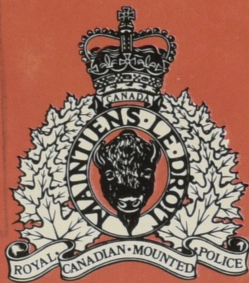


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# RCMP QUARTERLY

VOL. 41, No. 1



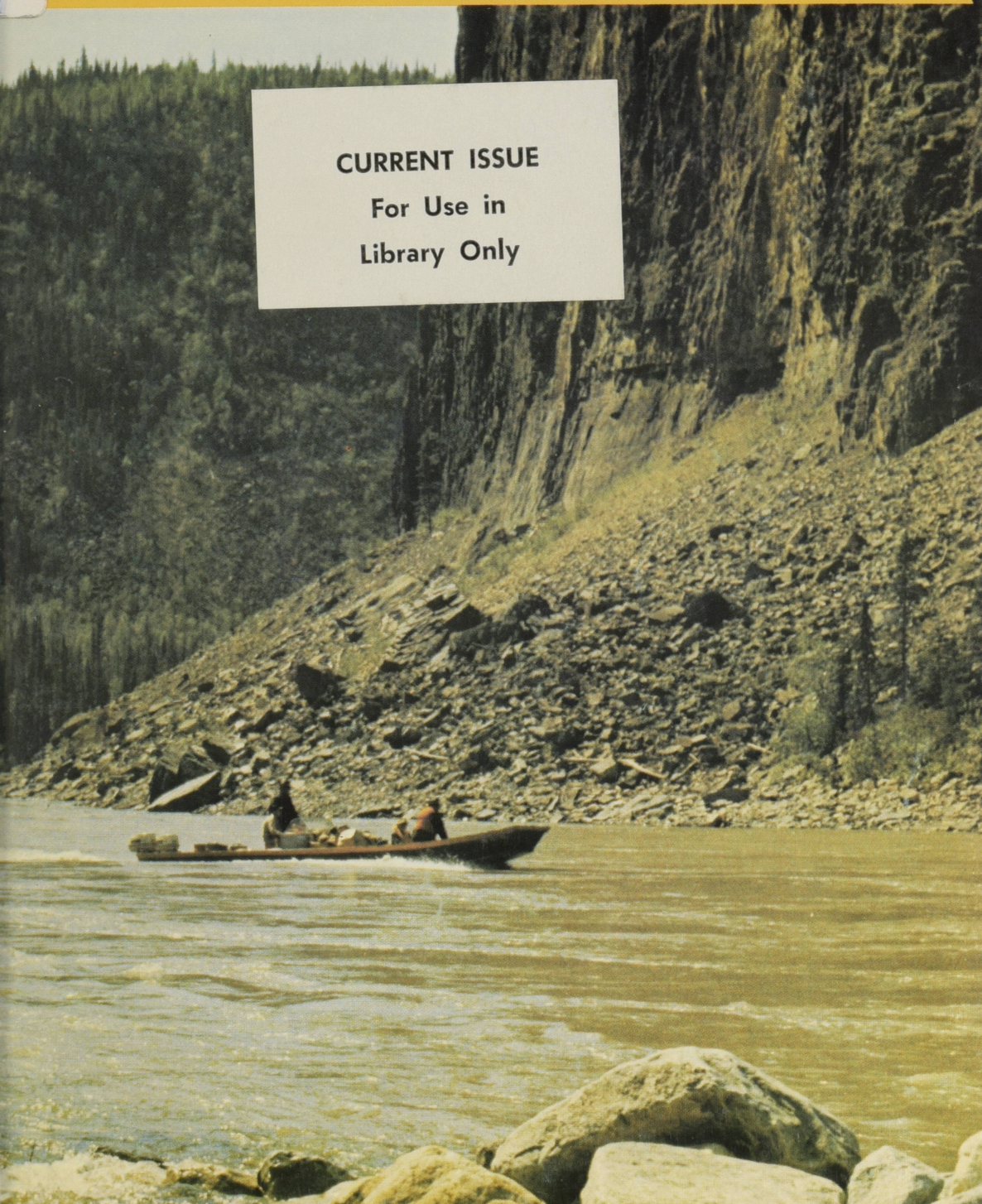
REVUE

# TRIMESTRIELLE de la GRC

WINTER/HIVER 1976

**CURRENT ISSUE**

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# RCMP QUARTERLY

VOL. 41, No. 1



# REVUE TRIMESTRIELLE de la GRC

WINTER/HIVER 1976

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ISSN 0033-6858

## Our Cover

Two R.C.M.P. river scows, plying their way upstream through Cathedral Gate near the Headless Valley on the South Nahanni River, N.W.T. Cathedral Rock juts up in the center background. Photo by Sgt. D. F. Gurrette, June, 1969.

## La couverture

Deux chalands de la G.R.C. qui remontent le courant de la rivière South Nahanni (T.N.-O.) en passant par Cathedral Gate près de Headless Valley. Au centre, on aperçoit le rocher Cathedral se découpant sur le fond. Photo du sgt D. F. Gurrette, juin 1969.



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## Editor's Notes...

### Yet Another Editor

On January 2, 1976, I became the new editor of the Quarterly, replacing S/Sgt. Ron Henry who had taken over as temporary editor from Terry Shaw. Ron is undoubtedly breathing a sigh of relief, for not only did he discharge his duties as editor with considerable expertise, but he also carried on his regular duties in the Commissioner's Secretariat, which together, was certainly no small task!

Perhaps a short biography might be appropriate. I joined the Force in 1956, and after training, was posted to British Columbia. I was stationed in several northern detachments until the spring of 1960 when I was transferred to the Yukon. In November, 1965, I was moved to Coppermine, N.W.T., thence to Arctic Red River and later, on to Fort Providence. In latter 1969, I was posted to the National Police Services Information Center in H.Q. Ottawa. I became an assistant editor for the R.C.M.P. Gazette, 1974, and there I remained until taking up this position. My wife, Terry, and I have three children.

I sincerely hope to keep up the fine work and high standards set by both Terry and Ron, my predecessors, and should I falter, please bear with me.

This issue then, compiled primarily by Ron, is my fledgling start as the Quarterly's editor.

