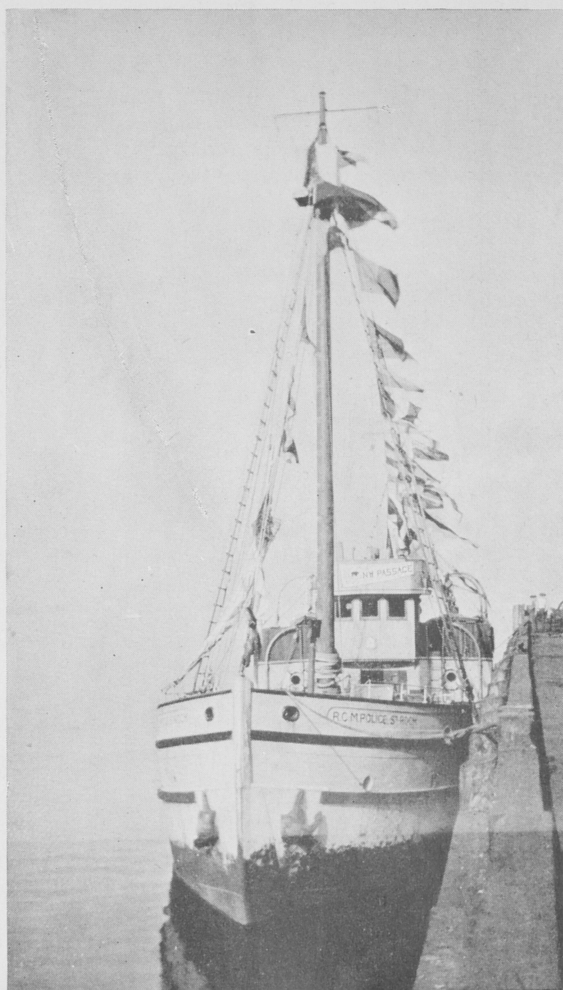
Tributes

THIS account of our latest and most successful voyage would not be complete if I did not pay tribute to every member of my crew. Their co-operation and skilful attention to duty

under some of the most trying conditions that man has ever been called upon to endure cannot be too highly praised.

Tribute must also be paid to those early explorers whose sacrifices and exploits blazed most of the trail we took, whose successes and failures became a pattern of lessons from which we learned much. As I intimated before, the Arctic guards its secrets well. Some have been resolved, but many mysteries still remain.

For instance, the whereabouts of Sir John Franklin's grave has never been ascertained. At some future date this will, I think, be done; for in my opinion the body of that great man is resting some place on land in the heart of the North-west Passage he discovered—no British naval explorer of those days would bury his beloved leader at sea when land was so near. What about the Franklin records? What has become of them? And what story did they tell?



Her voyage over, the *St. Roch* ties up at Vancouver, Oct. 16, 1944.



Relics of the *Mary*. Larsen looks on as Diplock and McKenzie support part of the yacht's stem.

And what is the secret lying behind the prehistoric days? What people inhabited the Arctic before the Eskimo? There are remnants of ancient encampments to be excavated and their origin is yet to be determined. Legends still linger among the older Eskimos about these people of a long-dead past.

Some day these questions may be answered.

Most of the early Arctic expeditions came from distant lands, but there was one of note from Canada—that of Stefansson. As a result of it new islands were discovered, perhaps the only ones in the Canadian Archipelago which up to that time remained unknown and unmarked. Stefansson ranks highest among modern Arctic explorers. For he alone had the foresight to grasp the importance of the Arctic Islands, the inevitable role they would play in the future. He also had the personal strength and stamina to live off the country through which he travelled.

By so doing he upset the theory of other explorers who held that success depended upon many men and dogs and cumbersome outfits. Several of Stefansson's contemporaries denounced him,

said he greatly exaggerated the friendliness and resources of the Arctic. Some implied that he encouraged undesirable risks. But Stefansson never advocated that explorers should set out with insufficient supplies, equipment or men; he merely demonstrated that man could live in certain parts of the Arctic if circumstances forced him to do so.

It is true that many pioneers were defeated by the North; but I think it was because of the slow and cumbersome ships of those days, rather than the ice and inhospitableness of the land. Ships at that time were powered, in most cases, only by sail or inadequate steam engines, and when winter held them in a frozen berth there was often a crew of over a hundred to be fed. These men lived in cramped quarters for long tiresome months with little means of diversion and practically no opportunity to travel. Yet a few of the more intrepid set out on foot to explore and chart the country and claim it for the Empire. And this is the spirit we must not let die in Canada.

In their own way the Mounted Police are endeavouring to do their part. They have made long patrols which frequently surpassed those of many explorers. I have in mind the long overland journeys of ex-Asst. Commr. C. D. LaNauze, then inspector; ex-Asst. Commr. T. B. Caulkin, then sergeant major; the late Inspector Joy; the present-serving Sgt. Major H. W. Stallworthy and Cpl. R. W. Hamilton, and of many others.

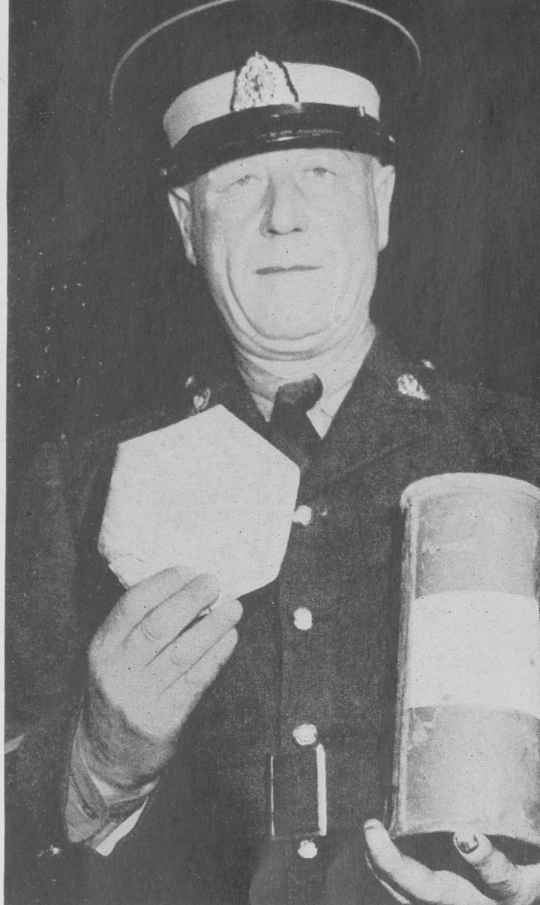
I believe that before long the Arctic will become better known. Large, powerful, steel ice-breakers, driven by diesel motors, will ply its waters and during the summer carry supplies to the Northern inhabitants, while planes will maintain regular flights over this area summer and winter. As for the North-west Passage, the ice-breakers of tomorrow will be able to navigate it—probably by the route we took.

But the Arctic sea will always be the Arctic. On occasion planned voyages will run behind schedule, delayed by

RIGHT: The author displays a tin of Ox Cheek soup and a hard tack biscuit recovered from Keller's cache.

BELOW: Spl. Cst. O. Andreason.

BOTTOM: Left to right: Matthews, McKenzie, the author, Cashin, and Andreasen examine some of the souvenirs obtained from Beechey and Dealey Islands.



the heavy ice in Melville Sound and along the Alaska coast. Some ships will find it difficult, others comparatively easy, and still others will meet disaster. But one thing is certain: modern ships will have the advantage in power and strength and if held up will merely have to wait until a little later in the season. To future ice cutters the young ice that forms even in the open calm water and which stopped us many times will present no great obstacle. They will plough right through it. The main thing is to watch the ice movements and be in the right spot at the right time, for the ice does not wait for anyone.

But getting back to the early explorers. When I reached places which had known the footsteps of such men as Sir Edward Parry, Sir John Ross, Capt. Henry Kellett, Capt. Francis L.

M'Clintock, Capt. Robert M'Clure, Sir John Franklin and others, I felt that I was on hallowed ground. I pictured them and their crews wintering in isolation and discomfort in crowded ships, optimistically waiting for favourable ice conditions; some of them perished, all risked death—to carry the proud flag of Britain into new territory. When entering Erebus Bay last year I fancied I could see the tall majestic ships of Franklin who wintered there 99 yrs. before.

* * *

OUR voyage was an eventful one. The *St. Roch* nobly upheld the fine tradition she built up in the past 15 yrs. and proved herself a worthy ship for plying the waters of the Canadian Arctic.

To the Editor of the R.C.M.P. Quarterly

SIR: What a day this must be for everyone at headquarters!

Everyone here is full of excitement at the news that the *St. Roch* is in Vancouver after her dash across the top of the world. Staff Sergeant Larsen must be in the Seventh Heaven of Happiness, for only in his wildest dreams could he have imagined himself making the trip in such a short time.

I was reading the story, *Eric the Red*, the other day and, but for the name, the story might have been Larsens' story. The same courage in facing treacherous seas, the same love of adventure, and the same faith in his boat and men, though Eric the Red sailed in 985 and Larsen almost a thousand years later.

The writer said of Eric: "Destiny had marked him out to do great deeds; proud deeds which were to be kept forever living in the sagas of his people, and told and retold after the black boats of the Vikings had disappeared from the sea and the Vikings lived only in memory."

I wonder whether a thousand years from now our Canadian children will be reading the story of Larsen, marvelling at the strength and leadership of the men our age produced, and dreaming of catching and holding the torch he has held so long for our Dominion.

Yours sincerely,

G. J. TRANTER*

8 Austin Crescent, Toronto 10.
Oct. 17, 1944.

*Our correspondent is the author of *Plowing the Arctic*, reviewed on p. 338 of this issue.

The Policing of Towns is an Important Duty

by Cst. L. C. Cawsey

IN RECENT years, more and more towns in Canada have petitioned the Royal Canadian Mounted Police to take over their respective policing responsibilities. These places realize that the arrangement procures for them the services of trained peace officers, plus the authority and facilities of a great organization unprejudiced by local politics.