Joe ROENSPIES

## Notes du rédacteur...

### Encore un nouveau rédacteur

Je suis entré en fonction, à titre de rédacteur de la Revue trimestrielle le 2 janvier 1976 remplaçant le sergent d'état-major Ron Henry qui occupait les fonctions de rédacteur intérimaire à la suite du départ de Terry Shaw. Ron doit actuellement soupirer d'aise car non seulement s'est-il acquitté de cette tâche avec une grande compétence, mais encore devait-il accomplir son travail régulier au Bureau du commissaire, ce qui, combiné, représente tout un travail.

Voici une courte biographie. Je me suis engagé dans la Gendarmerie en 1956. À la suite de la période de formation, j'étais affecté en Colombie-Britannique. J'ai travaillé dans plusieurs détachements septentrionaux jusqu'au printemps de 1960, moment où j'ai été muté dans les territoires du Yukon. En novembre 1965, je me retrouvais à Coppermine (T.N.-O.), puis à Arctic Red River et enfin à Fort Providence. J'ai été muté vers la fin de 1969 au Centre d'information des Services nationaux de police, à la Direction générale à Ottawa. En avril 1974, je suis devenu rédacteur adjoint de la Gazette de la G.R.C. poste que j'occupais au moment de ma nomination à la direction de la Revue trimestrielle. Ma femme Terry et moi avons trois enfants.

J'espère être en mesure de poursuivre l'excellent travail accompli par mes prédécesseurs Terry et Ron et de conserver le degré d'excellence qu'ils ont établi. Si je devais me tromper, je vous prie d'être indulgents.

Ce numéro, dont la compilation a été principalement faite par Ron, représente mon coup d'envoi à titre de rédacteur de la Revue trimestrielle.

Joe ROENSPIES



# The Commissioner's New Year Message

I would like to take this opportunity to wish every member and friend of the Force a very happy and satisfying New Year.

We can hardly enter a new year without some reflection on the one just completed. As I look back I find much with which to be happy, satisfied and grateful. We have had a good year, both in terms of our service to the public and in terms of the support we have had in return.

While we can be happy with these things it would be foolish for us to be complacent as we enter into a new year. The new year will be filled with new challenges in addition to the usual ones we meet every year. We will face the extra tasks associated with the Olympics, the restrictions imposed by fiscal restraints, and the re-organizational and other internal changes now on the drawing boards. On the whole it will be a full year for all of us.

My hope, which I express with confidence that it will be fulfilled, is that we discharge our responsibilities during the year with success and sensitivity, and that we will continue to enjoy the support of the public whose servants we are.

## Message du Commissaire à l'occasion du Nouvel An

Je veux profiter de cette occasion pour souhaiter, à tous les membres et amis de la Gendarmerie, une heureuse et fructueuse année.

Nous ne pouvons aborder la nouvelle année sans réfléchir sur celle qui vient de s'écouler. En ce faisant, je me souviens d'événements heureux, satisfaisants et réconfortants. Si l'on tient compte du service rendu au public et du soutien que celui-ci nous a accordé en retour, nous pouvons nous réjouir de l'année qui se termine.

Quoique nous ayons toutes les raisons d'être contents de nous-mêmes, il ne serait guère sage de nous endormir sur nos lauriers. 1976 apportera nombre de défis nouveaux en plus de ceux que nous connaissons tous les ans. Nous devons envisager des tâches spéciales en rapport avec les Jeux olympiques, les restrictions budgétaires, la réorganisation de la Gendarmerie et d'autres changements internes déjà à l'étude. Bref, cette année encore, nous aurons du pain sur la planche...

J'espère sincèrement que nous réussirons durant l'année à nous acquitter humainement de nos responsabilités et que nous pourrons continuer à jouir du soutien du public dont nous sommes les serviteurs.



# Depot Today

By Cpl. W. K. SMITH

Do you remember F Block, Beeswax, Willie George and Faux Pas? How about crossed stirrups, stable orderlies and push brooms? Maybe you trained in the days when we rented cars, visited the Trianon in Regina or was it the Bytown Inn at Ottawa.

Remember sitting in the show and everyone else moved away because your mufti was hung in a foot locker along with the rest of your uniform including stable fatigues. Far be it for me to suggest you're

getting old, but perhaps you, like me, tend to dwell on the so-called "good old days."

My purpose in mentioning this is simply to say that the good old days are long gone. I "passed out" in 1958 and didn't return to Depot until April 1972. As a detachment man for many years I recall hearing others and thinking to myself things like: "What are they sending out now?" and "Geez is that training soft compared to ours."

Those are just a couple of examples and

**Practical training is given near the end of the course, as is...**





by the time you've finished reading this I hope I will have dispelled any misgivings you might have had, and if you are a "non-member" perhaps you will get a better idea of what goes into the training of a policeman.

Gone are the days of boxing, horses, raw legs and saddle sores. There is a new P.T. program. Still lots of running, and aerobics are the "in" thing. There is little or no gymnastics. Now it is weights. Not heavy, mind you, but sufficient to build up one's muscles, endurance, flexibility and motor power. Today's recruits undergo a 70-hour P.T. program and as of Apr. 1, 1975 they receive 15 hours of organized sports.