Those engaged on this kind of work know that patience, discretion and keen observation are necessary at all times. As a member of a detachment that formerly was responsible only for the district but now handles the town policing as well, I can see that the change has in many ways been to the advantage of the R.C.M.P., that indirectly it has facilitated district and country investigations.

Before we assumed control, residents of the particular town where I am stationed invariably brought us complaints that should have been reported to the two elderly town constables responsible for the work at that time. These constables were usually kept busy as town utility men, and seemed completely disinterested in police investigations. Accordingly when we directed complainants to the proper office, they (the complainants) were usually annoyed and hardly bothered to conceal a what-are-you-paying-you-fellows-for attitude.

And their attitude was understandable, for after all a policeman is a policeman no matter what uniform he may be wearing, and his duty is to uphold the right; then, too, the public is rarely familiar with the implications of local

jurisdictions — especially in the rural communities of Western Canada where since the beginning of settlement members of the Mounted Police and members of the provincial police forces they supplanted, have been regarded as the main representatives of law and order.

I had always regretted having to tell people they must go elsewhere to lodge their complaints, that we could do nothing for them as their grievances were not within our jurisdiction. I know that in most cases they thought I was letting them down, and I always felt that our seeming unwillingness to help was a "black eye" to the Force. Now conditions are different. All complaints come to us first, investigations are handled directly by us, and the towns-people are satisfied and hold the Force in high regard.

Town police duty is not by any means so dull or unimportant as some uninitiated members seem to think. Given proper attention and interest, this phase of police work can be of inestimable value to us in all lines of our duty. I can think of no other phase of our work that will place a member more in the public eye than does town patrol duty. It is imperative that we remember this fact always, and endeavour to set an example to others by being neat and smart in appearance, by leading a life that is beyond reproach, and by shunning anything that might reflect on us from a moral view-point. If done properly, town policing will not, contrary to the belief of many, detract in any way from the dignity or prestige of the Force. Instead, I sincerely believe

A comparatively recent development is the enforcement by the R.C.M.P., under special agreements, of law in some Canadian municipalities. At present the Force handles this work in more than 50 towns and cities in the three prairie provinces alone. As the author points out, this is an interesting and important duty.

that as time goes on this work will be instrumental in gaining public esteem on a far greater scale even than that now enjoyed by the Force.

Occasionally the town detail is asked to assist in some undertaking that, strictly speaking, is not police business and doesn't come within the terms of our contract. To refuse such requests bluntly is generally to invite adverse criticism, while to accede to them pays generous dividends in harmony and cooperation.

Unreasonable demands should of course be ignored. The R.C.M.P. constable in charge of one newly-established town detachment was expected at first to shovel the snow from the side-walks merely because it had been done by his predecessor—a town constable, who served as general utility man, garbage collector and Jack of all trades. And the local council at another place was under the mistaken impression that it had the right to investigate and question R.C.M.P. personnel for breaches of our regulations or suspected neglect of duty. Instances like these, however, are few; once town officials learn that the Force handles their police problems efficiently, without prejudice or favouritism, they cease to interfere.

Most of the towns policed by the R.C.M.P. are well established, prosperous communities—the hubs or business centres of large districts. In fine weather, particularly during autumn, the farmers visit them to “take in” a show, to shop and attend to other business matters. Naturally the traffic is heavy at these times—usually Saturday nights—and if not efficiently regulated can easily get out of control.

To avoid congestion, perhaps accidents, the police have a duty to see that the parking rules and by-laws are strictly enforced. This often calls for patience and discretion, for the public is easily annoyed. My experience has been that most towns-people look upon these local

regulations as a joke, and, upon being checked for infractions, seem to think that the police have little to do with their time when they bother about such trifles.

This situation presents a real problem. To surmount it, a tactful but determined effort is required to bring the people to a proper realization of the need for traffic by-laws and their enforcement. Indiscriminate prosecutions and threats do more harm than good, and there is no quicker way to lose the public's good will and cooperation. Offenders who ignore repeated warnings demonstrate by their actions that it is useless to appeal to them on a basis of fair play and good citizenship, and they deserve to be prosecuted. Some people—fortunately they are vastly in the minority—will learn only the hard way.

One important task we perform is to make regular check-ups of hotel, rooming-house and cafe ledgers. This routine helps to keep the Force posted on the activities and movements of travelling criminals, drifters and strangers. On several occasions it has been the means of locating persons regarding whom inquiries were being made elsewhere in the division, and the detachment wouldn't otherwise have had the slightest suspicion that they were in the district.

Another duty we observe without fail, and one that serves the similar purpose of providing us with first-hand knowledge of strangers as they come and go, is that of being on hand when trains and buses arrive and depart. The information thus gained has many times assisted us in our investigations. Nothing is more disconcerting than to waste time and gas on a wild goose chase only to learn upon returning to the detachment that the person you were seeking has been in town all along. So check up with the man on patrol duty; he is almost certain to have seen everybody who has been in the business section of the

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town. I know of many instances where an investigator has saved himself a useless search and trip by first speaking to the man on patrol and learning from him that Mr. So-and-So had entered a certain store or pool room, or was filling up at the cafe.

* * *

THE influence a Mounted Policeman has on children is an obligation he must not overlook. Usually there are three very important people in town according to these young minds; and, in this respect, the Mounted Policeman leads rather than follows the mayor and school principal. Why we merit such prominence is a mystery to me, but it is nevertheless a fact. It is a trust that we should cherish and foster, and any member of the Force who betrays it is not a proper person to be wearing our uniform.

Our responsibilities toward children and their troubles have been brought home to us in town policing as never before. It is our solemn duty to strive to live up to the "Superman" qualities that children believe every Mounted Policeman possesses. This can be done by sympathetically helping them in their

trials, by taking an active interest in their sports and social affairs, and by living in a manner becoming a gentleman and member of the Force. Never should we let them down. Parents are invariably interested in their children's hero worships, and in those whom they boost. But more important still, our exemplary attitude will yield rich and incredible returns for Canada by curbing juvenile delinquency and by moulding the impressionable youngsters of today into upright citizens of the future.

* * *

Town police work has its lighter moments and humorous side. On our detachment a member had a rather 'weird experience during his first tour of night duty. The town had settled down, and the only sound to be heard was the patrolling man's footsteps on the frosty side-walks as he began to check the business premises — testing doors, inspecting dark alleys and so on. Presently he wandered into a yard at the rear of a doctor's office. When he tried the door, it opened and he found himself in the gloom of a wood shed. He flashed his light around, and, as it steadied on a chalky outline, he felt

the hairs on the back of his neck uncurl and stand rigid—as rigid as he himself was standing. His heart collided with his Adam's apple, bumped around and began hammering like mad. For hanging from a rafter was a grinning, one-legged skeleton.

It was harmless of course; you and I know that. But the skeleton must have wondered if our startled friend knew it.

Next day he learned from the doctor that the skeleton was affectionately named Mona; and that night Mona, attired in a nurse's uniform, was comfortably seated in a swivel chair when our hero came along on his nocturnal rounds. Mona leered a welcome. And pinned to her uniform was a note from the doctor. "I thought you might become lonely in the middle of the night—here's a date for you", it said.

Some time ago two members of this detachment were in a back alley at midnight watching the movements of a man suspected of selling liquor to Indians. He could be seen moving around inside the house. The investigators were still and silent, certain that as long as they remained so the bootlegger would not suspect their presence and they would catch him at his nefarious trade. But they had planned without considering the vagaries of Fate and the unpredictable qualities of a mutt dog named "Bozo". At the crucial moment the dog came yelping down the lane, his tail wagging, his mouth barking pleasure at seeing his pals of the Force. The two chagrined policemen were unable to silence their irrepressible visitor as he galloped happily about among tin cans, empty bottles and boxes, and the clatter was so great that they had to retire and postpone operations until another time.

Bozo is a rural resident, and for some unknown reason he adopts the entire detachment personnel for two weeks of every month. During that time he takes up residence in government quarters and religiously trots along behind the night

man on his tour of duty. With little or no encouragement he becomes a bosom pal of every policeman he meets, stranger or otherwise. After spending two weeks with us, he disappears regularly to finish out the month at his country estate, and nothing is seen of him until some morning he struts jauntily into the detachment office with a look that seems to say, "Well, I'm back boys. What's new?"

Being a country resident, Bozo doesn't have a licence tag, and consequently his presence is embarrassing to members on town duty when they find it necessary to inquire about certain unlicensed dogs. Bozo is always an interested spectator and insists on "helping".

* * *

LAST autumn was a busy one at the detachment where I am stationed. More transient half-breed workers than ever before drifted into our district and worked at irregular intervals, harvesting. In the evenings they loitered in the town's pool room—drinking cheap wine, lemon extract and rubbing alcohol and generally making a nuisance of themselves. Nearly every night some of them found their way—with a bit of assistance—into the detachment cells. In the mornings they paid their fines, went back to work, and a night or so later were again our guests.

One man, a regular offender found loitering in a cafe during an afternoon when he should have been working, was warned to get out of town and stay out unless he had some good reason to be around. A week later, while conducting an investigation in a half-breed camp outside the town limits, the investigator was approached by the half-breed. "Please Mr. Policeman", he asked sadly, "would it be all right if I go into town for groceries? I've been out of supplies for two days."

Other amusing incidents occur often. I remember one season when several individuals of the "annoyed" class were admonished for minor infractions of a



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parking by-law. One pompous gentleman went so far as to complain to the mayor. The mayor dealt with the complaint in a very simple way by showing the ruffled caller a list of warnings that had been handed to the town council. At the top was the mayor's own name—the amazed complainant decided to observe the regulations.