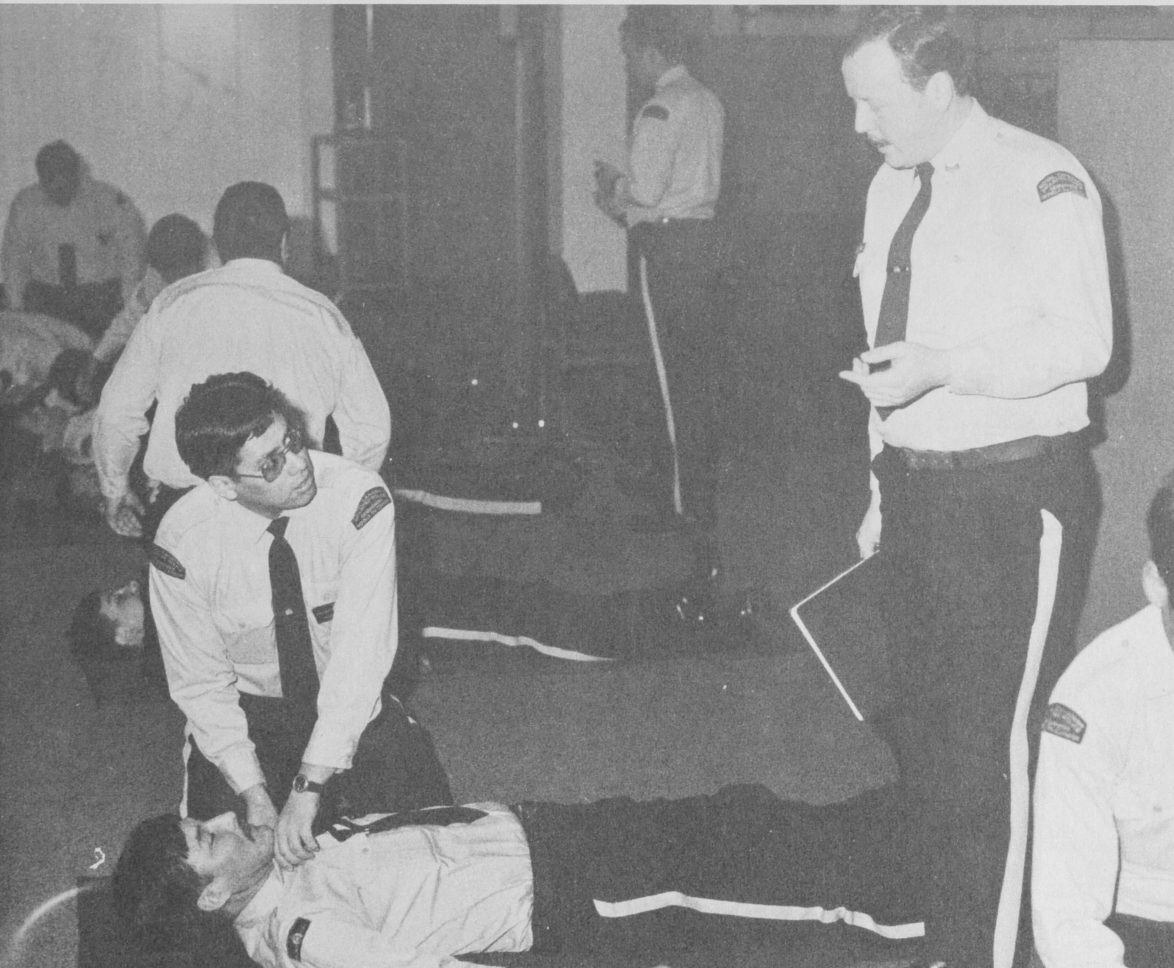
Aerobics are mainly to improve the cardiovascular and respiratory systems, making the heart and lungs work more

proficiently. This helps to lower blood pressure and increase red blood cells.

The sports program serves more than one purpose. It enables recruits to learn games so they may become active in public relations fields as coaches, referees or participants. It also teaches sports they can pursue as an enjoyable way to keep fit after leaving training. And of course it also serves well in the overall fitness throughout the training period.

The new gym is located behind old D Block, which incidentally now houses the painter's, carpenter's, electrician's, saddler's and tailor's shops. It contains two change rooms, showers, towelling areas and toilet facilities. There is office space on the upper floor with staff rooms. Also on the lower floor is a weightlifting room with a Universal Gym machine for

... first aid...



individual training. In another area is a sauna.

The main gym floor can be divided into two by means of electric doors, and two classes can be held simultaneously. In addition there is a set of fold-away bleachers for spectators. There is equipment for most sports and the stables have been converted to an indoor arena which can also be used for lacrosse, drill and tennis.

Remember running with your .303 at the "high port"? No more! However the other old standards are still here: "Sections right, quick march!"

Ah yes, now I'm talking your language, and believe it or not, it really hasn't changed. We still enjoy the pleasant smiling face of the drill instructor, although he doesn't seem to refer to one's ancestry as much as he once did. Today's recruit doesn't know what a riding crop is, let

alone how to carry it, however I can't remember when I last used mine. Can you?

After Apr. 1, 1975 the recruits can stomp as hard as they care to, but no more should they break a board in the drillhall floor. Yes, the floor has been redone, and now there will be bleacher type seats for visitors.

There's always one who is the only one in step, and there are still those who try to march right arm and right leg together. Just give them a few weeks like they gave us, and in short order they're the best troop to graduate, "next to mine, of course."

"Skin heads" are a thing of the past and no more are they wearing funny little hats the Army and Navy sold. Yes, there have been changes, but I'm afraid I haven't

... taking statements...





seen any that really detract from the "discipline and deportment" I have known in the past.

While on the subject of discipline I have noticed a more relaxed atmosphere in certain areas such as driving and academics, as well as during the recruits' free time. I must qualify this for any who are skeptical by saying that generally the more relaxed atmosphere is conducive to better learning, and the respect for superiors is still evident.

Today we are on the tail end of the demonstration scene. We haven't been faced with the likes of the riot situations experienced in Alabama and San Francisco. But I can remember the Amchitka demonstrations at Peace Arch Park which separates Washington State from Canada. Or were you "on the hill" when the native people came?

Granted we need not be reminded of some ugly scenes, but in reality we can be confident that the young men today are prepared to meet those situations should they arise again. Gas, riot control and tactical training are all taught by the drill staff.

No more do we find drill instructors taking an active part in small arms training. Now we have a highly qualified staff of ten men. Most have acquitted themselves well in competition as evidenced by one of the largest trophy collections anywhere.

Today's recruit receives 56 hours of instruction in the use of firearms, and this includes rifles and shotguns in addition to revolvers. The rate of success is extremely good and most recruits wear a badge of proficiency in at least one area before graduation. The outdoor range is still

... courtroom drama...



here, however one must visit the new range in order to believe it. We enjoy two indoor ranges.

One is 100 metres for rifle and shotgun, the other 50-yards. There are 16 firing points on each and all have electronic target controls. There are exhaust fans, air cleaners, glasses and ear protectors. Each firing points can be operated individually or from a central command post in a plate glass gallery area.

Also at the range is a classroom, armorer's shop and a gas compound. There's even a skeet area for recreational shooting. Full credit should be given to the staff who are champions for improving our equipment such as the Sam Browne; although there is some resistance I would hope changes for the good will always be approved.

And for those wondering about females in the Force, I point out that one member of the first troop shot 299 during her PPC.

Was that a boxing glove I saw? No — it's memory again. We don't have boxing anymore. Today's self defence program is made up of 65 hours of police holds, wrestling, ground fighting, judo and some karate basics. Included are specialized techniques such as removing someone from a car — and they even have car hulks to practice with. They are located in the arena and parked in what used to be the standing stalls.

The emphasis must be placed on the word DEFENCE and in addition to the actual art of defence they receive instruction concerning the use of force. For recreation the self defence staff has a karate club and many instructors hold belts of one color or another. Arriving at

... and accident investigation.



the self defence gym we find mirrors and permanent mats on the floor.

We also find the old swimming pool is still here and still going strong. Today's recruit receives 40 hours of swimming and lifesaving. Advanced swimmers can go on to scuba if they desire. The high tower is still there, and the bottom is coming out of the pool, however it still holds enough water to swim, and swim they must.

The range has gone from the basement of the old gym and has been replaced by changing and showering facilities for the troops.

Before moving into the academic field I would be remiss if I didn't mention driver training. As you are probably aware all members must have a valid driver's licence, however it goes without saying this hardly qualifies them as competent

drivers by our standards. We therefore take the recruits and teach them *our* way.

Each troop is given 42 hours of driving lessons — mainly defensive driving techniques. This includes ten hours of city driving plus four hours of city and highway turns. In addition there is practice in overtaking, passing and stopping, pursuit driving in the city and on gravel roads, to mention the main items. Further there are 27 hours of classroom lectures, which includes three hours of practical pointsman duties and four hours of actual accident investigation.

Surprisingly most recruits held back for extra training are usually weakest in driving.

Last but not least comes academic. Frankly this is the most complex area. It is housed in a new building containing ap-

**A great deal of role-play is used,...**





proximately 20 classrooms, an auditorium area, library, studio and offices. It is northeast of the "stable," near the old stallion shed.

In the first week the recruit is introduced to English, law, history and typing. The first three weeks also encompass social graces, budgeting, note-taking, telecoms, fire picket duties, fire prevention and arson. At approximately the fourth week they begin RCMP administration. After 20 hours of typing experience they are ready to start report writing which is followed by the start of C.P.I.C. training, prisoners, and memory and observation. All these subjects prepare the recruit for practical training.

At the completion of the law course — 65 hours — the recruits are introduced to the Federal Statutes and have probably just gotten underway in L Directorate

subjects. First aid, hygiene, dictation, emergency planning, field training, informants, movement order, photos, security service, urban policing, police service dogs, staffing and deportment lectures are also given. Two other subjects I have left to the last are administered throughout the training period: human relations and effective speaking.

Subjects such as law, Federal Statutes and English are reasonably unremarkable as they might be considered "standards," however I think I should take time to explain some of the innovations of recent times.

At present we are instituting an automated typing course which should have a recruit typing well over our standards in 36 hours. Hygiene has recently been introduced to all troops.

We now have a complete room of

**broken windows are common...**



C.P.I.C. machines which are on the "training mode," and recruits receive ten hours of instruction.

Telecoms have been increased and with the installation of emergency equipment and radios in driver training cars and the two training detachments much practical knowledge can be gained.

Effective speaking is basically an amalgamation of two old friends — public speaking and current affairs. The first aid program has been streamlined from over 20 hours to a respectable ten, thanks to a new training system developed by St. John Ambulance.

Now a few comments on one of the most complex and ever improving courses given at Depot. Human relations is of 65 hours duration. It covers lectures in problems of policing by Dr. T. Russell, a Regina psychologist. Changing values in

society also is taught by an outside instructor. Ethical conduct is given by C/Supt. G. W. Reed of F Division. People from the Alcohol Commission attend and instruct on problems dealing with alcohol — at work, at home and during a crisis.

Perception, prejudice and attitudes as well as three hours of memory and observation are taught by Colvin Peyson, another local psychologist and a "friend of the Force."

In addition Gary Bell teaches crisis theory and intervention and at the conclusion of his lectures the Globe Theatre, a playhouse group, come to Depot and act out situations. The recruits are then put into a role-play situation and they must act out the intervention as previously instructed. Their actions are witnessed by the troop and Bell and subjected to a critique.

**... but always under the instructor's watchful eye.**



Mental illness, psychopathic behavior and sex deviates are subjects all taught by local psychiatrists.

Indians — A Canadian Minority, is a subject taught by Peter Dubois of Fort Qu'Appelle. Mr. Dubois is a former vice-president of the Saskatchewan Federation of Indians.

In all approximately 30 persons from outside the Force are lecturing.

Practical training — taught near the end of training — is housed in one wing of the academic building and made up of two model detachments with C.P.I.C. terminals, a cell area typical of most newer types with toilet and sink. This area also has fingerprint and photo facilities. There is a C.P.I.C. classroom and a model courtroom.

Behind the Post Garage is a building which has many faces. Depending on when you may have served here you may remember it as a model detachment, first aid hall or typing hall to name a few. It now bears a completely different identity inside.

Once through the main door you find yourself on Queen Street facing several business establishments and a model home. All are equipped with the appropriate furnishings and almost daily crime scenes are set up. Doors kicked in and broken windows are common and each morning the artisans attend and fix all the damage so it can be redamaged for the next "job."

This complex gives the recruits the opportunity to put into practice all they have learned and do a complete investigation from the receipt of the complaint to the court. A great deal of role-play is used in this area and the recruits take it seriously. It is not uncommon to see a recruit in civies giving troopmates in uniform a real hassle and even a scrap before the arrest is finally made.

And to help in the classroom and night studies there is a TV studio, and the highlights of lecture material can be video

taped and placed in a library. Recruits can use the tapes in their free time and with monitors reinforce lecture material they are uncertain of or missed due to other causes such as duties.

Most of the tapes are made by the recruits under the supervision of a talented civilian member. It is a professional production in spite of the fact we are not totally equipped. The future holds promise and in due course we will have a complete selection of these invaluable training aids.

To complement the academic and other departments the library is growing every day with an extremely varied selection of reading material from fact to fiction, from police work to public relations and from law to history. It even gets weekend editions of newspapers from major Canadian centres and current magazines in French and English.

Hold it! What was that? Bare legs?

Right again! Having suffered many "growing pains," we are finally well settled in to the business of training female members, and in case you're wondering, their training is identical to the males, the one exception being in physical training where adjustments have been made to accommodate the physiological make-up of females. Isn't progress great?

The regular recruit has little leisure time and therefore must use it to the fullest. Most recruits participate in many extra-curricular activities such as marching band, dance band, choir, sports and camera club, to say nothing of extra swimming, P. T., self defence and other studies at night. Many take on public relations projects such as Big Brothers and assist the mentally retarded. Others if qualified give of their free time to help troopmates weak in certain areas, and of course the barracks must be as clean as ever.

"Fatigues," you say! There's hardly time unless you are on extra duties, and speaking of extra duties we still have arena orderlies, pool, gym and hospital



orderlies, block orderlies, roving patrol, barrack patrol, telephone orderlies, fire picket, guard commander and duty driver.