I must confess I was not at all enthused when told that I had been appointed to a town detail. I knew the detachment was a good one in a good district, but as the prospect of the work

did not strike me very favourably I took up my new duties resolved to make the best of a bad situation until I could wangle a transfer to another point. I have since learned, however, that policing towns is just what you make it, and if the proper attitude is taken this work will be found every bit as interesting as the rural variety. Members of town details have learned that these duties elevate rather than lower the dignity of the R.C.M.P., and they know the satisfaction of being chosen to fill a responsible position.

No Nuthin'

RECENTLY an R.C.M.P. constable was called upon to investigate information regarding a suspicious character allegedly at the bar in a local hotel. Over the telephone the complainant had promised he would be on hand to point out this public enemy No. 13.

The investigation was neither involved nor difficult; it was entered in this notation in the complaint book:

"Proceeded to hotel—No complainant, no suspect. (No beer!)"

Pushing A Head Into Trouble

ABOUT 50 yrs. ago (or was it 49? —whats' the difference when half a century is involved?) as a rosy-cheeked young corporal stationed at Regina in the District of Assiniboia, N.W.T., I was detailed to escort a female lunatic to Brandon asylum.

"She's crazy, all right", commented my brother N.C.O.'s dryly when they learned that she had fallen profoundly in love with me on sight.

In town I procured a matron, then proceeded to the jail to pick up my charge. She was middle-aged, a little on the hefty side as to weight, and much too demonstrative in her amour for me and her dislike of the matron. In fact, as a curtain-raiser, she kicked the matron on the shins. And I could see that I was in for a pleasant time.

Well, I bundled the patient into the North West Mounted Police democrat, which incidentally was open to the world, and the three of us proceeded to the Canadian Pacific Railway station. It was the longest half mile I ever drove. As soon as we got under way, my patient burst into song and persisted in making love to me. Now, if she had been a blonde, considerably younger with—

It was a remarkably bright day, I remember. As we passed along the streets, more than one of the 2,000 inhabitants of Regina got an eye-ful of the love-making and witnessed my "prisoner's" frantic efforts to strike the poor matron. Some of the on-lookers were vastly amused, but I was not. Once in exasperation as those over-anxious arms tried to encircle me, I pushed them aside and pulled away from her. "For heaven's sake", I cried inanely, "You

Reg. No. 2908, ex-Staff Sergeant Nichols was a drill instructor at Regina before he left the N.W.M.P. in 1899. Since that time he has been connected with several top-flight periodicals of the milling industry with his headquarters at Minneapolis, U.S.A. Occasionally he delves into the past and selects a literary plum for *Quarterly* readers.

by **ex-S/Sgt. W. C. Nichols**

Mr. Nichols, as usual, tells one on himself. He says that in the old days, instead of being given time off between rides and drills, he was busy nearly every week-end escorting mental patients to Brandon. "I had many such experiences", he writes, "most of them like this one quite tragic."

must be out of your mind! Use your head."

Later I had reason to regret that last statement. For as it turned out, she used her head sure enough—and to my sorrow.

The train was waiting at the station when we arrived, and with the assistance of old "Biff" Heffernan, the town-station corporal, my two gals and I boarded the conveyance. Old Biff's blessing for a pleasant trip hung vaguely in my mind as we chugged out into the open spaces.

Our little party was as popular with the other passengers as a rainy holiday in July, so the conductor graciously reserved for our sole use a tourist car that undoubtedly deserved two or three long-service medals. It had specially-constructed arm rests with space below; may I never see them again.

The train rolled merrily eastward, and I maintained a strict watch over my two belligerent females. As an added precaution against antagonizing the patient, I ordered the matron to sit in a compartment at the far end of the car. Peace restored, I sat with my infatuated partner and suffered in silence as she patted my red serge, likewise the lining of my cloak, which also was red. Presently she got sleepy. To make her comfortable, I got the brakesman to arrange the double seat into a makeshift couch so that she could lie down. I spread my cloak over her—a gesture that seemed

to please her—, sighed, and prepared to relax.

Like a mother with her young safely tucked into bed, I stretched out in a seat across the aisle, content that all was well and that sweet tranquility was mine for the time being.

Suddenly I was aroused by an idiotic laugh, and looking across I perceived that my patient had pushed her head through the space under the arm rest.

I jumped up. "Now, be a good girl", I coaxed. "Get your head back."

She started singing again. It was aggravating. That raving head lopping giddily in the aisle seemed to taunt me. Gently I tried to steer it back. But it stuck at the temples; it wouldn't budge.

I turned to the matron. "Would you help, please?"

She consented readily enough, but all she got for her pains was a bite on the hand. I called in the conductor. He didn't say much, but I've often wondered since what he thought. The patient didn't mind him trying to assist, or being near her; rather, she took a fancy to his brass buttons. But all our efforts resulted in failure. We couldn't extricate the head without hurting the patient. It looked as though she was there to stay.

At Qu'Appelle the conductor stopped the train and got the engineer who appeared with the largest screw driver I ever saw. The seat was taken apart

and at length my poor deluded admirer was set free.

Everything went well and the patient was none the worse for her necking experience. But the delay necessitated reports by the conductor, the engineer, the station agent, and last of all, that rosy-cheeked young corporal of 50 yrs. ago (or was it 49).

I was the guilty one. I had permitted my charge to push her head through the arm rest, thereby causing a delay of a full 30 min. that held up the entire C.P.R. system. Not that that was so serious. There was but one passenger train each way daily anyway, in those days when men had time to whittle and say "Howdy" to a neighbour.

At Brandon asylum I insisted that the resident doctor examine the patient for bruises. I complimented myself on a job well done when he gave me a clean bill of health. But not so my superiors, Supt. Joe Howe and Commissioner Herchmer, who had a nice, fluffy carpet for me to stand on while I answered questions that didn't concern the weather.

* * *

TIME, however, is a great healer, and I'm still alive after 75 summers, not forgetting the winters which were a little chilly at times. And though it is better to be loved, even by the feeble-minded, than never to be loved at all, I've been allergic ever since to arm rests with space below.

The Big Hunt is On in Eskimo Land

UP ON Southampton Island, N.W.T., United States currency has a new significance to one Eskimo at least. He sold some souvenirs to a customer and received a greenback with Washington's picture on it, plus the information that the bill was worth \$1.10 in Canada.

The Northern salesman believed and went and experimented. In the Hudson's Bay Co.'s store he plunked the money down on the counter and demanded \$1.10 worth of goods. To his surprise, the factor imperturbably complied with the request, and now, rumour has it, the biggest hunt ever to take place in the North is on—not for seals, not for walrus or polar bears, but for American dollar bills.

Corporal Shaw's Private Museum

by **Freda Graham Bundy***

CORPORAL Kenneth Vernon Shaw, in charge of the R.C.M.P. detachment at Pincher Creek, has one of the finest private collections of guns and Indian relics in Alberta. People come from far and near asking permission to see it, and to visit his office is a rare treat.

Each item is in excellent shape, and all of them are attractively arranged on the walls. He has been building up the collection for years and has acquired specimens that must bring a thrill to everyone who sees them. Every hunter, in fact every man who handles a gun, will be interested in the variety that he has, and from their number, between 85 and 100, we have selected a few for detail.

The oldest gun in the collection is a flintlock, converted to a cap and ball model, made by Tatham, London, Eng., and dated 1749. Incidentally, many sportsmen who have come from the Old Country will no doubt recognize the names of the various makers of firearms. There's a .38 calibre Wesson of 1859 vintage; a flintlock carbine, dug up at old Fort Macleod of 1874, dated 1821; a 16-gauge muzzle-loader of 1853; an old Hudson's Bay Co. rifle of .63 calibre, dated 1842, and a converted flintlock of 1775—maker's name, Tower. The most beautiful gun is an old Arabian flintlock about six feet long, its barrel and butt heavily ornamented with engraving, silver and ivory. With this is a large powder horn of beautifully-engraved silver.

There is an old flintlock pistol with no maker's name or date, and an Allen and Thurber pepper-box of 1845, a cap and ball model with six revolving barrels.

*Mrs. Bundy, a writer of considerable experience who lives at Cowley, Alta., has recently compiled a history dealing with the Pincher Creek district of frontier days.

The tiniest gun is a six-chambered .22 calibre pistol with a one-inch barrel.

Then there is a cap and ball, single shot pistol of 1830; a Derringer of 1860, made by Remington Arms of .41 calibre with a double barrel of over and under action, and a Sharps .22 calibre pistol, four barrels, with revolving firing pin.