What else does Depot do, you ask.

We train airport special constables, N.C.I.B. special constables and perhaps VIP special constables. We have had incoming and outgoing instructor courses. There are modified programs for expolicemen who have recently enlisted. We have a unilingual French program underway for a special troop. We take in gambling and dog courses, and as a matter of interest have also held SPAC, SIT and PIT courses. Special constables generally receive in the area of 300 hours of instruction in eight weeks.

1974-75 saw approximately 1,500 members pass through the establishment.

In addition there are two members and a Public Servant employed full time in the language training section. Their principal purpose is to assist the unilingual French recruits with language problems.

There is now a wet canteen with a TV and game room in the basement of the Division Mess. The canteen caters to recruits, and such things as snacks, beer and liquor are available. It is open to all recruits and constables. It is hoped it will serve to assist the member who does not wish to leave the post.

1976-77 should see a new pool complete with a tank for scuba diving training. Also on the books is a new mess similar to the existing one.

Construction of new barrack block the same size and type as B Block but with improvements to the overall facilities, has started and should be completed during the summer of 1976.

In 1973 Queen Elizabeth II opened the new Museum and now that the second stage is close to completion I would certainly like to extend a welcome to all members and friends to visit this citadel of history.

We also expect work to start shortly on a trailer park for visiting members to our little oasis in the middle of the prairies.

In summary, regular recruits receive approximately 850 hours of training of which 70 percent is academic. Training is of 25 weeks' duration with one week for induction. Then it is to the field where hopefully they can put to practice the skills and knowledge they have gained for six months of field training.

1974-75 saw Depot take in 35 troops of regular members, two of special constables who chose to convert to the regular Force and 12 assorted special constable troops.

It boggles the mind to think of it, and now one must sit back and catch one's breath, for as you can see, we are in the throes of a new era, filled with changes, filled with advancement and filled with many more new men and women who may someday sit down as I have and reflect back to the "good old days" when things were better!

## **Vous avez été muté ?**

Les mutations à l'intérieur de la Gendarmerie **ne sont pas** automatiquement communiquées à la *Revue Trimestrielle*. Alors, pourquoi ne pas épargner à un ami l'effort de vous envoyer lui-même la revue, en nous faisant parvenir une formule de changement d'adresse.

# looking back / revenons

## 100 YEARS AGO

Representations having been made that, owing to the destruction of crops by hail storms, the inhabitants of the parish of St. Albert, near Edmonton, were likely to suffer great distress during the present winter, it became necessary, in order to avert the threatened famine, to consider what steps should be taken to afford relief, and also to prevent the breaking up of the settlement and dispersion of the inhabitants; instructions were accordingly given to the officer commanding the Police at Edmonton to invite the clergy of the several denominations to assist him as a committee for relieving distress, to such extent as the surplus supplies of the Mounted Police would permit, payment at cost price and expense of transport to be obtained where possible — where payment not possible, the best available security to be taken for ultimate payment in furs or money.

**From Commissioner J. F. Macleod's annual report of the NWMP, 1876.**

## 100 ANS EN ARRIÈRE

La grêle ayant détruit les récoltes des habitants de la paroisse Saint-Albert, près d'Edmonton, des représentations ont été faites au sujet de la misère dans laquelle ces gens pourraient se trouver au cours de l'hiver. Il devint alors nécessaire, pour éviter la famine, de décider de la façon dont on procéderait pour leur venir en aide et pour empêcher la dispersion des habitants, ce qui mettrait fin à la colonie. On a donc demandé au commandant de la Police à Edmonton d'inviter les membres des différents clergés à se joindre à lui pour former un comité de secours, dans la mesure où les approvisionnements en excédent de la Police le permettraient. Ceux qui en auront les moyens paieront la marchandise au prix coûtant et défraieront le coût du transport; pour ce qui est des autres, on acceptera une garantie sûre en attendant le paiement ultérieur en fourrures ou en argent.

**Traduction d'un extrait du rapport annuel du commissaire J. F. McLeod de la Police à cheval du Nord-Ouest (1876).**

## 75 YEARS AGO

The visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York to the Northwest Territories was an event of extraordinary interest to the Force.

The Royal party arrived at Regina on September 27, at noon. A captain's escort, strength 33, commanded by Supt. Morris, with Inspector Demers as subaltern, escorted Their Royal Highnesses to Government House. Eleven carriages were provided for the Royal party.

A guard of five N.C.O.'s and men was stationed at the railway station, and a

## 75 ANS EN ARRIÈRE

La visite de Leurs Altesses Royales le duc et la duchesse de Cornouailles et de York aux Territoires du Nord-Ouest a été un événement d'un intérêt extraordinaire pour le corps de gendarmerie.

La compagnie royale arriva à Regina le 27 septembre, à midi. Une escorte de capitaine, se composant de 33 hommes et commandée par le surintendant Morris, avec l'inspecteur Demers comme subalterne, accompagna Leurs Altesses Royales jusqu'à l'hôtel du gouvernement. Le poste procura onze voitures aux visiteurs.

guard of 14 N.C.O.'s and men at Government House. In addition to these there were two staff officers and four staff orderlies. Inspector Cuthbert was detailed as orderly officer to H.R.H. and Sergt. Major Church as orderly N.C.O., and accompanied H.R.H. while in the Territories...

The Commissioner has much pleasure in publishing the following extract from a letter from the Duke of Cornwall and York to His Excellency the Governor General, published in the *Canada Gazette* of October 26, 1901.

"I am especially anxious to record my appreciation of that splendid force, the Northwest Mounted Police, I had the pleasure of inspecting a portion of the corps at Calgary, and was much struck with the smart appearance of both men and horses, and with their general steadiness on parade. They furnished escorts throughout our stay in Western Canada; frequently horses for our carriages, and found the transport, all of which duties were performed with ready willingness and in a highly creditable manner."

**From Commissioner A. Bowen Perry's annual report of the NWMP, 1901.**

Il fut posté une garde de 5 sous-officiers et hommes à l'hôtel du gouvernement. Il y avait, en outre, deux officiers d'état-major et quatre plantons. L'inspecteur Cuthbert fut désigné pour servir d'officier d'ordonnance à Son Altesse Royale, avec le maréchal des logis-chef Church comme sous-officier d'ordonnance, et tous deux accompagneront Son Altesse Royale tout le temps qu'Elle passe dans les territoires...