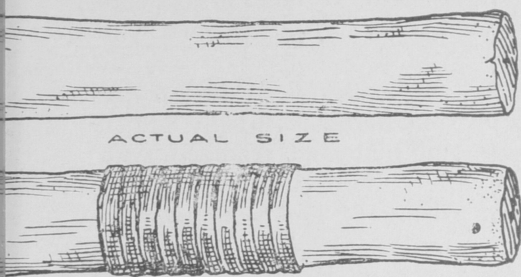
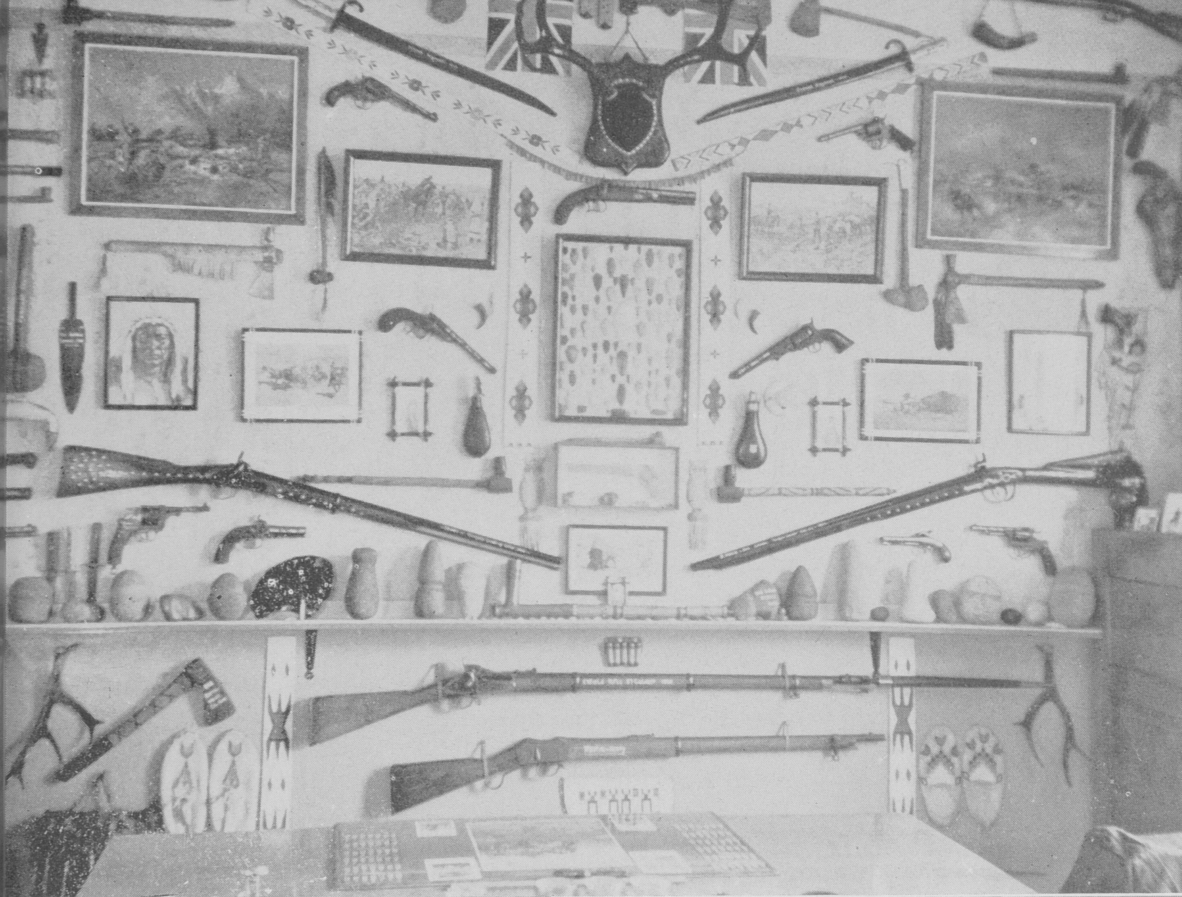
Concealed in a cane with a curved bone handle is an interesting gun of English make, suitable for .44 calibre or .410-gauge cartridges; there is also a rim-fire Indian rifle, .44 calibre, of the type used in the Custer Massacre of 1876, which has a beautiful brass receiver and brass-studded butt.

A muzzle-loader, approximately .56 calibre, made by Hollis & Son, London, had been owned by a Peigan Indian who used it to kill his squaw and her lover, after which, having dressed himself in his best suit and beaded moccasins, he tied a string to the trigger and to his toe, lay down on a cot and shot himself under the chin.

Among the visitors to Corporal Shaw's display was a wealthy American, Arnold Schueren of Chicago, who upon returning home sent Shaw a double-barrelled pistol, .35 calibre, single trigger, dated 1844 and made by Bruce and Davis.

A real relic is a Col. Le Mat model, dated 1841, with over and under barrels. This arm is curious in that the top barrel is a nine shot, .44 calibre, and the other is a one shot 20-gauge—a movable hammer nose permits choice.

There is also a .45 calibre cap and ball model dated 1839, double barrel and made in England; an Enfield rifle, .57 calibre and dated 1860, with a long bayonet attached; a Martini Henry rifle, manufactured before the Enfields; a pin-fire revolver, six shot, revolving barrels, .38 calibre, dated 1850; a French-made pinfire, .38 calibre, six shot revolver, dated 1860, and an old English horse



This collection of weapons and other relics owned by a member of the R.C.M.P., is rich in Western lore and includes many interesting historical pieces that recall the day when buffalo and redskin roamed at will on the Canadian prairies.

Two views showing part of Corporal Shaw's private collection of guns and Indian relics; the line-cut illustrates the Indian gambling bones described on page 330.



pistol with a barrel whose bore is about the size of that of a 12-gauge shot-gun, cap and ball, approximately .63 calibre, made by Tirebrook, London. Of special interest is an old English-made single shot pistol, dated 1864, .25 calibre, rim-fire, two triggers—one opens and the other fires it.

There is a Manhattan, .36 calibre, cap and ball five shot revolver, with barrel all engraved, dated 1854. The holster is of tooled leather marked "J. P. Ford, maker, Macleod, N.W.T., 1874".

Now about other weapons of interest: a French bayonet of 1872; a sword dug up in South Africa in 1899—hand-made, with solid brass handle; a Mexican throw knife—a wicked-looking thing with an ivory handle and a double-edged blade, two and a half inches at the hilt and tapering to a sharp point, that fits into a brass sheath encased in leather; an Indian hunting knife donated by old Four Horns who said that his grandfather had made it from a broad file; a sword concealed in a cane, made by a firm in Birmingham; an old scalping knife with a gargoyle head, found on Massacre Butte, and a very old bullet mould found at Fort Whoop-up.

* * *

THE collection of Indian relics is equally fine and interesting: many belts, exquisitely beaded with Indian motifs; two buffalo spears, one of 1780 made by the English firm of Sorby and brought out by the Hudson's Bay Co. to be traded with the Indians for furs, the other, between eight and nine feet long, with a head measuring about 10 in. by two, and 15 peace-pipes which vary greatly in shape, size and design.

The most beautiful of the pipes has a red pipe-stone bowl about eight inches long, polished to a lustrous smooth finish, and a stem, banded and ornamented with brass tacking, made of red willow which has a soft centre. The buckskin tobacco pouch that goes with it, about 30 in. long, has two bands—one, beaded, six inches wide, the other of dyed porcupine quills; quill work is seldom if ever done

now. This pipe belonged to Red Crow, famous head chief of the Bloods, and was given to Corporal Shaw by the late Mrs. Haynes who died last summer at the age of 86. She and her husband, the late Canon Haynes who for many years was a missionary on the Peigan Indian reserve at Brocket, Alta., were close friends of the two Indian chiefs—Big Swan of the Peigans and Red Crow, who as young men fought in the battle against the Crow Indians on the site of the Frank Slide.

The walls are also lined with such other Indian relics as corn crushers; pemmican pounders; stone axes; rock tomahawks; a hide scraper made from elk horn, with a piece of steel as a blade; marrow bone splitter; cup and balls, from an old battle ground on the Peigan reserve; four bronze-pipe tomahawks; a steel-pipe tomahawk; war clubs; a Sun Dance tom-tom made of green raw hide stretched over a wooden hoop, and Sun Dance rattles made of buffalo skin, into which small rocks have been sewn with sinews.

There is also a magnificent Indian rifle holster of white buckskin, heavily beaded in white and blue and trimmed with fringe.

In one corner of the room hangs a plaited mass of dark hair, about four feet long; scalp locks they are—rather gruesome!

Over 500 carefully-selected flint arrow heads of a dozen sizes and shapes are in two large cases on the wall, also Hudson Bay points made from steel bands off whisky kegs.

Then there are four pairs of Indian gambling bones, each pair consisting of one plain bone and one bound with a strip of raw hide; a game bag, made from the soft dark brown fur of elk legs with the hoofs left on as trimmings; several beautifully-beaded tobacco pouches; a jar of *Kinnikinic* (Indian tobacco to you); stone charms; a long string of elk teeth; old original arrows, the shafts wrapped in sinew; beaded moccasins, and rattlesnake skins.

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A PRODUCT OF HENRY PERKINS



Out in the garage is an Indian skull with two bullet holes in it, one in the forehead, the other on the opposite side through the jaw-bone. The late ex-Cst. R. N. Wilson, former Indian agent, declared the skull to be that of the Indian, Medicine Pipe Stem, who was shot by Charcoal because of his attentions to Charcoal's wife. The position of the bullet holes adds plausibility to this story.

* * *

CORPORAL Shaw is a native son of Alberta, having been born at Cardston on July 26, 1904, and it is perhaps natural that he should be interested in such things. His father, Vernon, arrived in the south country in 1882 from Kentville, N.S., and the corporal is a seventh generation Canadian. At one time Vern Shaw was a stock detective with the Alberta Provincial Police and he is well known throughout southern Alberta. His mother and his sister were the first white women in that part of the country. His brother, Corporal

Shaw's Uncle Fred*, came out here with the Mounted Police in the early days, and as he was qualified soon became the official dentist in these parts. Jimmie Miller, who now lives next door to the Mounted Police detachment at Pincher Creek and was one of the first ranchers in the district, well remembers Fred Shaw working on his teeth in these very early days. Incidentally, the St. Mary's Detachment of the North West Mounted Police took up half the Shaw ranch house, and Vern Shaw often acted as guide for the early police patrols.

Pincher Creek may well be proud of this fine collection, and Corporal Shaw is to be complimented on his initiative and patience in gathering it.

*Reg. No. 439, ex-S/Sgt. Frederic Davis Shaw, a native of Kentville, engaged in the N.W.M.P. in June, 1880. A first-class dentist, having just finished his studies, he took his dental equipment (a very fine outfit of extracting forceps and small instruments) along to the N.W.T. and used them regularly in "relieving the men of offensive toothache". He left the Force in March, 1884.



Police Dog

Sultan

—a Faithful Servant

by **Cpl. D. A. Bissett, M.C.**

ONE of the first members of the "D" Division (Manitoba) dog section, established in February, 1937, was Reg'n. No. D-195 Sultan, a powerful, tawny-coated Shepherd not yet two years old, weighing over 90 lbs. and standing about 29 in.

This loyal dog was a formidable hand-ful for any law-breaker. He had under-gone extensive training before being posted with his master to Winnipeg Sub-division, and his arrival was the occasion for wild speculation regarding the worth of dogs in police work. Through no fault of his own, however, Sultan got off to a bad start, and it soon became apparent that the division personnel required in-structions on the capabilities and limita-tions of their new assistants.

During the first weeks of his engage-ment, Sultan was called upon to assist in cases only after human agency had

failed. This meant that he must work on a "cold trail"; and when his efforts proved unavailing, dogs and dog section alike came in for a barrage of unfavour-able comment. Yet despite this tendency to hesitate, to enlist their services only as a last resort, it was not long before the dogs were proving their efficiency.

Experience and time eventually made it evident that Sultan could be a valuable aid in police investigations involving tracking. But it was essential that he be given a fair chance and put to work before the scent had been obliterated by enthusiastic but untrained searchers. From then on, Sultan was employed many times looking for lost and missing persons, and he successfully concluded his part of numerous investigations,

often being solely responsible for the apprehension of the guilty persons.

Though strictly a one-master dog, Sultan condescendingly submitted to the friendly pats of Force members, tolerated with stoic patience liberties taken by children. Because police dogs are sometimes employed to track down escaping criminals, their more humanitarian achievements in saving lost persons from death by exposure, or exonerating innocent suspects, at that time were occasionally overlooked; in fact, the belief had become fairly common that these animals were vicious and cross—a fallacy which, of course, has long since been dispelled. Actually there never were grounds for the stigma as they are good-natured, gentle and obedient. Never, even as he approached the sunset of his life, did Sultan become intolerant or short of temper. But, though he was long suffering, his respect and unfailing attention were reserved solely for his master.

* * *

AMONG the interesting cases of his career was that of Mrs. Irene Slusarchuk, a lady of 86, who on Sept. 25, 1940, got lost in the woods near Stuartburn, Man. She was missing three days, and a search party of 35 persons had vainly combed the bush-land area before Sultan appeared. His keen nose took up the trail, however, and within 20 min. led him through thick scrub to the lost woman who was huddled in a dense clump of willows. Barefooted and cold from the chill autumn weather, she was in an emaciated and very weakened condition. Among many other things, police dogs are taught to bark upon locating their quarry, and when the dog master arrived at the scene, he understood why Sultan had not “given tongue”; the aged woman was hugging the animal so tightly about the neck that he could scarcely breathe. She was weeping with joy. “The dog is my saviour”, was all she could say between

sobs, for she knew that her survival was due to Sultan’s canine sagacity.

A creditable performance of a different kind, listed in this dog detective’s file, involved a search for property stolen from a garage at Morris, Man., in which he not only found the cache of missing articles, but arrested a man guarding it. The guard fled, but Sultan, upon being ordered to attack, quickly overtook and held him at bay until the dog master arrived. That the suspect was subsequently convicted is proof that, though they may escape the eye of a human investigator, hidden articles rarely elude the nose of a trained dog.

Not all of Sultan’s investigations were clear sailing before the courts. In the autumn of 1939, his “testimony” was the subject of a minor legal battle. At the preliminary hearing of a conspiracy charge arising out of an excise case held before Magistrate T. J. Murray, K.C., Winnipeg, defence counsel objected when Mr. Hart Green, K.C., Crown prosecutor, tried to enter evidence of tracking by Sultan. During the ensuing lengthy argument, the Crown sought to prove the admissibility of such evidence by bringing to the attention of the court an article on the subject which had appeared in the R.C.M.P. *Quarterly*.^{*} Finally the magistrate accepted the silent witness’ evidence and committed the accused for trial. Soon afterward the latter changed his election and upon a plea of guilty in county court was convicted.

Strong of frame, this versatile dog could clear obstacles up to 10 ft. in height while carrying objects; or when necessary he could crawl flat on his stomach. And his senses were extremely sharp. Often, despite adverse atmospheric conditions and the lapse of considerable time, he succeeded in finding incriminating evidence. For example, there was the case at Elie, Man. A fruit pedlar stole a

^{*}This article, entitled “Tracking by Dogs”, commences on p. 259 of the April, 1939, *Quarterly*.

watch from a customer's home on the morning of Feb. 10, 1941. Overtaken that evening by the police 18 miles from the scene of the theft, he was questioned and searched. Later, Sultan was called in. Almost at once his nose went into the air and, sniffing the scent, he promptly ambled around the thief's light truck and began digging in a snow bank about 30 ft. from the side of the road. Burrowing deeply with his snout, in less than three minutes he brought his head up triumphantly. In his mouth was the stolen watch, ticking softly. The pedlar, who had thrown it away as the police approached, realized it was futile to deny his guilt. Even though the watch, warm from the thief's body temperature, had sunk quickly in the snow, Sultan's faculties proved equal to the task.

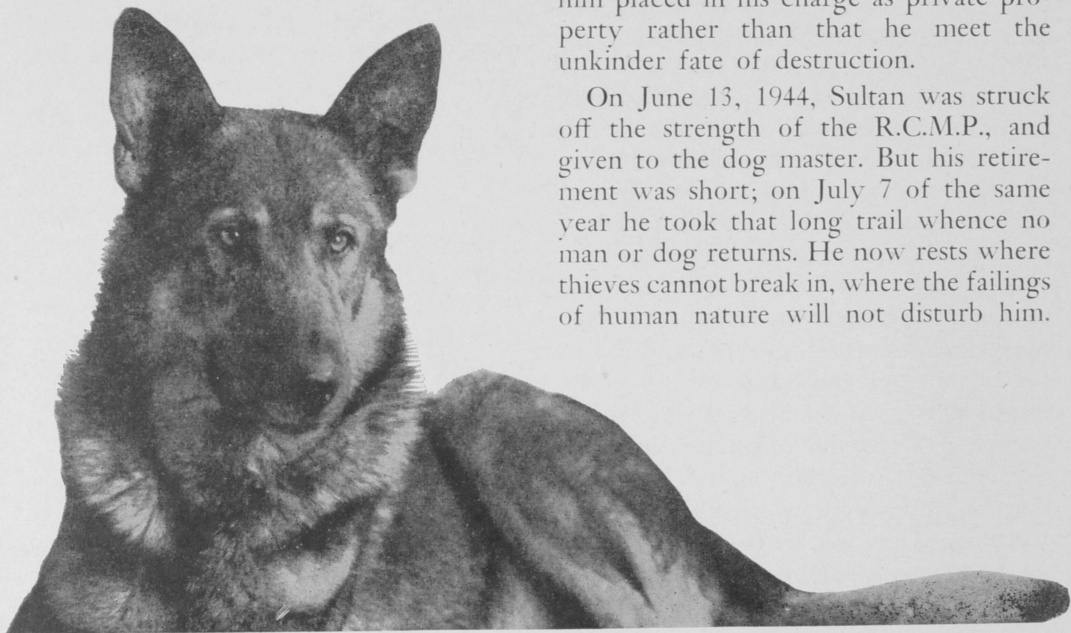
Another incident which well reveals Sultan's law-enforcement abilities, was a case where but for him suspicion might have rested upon innocent persons. It was a faked Breaking and Entering at Winkler, Man., during the evening of Dec. 9, 1941. A considerable sum of money had been stolen from the transfer office of John Dyck. Given the scent from footprints at a rear window of the premises where it appeared that entry

had been made, Sultan tackled the investigation with his usual zest. He took a roundabout course from the window into a much-used lane, doubled back and crossed a vacant lot, and after a devious route through the village ended up at the front door of the transfer office. Entering, he trotted unhesitatingly past three men and, baring his fangs, sat down before a fourth who was writing at a desk. The dog's denouncement, though silent, was final. A clerk in the employ of the aggrieved party, this man had trumped up the evidence and lodged the complaint. Previous to this, there had been no suspicion against him, nor any hint that the offence was an "inside job". Faced with the dog's unspoken accusation, he at first steadfastly maintained that he was innocent, but the next day confessed to the theft, of which he was subsequently convicted, admitting that Sultan had followed his tracks unerringly.

* * *

THESE are but a few of Sultan's successes, before passing time began to make demands on his aging body. As the day of discharge from the Force of this nobleman among dogs drew near, his master requested permission to have him placed in his charge as private property rather than that he meet the unkind fate of destruction.

On June 13, 1944, Sultan was struck off the strength of the R.C.M.P., and given to the dog master. But his retirement was short; on July 7 of the same year he took that long trail whence no man or dog returns. He now rests where thieves cannot break in, where the failings of human nature will not disturb him.



Book Reviews

ON THE SIDE OF THE LAW, by J. W. Horan. Institute of Applied Art, Ltd. (Educational Publishers), Edmonton. 275 pp. with index. Illustrated. Cloth binding, \$2.50; paper, \$1.25.

We have here the biography (it is really an autobiography as told to the author) of ex-S/Sgt. John Daniel Nicholson—one of the dwindling number of men who have seen service in the N.W.M.P., R.N.W.M.P., and R.C.M.P., and one of the most widely-known ex-members of the Force alive.

Mr. Nicholson has had a long and amazingly eventful life. Son of a Nova Scotia sea captain, he was born in Provincetown, Mass. As a lad he often spent his holidays on his father's schooner which sailed with the large fleets to the fishing grounds of Labrador, Grand Banks, Newfoundland, and Cape Shore. After considerable sea-faring experience, which took him while still in his teens to Jamaica and Europe, he shipped in 1884 on the G.S.S. *Alert*, just returned from the North with the bodies of Greely's ill-fated exploration party. Following a voyage to Hudson Bay, he joined the N.W.M.P. at Halifax on Dec. 14, 1885, being given Reg. No. 1709, and was posted to Regina, N.W.T.

From then on Nicholson's life began to take form. He grew up with the West in the days of its pioneer glory, and, being the Force's first plain-clothes detective, took active part in many of this country's most notable police investigations.