Le commissaire publie avec beaucoup de plaisir l'extrait suivant d'une lettre du duc de Cornouailles et de York à Son Excellence le Gouverneur général, publiée dans la *Canada Gazette* du 26 octobre 1901: —

«Je désire particulièrement consigner mon appréciation de ce magnifique corps, la gendarmerie à cheval du Nord-Ouest. J'ai eu le plaisir de passer une partie du corps en revue à Calgary, et j'ai été très frappé du bel aspect et des hommes et des chevaux, ainsi que de leur fermeté générale dans les rangs. Le corps a fourni des escortes pendant tout notre séjour dans le Canada occidental, ainsi que des chevaux pour nos voitures et des moyens de transport, et tous ces services ont été exécutés avec zèle et d'une manière très digne d'éloge.»

**Extrait du rapport du Commissaire A. Bower Perry de la gendarmerie à cheval du Nord-Ouest.**

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## 50 YEARS AGO

The most important event of the winter of 1925-26 at Craig Harbour was Staff-Sergeant Joy's great patrol to Grethasoer Bay fiord and Exel Heiberg island by way of Jones sound and the west coast of Ellesmere island. He left Craig Harbour on April 22, 1926, and returned on May 31, having travelled approximately 975 miles in the forty days. Constable Bain accompanied him as far as Goose fiord, seven days' journey, to convey dog-feed and fuel for a cache to aid the return journey; Constables Bain and Dersch also came as far as cape Storm to meet him on his return; during the rest of his journey his only companion was the Eskimo Nookapeungwak, of whose "splendid assistance" he writes warmly.

**From Commissioner Cortlandt Starne's annual report of the RCMP, 1926.**

## 50 ANS EN ARRIÈRE

L'événement le plus important de l'hiver 1925-1926 à Craig-Harbour fut la grande excursion du sergent Joy au fiord de la baie Grethasoer et à l'île Ellesmere. Il partit de Craig-Harbour le 22 avril 1926 et revint le 31 mai, ayant parcouru environ 975 milles en 40 jours. Le constable Bain l'accompagna jusqu'au fiord Goose, à sept jours de marche, pour transporter de la nourriture à chiens et du combustible dans une cache devant servir au voyage de retour; les constables Bain et Dersch se rendirent jusqu'au cap Storm pour le rencontrer à son retour; pour le reste de son voyage, il n'eut qu'un seul compagnon, l'Esquimau Nookapeungwak, dont il louange fortement la coopération splendide.

**Extrait du rapport du Commissaire Cortlandt Starnes de la Gendarmerie royale à cheval du Canada.**

## 25 YEARS AGO

We now have fourteen dog masters and eighteen dogs. All dogs have proven themselves and rendered vital service during the period under review; two dogs are presently undergoing training. The total number of cases worked was 581, of which 82 were successful, 45 partly successful. There were 69 cases in which the dogs were used in tracking criminals; two were successful and twelve partly successful. Sixteen lost or missing persons were located with the assistance of our dogs.

**From Commissioner S. T. Wood's annual report of the RCMP, 1951.**

## 25 ANS EN ARRIÈRE

Elle compte maintenant 14 maîtres de chiens et 18 chiens. Tous les chiens ont fait leurs preuves et ont rendu de grands services; deux d'entre eux sont en voie de dressage. Le total des affaires enquêtées a été de 581, dont 82 ont abouti à une solution et 45 à une solution partielle. Dans 69 cas, on s'est servi de chiens pour dépister des criminels: succès complet dans 2 cas, succès partiel dans 12 autres. Ajoutons que 16 personnes disparues ou égarées ont été retrouvées à l'aide de nos chiens.

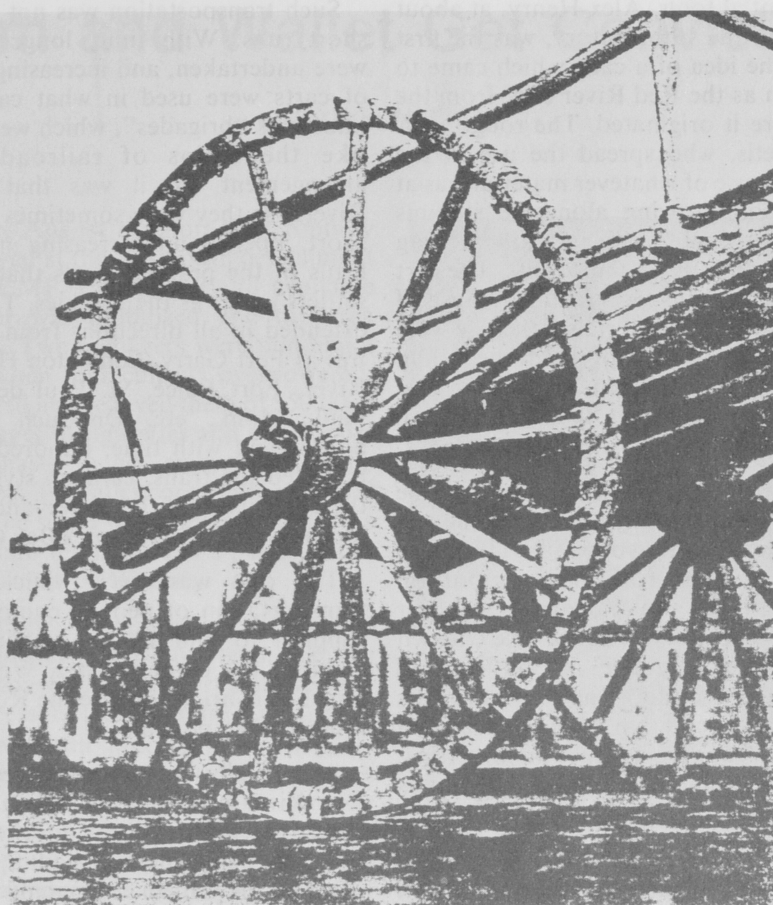
**Extrait du rapport du Commissaire S. T. Wood de la Gendarmerie Royale du Canada.**

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## DRIVE WITH CARE

**The life you save may be your own.**

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Close-up of a Red River cart showing the rough-hewn elm axle supporting the floor and the linch pin in the axle tip. Shagganappee (crude buffalo hide) is wrapped around the wheel to help secure the felloes. This wheel probably stood five feet high. The railing shown is simple and was used to cart hay.

## What's in a Cart

By C/M Philippe GRANT

In a Red River cart, that is. Who invented it? When did it come into general use? How was it built and kept in good repair? Were there many "models"? How was it drawn? How was its use affected by the advent of the railroad? Just so many questions that might be asked about a seemingly legendary conveyance.

Now, as far as one can go into history, there is no instance known of an all-wooden cart construction. Even the

Babylonians, who are credited with the invention of the wheel, did not build a cart until they discovered iron and the method to work it into such simple devices as a metal axle. This is borne out by the stone records unearthed to this day in Mesopotamia.

In a country of such continental vastness, where pioneers were really far from civilization, a means of transportation had to be thought out and built using

only essential tools. Alex Henry, at about the turn of the 19th century, was the first to have the idea of a cart, which came to be known as the Red River cart, from the area where it originated. The rough-and-ready Metis, who spread the use of the cart, made use of whatever material was at hand, wood growing alongside streams and around lakes, different kinds being chosen for different components. The cart was easily kept in good repair because of the availability of materials, for there were more wooded tracks of land then than now; a sort of equivalent to our garages, but more omnipresent than facilities in our modern cities.

There were also several “models” of the cart, the most generally used being the one provided with open-work rails. There was the half-railed cart with the lower portion full, that is, made up of boards on all four sides of the vehicle. There was the covered model, the forerunner of the covered wagon; this model was reserved for women and children which provided protection from the weather on long trips. Lastly, the homesteader had the railless cart for conveying anything you may name on the farm.

This extraordinary vehicle was drawn by all sorts of animals, which then instantly became “dray” animals—horses of course, but just as often oxen, cows, even dogs. Frequently Indian ponies were used, and could pull a 500-700 lb load at a jog-trot for several hours, quite a test of endurance considering the terrain.

But did such a greaseless, indescribably squealing and moaning conveyance actually contribute to transportation in the prairies from the time Henry applied his idea of an all-wooden cart? The answer is positively yes. As rough and plain as the West where it was born, it could be bought or made for a few dollars. The Red River cart was not only used by the hundreds to take men and women to and from the buffalo hunting parties, but also for carting loads of every description with the appropriate model.

Such transportation was not limited to short runs. With time, longer journeys were undertaken, and increasing numbers of carts were used in what came to be known as “brigades”, which were not unlike the trains of railroad cars in arrangement. So it was that the Red Rivers, as they were sometimes called for short, opened an increasing number of trails in the prairies, trails that took the settlers as far as the Rockies. These trails extended in all directions from such centres as Fort Garry, Edmonton House, Red River, Fort Ellice, St. Paul de Cris, St. Paul, Minn., etc. On such distances, dozens and with time, hundreds of carts travelled the trails, caravan style. One of the great users of the conveyance on long journeys was the Hudson’s Bay Company.

The cart was *THE* vehicle for the transportation of people, equipment and supplies to and from another growing country, the United States. We all know how a cart brigade made the RCM Police March West possible.

A typically western achievement, the Red River cart thus helped in no small measure in developing the prairie economy, and thereby had a beneficial effect on the Canadian economy. It may be said in praise of the cart that it was used to move some of the first railroad material on the sites as construction of the rail progressed towards the Pacific, an undertaking that evolved into the Canadian Pacific Railway. Indeed, railroad building through such a vast territory would have been much more of a problem had not the cart opened the way.

And it was thus that the railroad train was substituted for the cart train. The carts, the last of which could still be seen about 1930, began the history of transportation in the prairies. Tourists can now see Red River carts in the Hudson’s Bay Co.’s museum in Winnipeg, and the RCMP museum, Regina, where they remain as old memories and tangible witnesses of man’s efforts in the settlement of the West.



# Sam and Wallet Get Conviction

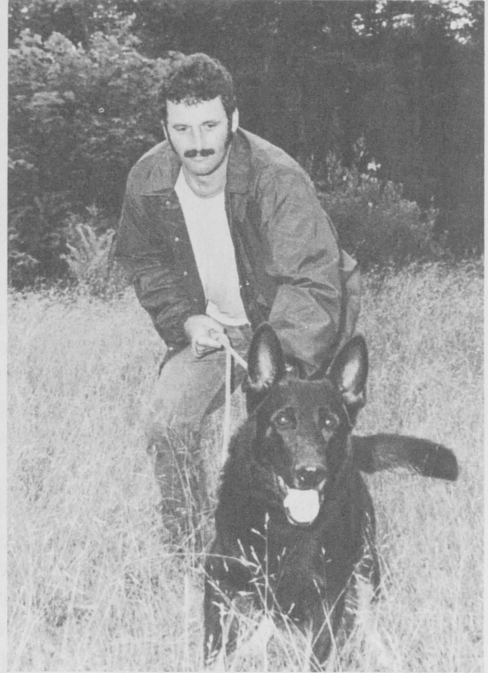
By Eric WEEKS

In early August a report of a robbery was received at the Yarmouth detachment of the RCMP. Immediately all available manpower was mobilized and the area sealed off. Two teenagers were minding a canteen when four culprits overpowered, tied, gagged and relieved them of \$50.00, a few packages of cigarettes and a cash box. In their haste to get away, one of the culprits lost his wallet containing personal papers. The scene was assessed and it was decided that the services of a police tracking dog would be needed.

Sam and his master arrived at the scene approximately a half-hour later, and this short response time was very beneficial as it was necessary to determine if any of the culprits was still lurking in the woods. They followed a trail through a large wooded area and came out on the highway two hundred yards from the canteen at a point where a car had been seen parked earlier.

Now comes the cruncher, for lo and behold, who should arrive at the scene but the guy who lost his wallet. Despite his pleas of innocence he was immediately arrested. The problem with his story was that his car matched the description, given by witnesses, of the car that had been parked on the highway at the point Sam indicated. Follow-up investigation identified the other three culprits and resulted in four guilty pleas for robbery.

Now the reader might ask, "What's so unusual about that?" The unusual thing is that Sam and his master are from the Plymouth Police Dept., Plymouth, Mass., U.S.A. Sam and his master, Warren Ottino, were holidaying in Nova Scotia, and were at Yarmouth detachment claiming some items that had been stolen from their camp. During conversation with Warren, it was learned that he is a



**Sam and his master, Warren Ottino.**

dogmaster and that his dog Sam was with him. He offered their services.

If Sam had not been available a delay of several hours would have been necessary in order for the RCMP tracking dog, stationed at Halifax, to reach the scene.

The investigators greatly appreciated the cooperation of Warren and Sam for their quick action in this matter, and had it not been for their efforts, this investigation might well have lasted eight days instead of eight hours.