After serving in the Boer war in which he was wounded, Nicholson returned to Canada and to the N.W.M.P. In 1904, he was a member of the first police party to go into the Eastern Arctic. Aboard the G.S.S. *Arctic*, he went to Fullerton, Hudson Bay District, remaining there and at Churchill for three years. The day after his retirement from the R.N.W.M.P. on Mar. 15, 1911, he was appointed chief detective of Alberta and in February, 1915, became assistant superintendent of the newly-formed Alberta Provincial Police. Retiring from that body with an enviable record of more than 10 yrs., he turned his efforts to Northern mining until, upon the outbreak of the present war, he volunteered and was accepted in the R.C.M.P., being posted to the C.I.B., Ottawa. Finally

retiring in 1942, Mr. Nicholson, today in his 83rd year, has settled down in Victoria, B.C., to a life of ease—reluctantly, one gathers, for he still retains a lively interest in his holdings in the Yellowknife gold field.

Many of the cases described are largely resumes of material to be found in other volumes. But there are others which appear in print for the first time. One of these, the Buck oil conspiracy in 1914, Nicholson "smoked out" after a 13,000-mile chase through the U.S.A. and a single-handed legal battle against a court-room full of lawyers in Wichita, Kan., before securing the fugitive's extradition. Also recalled is the tragic Picariello-Lesandra shooting at Coleman which ended in the first legal hanging of a woman in Alberta history.

There is a regrettable number of misprints and minor errors in detail, but one slip is especially unfortunate because of the wrong impression it creates. On pages 96-98 in the account of the man hunt for Ernest Cashel we are told that the condemned prisoner escaped from a "Sergeant" Piper, and later (pp. 228, 237-40) passing allusions are made to Inspector Piper of the Alberta Provincial Police in connection with the six unsolved killings at Grande Prairie in 1918. In neither chapter is use made of Christian names, or initials, and the natural inference is that the sergeant and inspector mentioned are one and the same person; in other words, by these references to the surname alone, the reader is left to assume that Inspector Piper was the policeman in charge of the provost guard at Calgary when Cashel escaped from the death cell in December, 1903.

But it is in the index of the book that the real lapse occurs, for there under "Sergeant Piper" both the Cashel and Grande Prairie incidents are classified together. By thus further confusing the two affairs, the assumption that the reader takes from the body of the book unfolds into a definite conclusion that Inspector Piper was involved in the earlier events, which of course is not true. Had the references to Piper been clearly identified throughout by Christian names this unhappy effect would not have occurred.

Actually Cashel escaped from a constable, William Warren Piper who was

dismissed from the Force with ignominy, for negligence. The escape was front-page news at the time, for it was not the murderer's first break for freedom. Due to mistaken sentiment, of the type which tends to glorify the criminal and criticise the police, there was considerable sympathy among the public for Cashel who led the police on a number of humiliating wild goose chases and occasioned them no end of trouble before his recapture. As Mr. Nicholson says, the incident was the greatest blow the Mounted Police had received since they were organized in 1873.

The inspector, John Storm Piper, was a civilian in the Yukon when Cashel broke from custody, but the following year he re-engaged as a sergeant in the Mounted Police—a fact which accentuates the possibility of a wrong conclusion being drawn from the book where it incorrectly states that Cashel was in the charge of "Sergeant" Piper. During his 38 yrs. of service as a peace officer John Storm Piper gained considerable stature as a detective and never once did a prisoner escape from him, though he must have handled several hundred of them.

Because of the gravity with which the Cashel episode was regarded this reviewer feels duty bound to stress these points strongly, and it is to be hoped that if future editions of this book are printed this unfortunate mistake will be rectified.

Nicholson doesn't shy away from telling how he, himself, was broke from sergeant to constable when in 1908 R. G. King escaped custody. His clever detective work, however, brought about the criminal's recapture and eventual execution for murder, so it is not surprising that within a year Nicholson regained his stripes.

Limits of space preclude a detailed reference to all the cases, but in his investigations Nicholson crossed swords with all manner of desperadoes—murderers, cattle rustlers, hold-up men, bootleggers. His diary relates both the light and serious moments—concisely and with common sense. Far from being a mere recital of the central figure's prodigies as he relentlessly pursues fleeing criminals, *On the Side of the Law* contains such human touches as the story of Chum, the outlaw horse which Nicholson won over by kindness and patience after the animal had been all but ruined

by abuse and violence. Chum showed his gratitude by saving his owner's life when the latter got lost in a blizzard in 1888. There is, too, a memorable picture of Jerry Potts, and of that famous scout's fight to the death with the Sarcee murderer of his father. Legend, Nicholson says, has it that this encounter was the bloodiest ever fought in the West between two men; and of the victorious Potts, who "was all man and as tough as whale bone", he adds, "I can truthfully say that Jerry was one of my very best friends."

Most of the book concerns the frontier years in the West, police work during that era, and Mr. Nicholson's long and close acquaintance with conditions and life of those pristine days imparts special authority to his words. His record shows him to have been diligent, resourceful, intelligent and unassuming, demonstrates that it is the honest toiler, the plodder, who keeps an organization strong. With these qualities Nicholson fashioned his career and it is due to them that today he is so widely admired and respected.

Based on facts and events, and written with sincerity, this book is a worthy addition to Force literature.

Mr. Horan has not tried to achieve literary excellence, nor has he drawn upon his imagination for dramatic effect. Rather he has put down only what was told him, and the result is devoid of that fakery and glamour which too frequently colour stories of the Mounted Police. G.S.H.

THE ROMANCE OF THE ALASKA HIGHWAY, by Philip H. Godsell, F.R.G.S. The Ryerson Press, Toronto. 235 pp. Illustrated. \$4.

For three and a half decades Philip Godsell has travelled Canada's northland, and he writes of that country with a first-hand knowledge. His latest book deals with the history of those vast regions traversed by the Alaska Highway, the North-west Staging Command and the Canol Project; and while of late there has been a spate of publicity regarding these developments, we receive here for the first time a look back through the eyes of one acquainted with the area's past by experience and study. As a front-line observer the author has seen this last frontier roll back to a new world of opportunity and enduring benefit to

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Canada, and his telling of it makes absorbing reading.

"The War Trail to Tokyo", the second part of this work, deals with the epic engineering feat which now makes possible travel by motor car from the tropics to the Arctic circle, also with the laying of the 550-mile pipe-line from Norman on the Mackenzie River across the Yukon divide to Whitehorse to furnish an assured flow of fuel oil for the tanks, jeeps and planes of the American army. To those who planned and built these mighty enterprises, the author gives very high praise for skill, courage and ingenuity.

But no section of Canada is more replete with stories of romance and adventure than the almost unmapped and untrodden region of this last north-west, reviewed in part one under the title "Prelude to the Alaska Highway". While perhaps less well known than the modern military projects, the deeds of former days are no less dramatic in their way, and Godsell's stirring saga concerning them stretches from Baranov's Aleutian domain through the erstwhile

kingdom of lawlessness of the bearded Soapy Smith to the ruins of fabled Fort Prince of Wales on the Hudson Bay.

The reader is told of the Western Union Co.'s expedition headed by Col. Charles S. Bulkley which sought to link this continent with Europe by telegraph in 1864; of the trail-blazing quintet under Insp. J. D. Moodie, N.W.M.P., which in 1897 set out to find an overland route to the Klondike's gold fields only to report, after untold hardships, the route unfeasible; of Insp. C. Constantine and 32 members of the R.N.W.M.P. who in 1905 tackled for the first time the task of constructing a highway from Edmonton to the Yukon—after hacking their way through almost impenetrable *brule*, fallen timber and sticky morasses, bridging streams and corduroying muskeg, they were ordered to abandon operations because of disagreement as to who would defray the cost.

Packed with odd and exciting tales, the book disposes of the Dead Man's Valley myth where Frank and Willie McLeod and others disappeared under queer cir-

cumstances. For half a century the Outside has been mystified by weird and strange stories of this tropical valley which had escaped the hand of time "where living dinosaurs and mammoths of a forgotten age disport themselves in steaming pools rich with luxuriant vegetation". Charles Bedeaux's fantastic invasion in 1934 of the region traversed by the Alaska Highway—an experiment that cost him close to a million dollars—is told in graphic detail.

Of the forlorn Mounted Police road-building attempts, the wilderness has reclaimed its own. The raised houses built every 30 miles have fallen in; fire, frost and landslips have eaten up the grades; muskegs have swallowed the rotting corduroy, and rivers have long since effaced the bridges. Godsell ponders these things. Will history, he wonders, repeat itself? Will the majestic artery recently rushed to completion be left to languish and revert to nature when the excitement of this war is over and peace returns?

A book of history and exploration, of adventure and indomitable courage, *The Romance of the Alaska Highway* like the terrain it covers is dotted with the names of trappers, fur traders and Mounted Policemen too numerous for individual mention here. Impressive, breathing the flamboyancy of the frontier, it is typical Godsell stuff. Those who enjoyed his earlier books, are assured of a treat in this tasty slice of Canadiana. G.S.H.

PLOWING THE ARCTIC, by G. J. Tranter. Hodder & Stoughton, Ltd., London, Eng. 256 pp. Illustrated. 12/6 net.

This is the story of the *St. Roch's* first trip through the North-west Passage, 1940-42. Magazines, newspapers and radio broadcasts have acquainted the public with the general outline of Sub-Inspector Larsen's west-to-east voyage, and the man on the street now knows that the tiny vessel and her crew ventured into little-known places, had to contend with fog, ice and cold, were locked for months in isolation and loneliness, often in danger of being crunched in the jaws of the polar ice pack, and that eventually they won their way through a vast ice-infested wilderness known as the North-west Passage—in a vague sort of way many of us know the feat was an epic one.

But in *Plowing the Arctic* there is no vagueness. This full-length story calls up the harsh realities of the every-day life experienced by the handful of sailor-police-men during the voyage, captures something of their loneliness and imaginings while couped up during the long "wintering in" periods. The reader is given every detail as the ship crept for days on end along the invisible fog-bound coast, and is swept along from the beginning right up to the exultance of journey's end.

In gripping prose, the author tells of the crew at work, their gallantry under every trial, their desperate danger amid mountainous barriers, and vividly describes the travail of the vessel itself:

"Huge icy boulders were hurtling themselves against her in a desperate endeavour to crush her. Some of the smaller pieces she was able to force under her belly, but they growled their way beneath her and hurried on. But the larger pieces were too big for her to ride, and they battered her, head on, until it seemed as if she must surrender; and when they tired of their individual attack upon her, they joined forces into a mighty army that surrounded her until, when she could endure no more and was on the point of giving up, a merciful wind came, driving the enemy ice before it, and the *St. Roch* was left free to creak her gratitude."

When Amundsen, the first and only other person to traverse the North-west Passage, accomplished his east-to-west voyage through the southern route he was credited with having a charmed life. The author recalls that seamen at the western entrance to the passage were convinced the undertaking would be impossible in the opposite direction—a conviction strengthened by the fact that 63 vessels and hundreds of men had been lost in the Western Arctic within the brief span of eight years.

The whole drama of the *St. Roch's* achievement is drawn against a background of police work and arduous patrols, for the crew combined their constabulary duties with their struggles against the elements. The resulting picture is an impressive, thrilling one, too big to pull into focus within the confines of a short review.

The book is especially timely in view of the vessel's more recent 86-day trip from Halifax through the passage to Vancouver.

G.S.H.

Old-Timers' Column

Farewell to Two Pioneers



Photo by *Who's Who in Canada*.

MAJOR-GENERAL W. A. GRIESBACH

The death of Major General William Antrobus Griesbach, C.B., C.M.G., D.S.O., V.D., K.C., Edmonton, Alta., on Jan. 21, 1945, and that of Mrs. Henrietta Eleanor Haultain, Port Hope, Ont., three days later deprived Canada of two highly-respected citizens and severed two links in the shortening chain that forges the present with the early days of the Canadian West and of the Mounted Police.

Major General Griesbach was one of Alberta's best-known pioneers. Born at Qu'Appelle, N.W.T. (Sask.), on Jan. 3, 1878, he was the son of the first man to enroll in the ranks of the North West Mounted Police—the late Supt. Arthur Henry Griesbach who retired from the Force on Dec. 1, 1903.

A true son of the West, William Antrobus Griesbach had an illustrious career as a soldier, lawyer and politician. He served Canada in three wars, and few men have had so long a connection with the Canadian Army. His political life was also active; he was mayor of Edmonton in 1907, elected to the House of Commons in 1917, and subsequently appointed to the senate.



Picture of Mrs. Haultain taken in 1915.

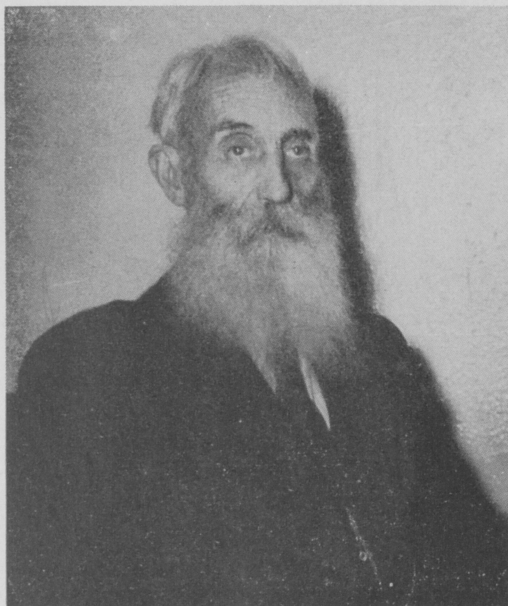
Mrs. Haultain's association with the West stems from the fact that her husband, the late Charles Selby Haultain, M.D., C.M., was medical officer in the N.W.M.P. for more than 13 yrs., and her cousin by marriage was the late Sir Frederick William Haultain, noted frontier statesman, educator, lawyer and empire builder.

Dr. Haultain during his term of service with the Force was stationed at Wood Mountain, Maple Creek, Macleod, Regina and Battleford. He died of influenza at Battleford on May 21, 1903, and was buried at Macleod seven days later.

The next year Mrs. Haultain settled in Port Hope and in her own way carried on in the East the traditions for which the Haultains were noted in the West. She served in the local Order of the Daughters of the Empire, was president of the Canadian Club, and in the first Great War worked tirelessly in the Red Cross Society.

In the deaths of Mrs. Haultain and Major General Griesbach, the Force has lost two very dear friends, and the past has retreated still further into that region beyond recall. Canada's pioneers are disappearing one by one.

Ex-Constable Tabor Visits Regina Guarded Riel



EX-CST. F. C. TABOR

Frank Clifton Tabor, 78, who engaged in the N.W.M.P. 60 yrs. ago at Fredericton, N.B., and whose regimental number is 1450, unexpectedly walked into R.C.M.P. town station at Regina on Sept. 25, 1944. Though he sported a long grey beard, it was noticed that his shoulders were still square and broad, and that his blue eyes had not lost the sparkle of youth. Proudly he produced an aged and yellowed piece of paper which certified to his discharge from the N.W.M.P., with a "very good" character.

After five years' service, Tabor took his discharge at Lethbridge, Alta., on June 15, 1890. Six years later, he applied for re-engagement, was accepted on Mar. 30, 1896, and served until Mar. 29, 1899, when he moved to Coutts, N.W.T. (Alta.), working at Milk River.

Tabor now lives in retirement at Kelowna, B.C. This visit, his first to the prairie capital since he left in 1899, was to attend his brother Aubrey's funeral.

Ex-Constable Tabor found many changes, and expressed delight at the trees and cleanliness of the city. "It was a small shack town when I was last here; nothing like this solid well laid-out city." Shown

through the present-day R.C.M.P. barracks, he exclaimed, "These are mighty nice quarters you have here. It was very different when I trained here; there were shacks then, and they were small and portable." As he was escorted around the square, his mind reached back past the turn of the century. "We trained under tough Irish drill sergeants, in my day", he reminisced. "There was a prince of the reigning house of Denmark and a German baron on the Force then."

He recalled a few other incidents of former days, as he walked about the historic grounds, and stated that one of his first duties in 1885 had been to guard Louis Riel.

"Riel was well educated", he allowed, "and during the walks he took with me, he gave me some very good advice."

"What kind of advice?" he was asked.

The old man's blue eyes twinkled. "The kind he should have taken himself—how to keep out of trouble."

Four Ex-Members of the N.W.M.P. Are Honoured at New Westminster, B.C.

On Jan. 25, 1945, at a meeting of the R.N.W.M.P. Veterans' Association, "A" Division, four old-timers were presented with life membership certificates. Three of the recipients are veterans of the Riel Rebellion: Reg. No. 789, ex-S/Sgt. J. W. F. Weeks who first joined the N.W.M.P. on Apr. 10, 1882; Reg. No. 1188, ex-Cst. C. H. Baker who joined on Apr. 21, 1885, and Reg. No. 1206, ex-Sgt. H. Banham who first joined on Apr. 27, 1885. The other man honoured was Reg. No. 2810, ex-Cst. F. Bayliss who joined the N.W.M.P. on June 2, 1892. All are well past their 16th birthday—Weeks is 83, Baker 81, Banham 82, and Bayliss 75.

Ladies' Auxiliary Celebrate Ninth Anniversary

The Ladies' Auxiliary of the R.N.W.M.P. Veterans' Association, "A" Division, celebrated their ninth anniversary at a Valentine social in Vancouver on February 14 with L. M. Lloyd-Walters (ex-Cpl.), president, acting as chairman. After an evening of cards, community singing and music, flowers were presented to the retiring president by her successor, Mrs. O. Snowling. The other newly-elected officers were Mrs. W. J. Bowdridge, vice-president, and Mrs. F. Corby, secretary treasurer.

That antlered eaves-dropper knows a thing or two. Certain it is when a man's on the trail there's nothing like a cup of hot OXO.



Two Letters of the Many That Welcome Quarterly's Return

Dear Sir:

I was delighted to learn that the Force is going to resume publication of the Quarterly.

Personally, I have been lost without the R.C.M.P. journal all these months. I have always taken a very keen interest in the old Force, ever since I left the same in the spring of 1913, and have found that the Quarterly was the only means through which I could keep abreast of transfers, promotions, deaths, and the score of other developments and changes taking place in the Force. Ex-members, like myself, are apt to lose track of these things which are still of great interest to us old-timers, unless we find opportunity of meeting, and chatting over the odd drink of Scotch (providing of course, that one's permit is not used up).

When the war is over you are bound to have much data for publication concerning the part which members and ex-members have played in the war.

With the best of luck, and may the first

number of the Quarterly (after its lapse as a war casualty) soon be with us.

Sincerely,

Jan. 30, 1945.

P. G. THOMAS*

*Reg. No. 3185, ex-Sgt. P. G. Thomas is now police magistrate at High River, Alta.

Dear Sir:

I was delighted to hear that the Quarterly is to be republished, and enclose postal note for my subscription.

I enjoyed reading the many articles of the work of the Force, and also the reports on criminal cases which are of great legal value. As an old ex-member of the North West Mounted Police, now in my 77th year, I retain very many happy memories of the days when horses, buckboards and ambulances were the means of travel not overlooking or forgetting Shanks' Mare.

Yours sincerely,

Dec. 28, 1944.

F. W. TORNEY*

*Frederick William Torney, K.C., barrister, solicitor, notary public, Moose Jaw, Sask., served many years in the Yukon under the late Asst. Commr. Z. T. Wood, C.M.G., the Commissioner's father. His Reg. No. is 2860.

Obituary

- Reg. No. 3198, ex-S/Sgt. John Allan, 75, died at Macleod, Alta., Sept. 23, 1943.
- Reg. No. 2355, ex-Cst. Ralph Craven Andros, 74, died at Victoria, B.C., Aug. 17, 1943.
- Reg. No. 5233, ex-Sgt. Ernest George Baker, 58, died at Taunton, Eng., Aug. 10, 1943.
- Reg. No. 13205, Cst. James Harvard Delamere Bedlington, 29, killed on active service in England, Apr. 30, 1943.
- Reg. No. 5335, ex-Cpl. Edward Weston Burnell, 53, died at Mayo, Y.T., Feb. 7, 1943.
- Reg. No. 11062, Cst. Clarence Henry Butler, 40, died at Yorkton, Sask., Aug. 7, 1943.
- Reg. No. 13250, ex-Cst. Richard Shipley Chambers, 29, died at Ottawa, Ont., Nov. 4, 1943.
- Reg. No. 3295, ex-Cst. Peter David Stewart Crerar, 67, died at Calgary, Alta., May 3, 1943.
- Reg. No. 12110, ex-Cst. Frederick Campbell Culbert, 33, died on active service, June 26, 1943.
- Reg. No. 13581, ex-Cst. Sidney Darling, 23, died on active service in England, June 7, 1943.
- Reg. No. 13050, ex-Cst. Edwin Drake, 26, killed in flying accident on active service at Pendleton, Ont., Aug. 1, 1943.
- Reg. No. 11802, ex-Cst. Samuel James Elkin, 39, accidentally killed at Hamilton, Ont., Mar. 9, 1943.
- Reg. No. 9000, ex-Cst. Howard Colin Farrell, 44, died at Cornwall, Ont., Oct. 25, 1943.
- Reg. No. 527, ex-Cst. Alexander Fleming, 80, died at High River, Alta., Sept. 27, 1943.
- Reg. No. 3402, ex-Cst. James Muir Gladwin, 64, died at Portland, Ore., Sept. 15, 1943.
- Reg. No. 9117, Cpl. Joseph Alfred Grignon, 49, died at Wrightville, P.Q., Apr. 6, 1943.
- Reg. No. 3788, ex-Cst. Frank Edmund Harbottle, 65, died at Whitehorse, Y.T., Oct. 19, 1943.
- Reg. No. 5934, ex-Cst. Evan Deakin Harmon, 61, died at Lethbridge, Alta., June 18, 1943.
- Reg. No. 3393, ex-S/Sgt. Archibald Charles Head, 71, died at Terrace, B.C., Mar. 1, 1943.
- Reg. No. 11631, Cst. Cyril Gregory Horne, 38, died at Halifax, N.S., Dec. 26, 1942.
- Reg. No. 4074, ex-Cst. Edward Insley, 72, died at Vancouver, B.C., June 12, 1943.
- Reg. No. 6745, ex-Cst. Joseph William James, 57, died at Regina, Sask., Jan. 19, 1943.
- Reg. No. 4223, ex-Cst. William Henry Lapierre, 60, died at Vegreville, Alta., Mar. 6, 1943.
- Reg. No. 12730, ex-Cst. Antti Alfreed Lunkie, 29, killed in flying accident on active service near Delacour, Alta., Apr. 14, 1943.
- Ex-Insp. John Alexander Macdonald, 77, died at Vancouver, B.C., Feb. 24, 1943.
- Reg. No. 12415, S/Sgt. Charles Cedric Mason, 42, died at Ottawa, Ont., Mar. 10, 1943.
- Reg. No. 275 (O.S.), ex-Cst. Robert McCutcheon, 90, died at Calgary, Alta., Sept. 28, 1943.
- Reg. No. 11892, ex-Cst. Edward Earle Muffitt, 54, killed on active service overseas, Nov. 2, 1943.
- Reg. No. 9460, ex-Cst. David John Mulvie, 42, died at Simcoe, Ont., Apr. 19, 1943.
- Reg. No. 9159, ex-Cst. James Francis Murphy, 57, died at Dartmouth, N.S., July 16, 1943.
- Reg. No. 5615, ex-Cst. James Painter, 54, died at North Battleford, Sask., Dec. 13, 1942.
- Reg. No. 1573, ex-Cst. William Parks, 74, died at Prince Albert, Sask., Nov. 10, 1942.
- Reg. No. 5720, ex-Cpl. Ernest Pasley, 53, died at Vancouver, B.C., Jan. 20, 1943.
- Reg. No. 9058, ex-Cst. George Hilliard Perrault, 60, died at Ottawa, Ont., Mar. 24, 1943.
- Surgeon Maurice Powers, B.A., M.D., C.M., 38, accidentally killed in flying accident near North Battleford, Sask., Oct. 20, 1943.
- Reg. No. 9083, Cst. Arthur Edward Radant, 55, died at Ottawa, Ont., Apr. 4, 1943.
- Reg. No. 449, ex-Cpl. Michael Regan, 88, died at Vancouver, B.C., Dec. 12, 1942.
- Reg. No. 561, ex-Cst. Josiah Robert Royce, 89, died at Calgary, Alta., Mar. 26, 1943.
- Reg. No. 11371, Cpl. Laurance Percival Ryder, 42, died at Woodstock, N.B., Jan. 20, 1943.
- Reg. No. 1121, ex-Cst. Horatio Nelson Slater, 78, died at Calgary, Alta., June 16, 1943.
- Reg. No. 3842, ex-Cst. Robert Arthur Small, 61, died at Whitehorse, Y.T., Feb. 19, 1943.
- Reg. No. 1714, ex-Sgt. David Bennett Smith, 77, died at Melfort, Sask., Oct. 4, 1942.
- Reg. No. 3203, ex-A/Cpl. Charles Frederick Spence, 69, died at Ottawa, Ont., Mar. 31, 1943.
- Reg. No. 7794, ex-Cst. Edward George Avern Spittal, 42, died at Montreal, P.Q., Feb. 11, 1943.
- Ex-Insp. Charles Henry Heath Sweetapple, 78, died at Olds, Alta., Mar. 20, 1943.
- Reg. No. 8277, ex-Cst. Frederick Victor Thornley, 42, died at Toronto, Ont., Dec. 21, 1942.
- Reg. No. 3829, ex-Cst. Robert Henry Walker, 62, died at Whitehorse, Y.T., Apr. 15, 1943.
- Reg. No. 13580, Cst. Lawrence Gordon Walsh, 26, died at Grande Prairie, Alta., Nov. 6, 1943.
- Reg. No. 787, ex-Cst. James Warren, 78, died at Chicago, Ill., Jan. 4, 1943.
- Reg. No. 12295, ex-Able Seaman Thomas Albert Watterson, 30, died on active service between Nova Scotia and Newfoundland about Feb. 14, 1943.

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*"That's
the cartridge
for me!"*



Joe Jacko says, "give me 500 rounds .22's, plenty tea, tabac, an' stuff, an' me trap plenty fur"

LIKE thousands of other shooters in Canada, Joe Jacko knows that he can depend on the accuracy and hard-hitting qualities of "DOMINION" .22's.

There's nothing small or miniature about them except their size—they are powerful—accurately made with a wealth of practical experience behind them. Whether it's targets or small game they hit the mark and pack a killing power that gets results every time.

A "DOMINION" .22 for every purpose. "WHIZ-BANG"—a high velocity cartridge with tremendous shocking power, and a flatter trajectory that makes for accuracy—"SUPER-CLEAN" for small game and target shooting, with dry lubricated bullets in all sizes and greased bullets in long rifle. "CENTRAL V'S", standard velocity, and greased bullet—the point-gaining target cartridge. And there is the "BISLEY", good for small game up to 200 yards. All "DOMINION" .22 cartridges have patented, super-clean, non-corrosive priming.

"DOMINION" AMMUNITION Ballistic Engineers have gone all out to make .22's equal to the need of men who look for sure results.

Not plentiful just now, but well worth waiting for.

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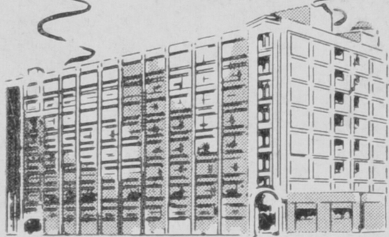
**"Dominion"
Ammunition**

The sale of ammunition is now under the control of the Wartime Prices and Trade Board.

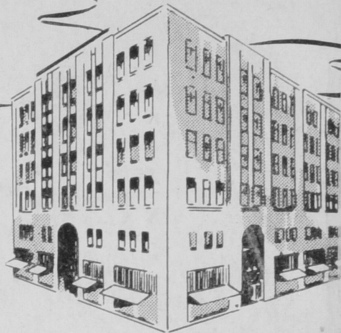
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ACROSS CANADA — THE DEMAND IS FOR "DOMINION!"

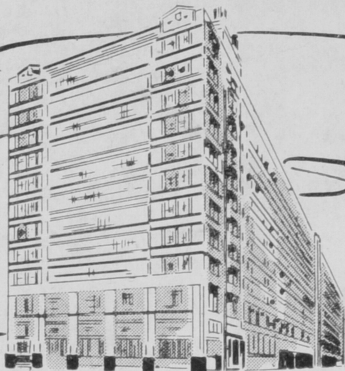
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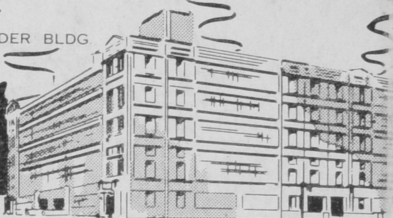
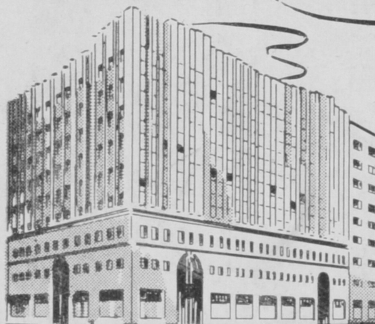


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