As a point of interest, Warren was impressed with our powers of search and seizure, a luxury which policemen across the border do not share with us, and one which every policeman in Canada should appreciate.

# Mr. and Mrs. "Cool-Hand" Luke

By Cpl. Ken HUXTER

The fine dry snow swirled lightly around the caribou skin boots of Luke Nuliayuk as he stood outside his small house in Gjoa Haven, N.W.T. Luke was standing near where the famous Arctic explorer, Amundsen, had wintered his ship Gjoa. He gazed south across Simpson Strait towards the mainland, over the very area where John Franklin's men struggled to their deaths during their famous voyage to discover the Northwest Passage so many years before. Franklin's men struggled to their deaths in much nicer spring weather. It was much colder now, daily temperatures dropped to around 35 degrees below zero F. — for it was late November and the sun was dying across the land, casting a reddish glow over the low flowing snowdrifts.

However, Luke wasn't thinking of death — he was thinking of living. His heart was out there on the land — and much further away than his eyes could see. He was thinking of a caribou cache he had left out there earlier in the fall, when the days were longer and the hunting was good. In a few days the sun would disappear until early in January and Luke wanted to get in just one more trip. Besides he had no money for store-bought food, and he liked caribou meat better anyway.

What about gas he thought? Do I have enough? All he had was in his multi-horse-powered iron dog, for the snowmobile had replaced his dog team years before. He didn't trust the machine as much as the dogs, but it was faster and didn't have to be fed all summer, so he didn't complain about it much. He checked his gas tank and found that he had enough — maybe. If he could get to his gas can out on the mainland he would be able to fill up, go to his caribou cache and get back home, maybe all in one day. That would be much faster than if he had dogs.

He told Mrs. Nuliayuk about his plans. She didn't complain or try to talk him out of it. She knew it wouldn't do any good, besides they needed the meat. She made him enough for one lunch, and the only other items he took besides his snowmobile and sled were his rifle and a snowknife.

Luke was smiling a broad, happy smile as he pulled on his caribou skin parka and started out. He was happy to be going out on the land, it didn't matter to him how cold it was, where he was going, or when. He just loved to get out. Luke was a true Inuit, "people of the land."

Mrs. Nuliayuk showed no concern when Luke left. It didn't bother her that Luke had headed out into such a flat, barren, cold, desolate land at such low temperatures, at a time of the year when there was very little daylight left, with only one lunch and no camping gear. He had done it alone so often before. If she worried at all she kept it to herself. Over many years of suffering and hardships the Eskimo people had grown accustomed to seeing loved ones go out on the land and never return. It had grown to be a way of life and part of their culture to endure such harsh conditions. So when Luke didn't return on time she wasn't overly concerned. Six days later — still quietly composed — she casually mentioned to a friend that Luke had gone out and was a little overdue.

Although this was 1972 there still wasn't any direct contact with Spence Bay where the detachment was located, 100 air miles away. Word was passed to me a day and a half later when the regular northward flight came through Gjoa on its way to Spence. I was able to contact Gjoa via radio through Cambridge Bay to determine that Luke was still missing, and to get a ground search party organized with good snowmobiles and drivers. By



**"Cool Hand" Luke and three of his "rescuers".**

now Luke was 8 days overdue, and none of the hunters returning off the land had seen or heard anything of him.

When Luke started out that first day he felt the familiar ice cold wind across his face as he bumped across the hard snowdrifts. It felt good, it cleared his head and sharpened his eyes. Everything went well at first, but the frost took its toll. The machinery worked hard in the cold and the snow was dry instead of slippery. Luke ran out of gas long before he got to his gas cache. It took him 2 days walking to get to his gas cache, by then he was tired and hungry so he continued on for another half day to his caribou cache. He stayed there for two more days hoping someone would come along to give him a lift back to his snowmobile. When no one came he started back to his gas cache with a quarter of caribou meat on his shoulder. He made it back to his gas cache in another half-day. Then he had to carry the 10-gallon gas can.

The sun was dying fast these past few days. It sat very low above the horizon and cast its dark reddish glow over the low, rolling drifts. Picture this caribou skin clad figure struggling across the flat, bare, frozen landscape with a 10-gallon gas drum on one shoulder, a quarter of caribou meat on the other and a long snowknife in his belt. Luke wandered like this for three days trying to find his snowmobile, to no avail. At this point Luke left the gas can and without any meat left started walking towards home.

During the nights Luke didn't suffer too much. He was tough like most of the old timers who live off the land, and he had learned to master it like his forefathers. He would walk as long as he could keep going and then he would make a small igloo with his snowknife, just big enough to crawl into. He would lie down in his caribou skin clothing and sleep until he was too cold to sleep anymore. While he still had caribou meat he would hack off



some frozen meat, eat it, and start walking again.

Meanwhile the search party wasn't having any luck. They had passed Luke on the way out, out of sight and out of sound. They covered the area where they felt he would have gone, but to no avail, and passed Luke on the way back, again out of sight and sound.

Luke was still struggling towards home. He was out of food now, and getting very tired. He couldn't sleep long because of the cold. On the 10th day Luke woke up early and couldn't get back to sleep. He was too cold and he was very hungry, so he started out early. He has been walking for about two hours when he came upon some snowmobile tracks. He could tell they were very fresh, because the ever blowing wind quickly obliterates tracks. His heart and his pace quickened. They had travelled late and might still be camped. If only he could reach them before they started back towards Gjoa. Two hours later the broad, seaming smile came back to Luke's face for up ahead in the early morning light he could see the outline of an igloo with three snowmobiles parked outside. They hadn't left camp yet. Luke casually went up to igloo, crawled in and asked, "Are you guys lost?"

Meanwhile, what about Mrs. Nuliayuk? How was she taking the whole affair; after all, her husband had gone out with only one lunch into conditions that almost defy survival. She was quiet, calm and collected. If she suffered she did it silently and kept it to herself. Luke was 10 days overdue and I was impressed by her coolness under stress. I had worked on numerous missing person cases in the south prior to going back north, and I knew too well how most wives viewed having a husband overdue. They would get terribly upset when their husbands were only a few hours overdue and under conditions that were 100 times better than those Luke had gone out into.

It had taken me quite a while to get to Gjoa to help organize the search as flying conditions in the Arctic aren't very good at that time of the year. There was still no word from Luke and the searchers were overdue, so we were flying out to have a look from the air. Snow swirled around the propellers of the Twin Otter and the skis rattled off the hard snowdrifts as we accelerated down the ice strip at Gjoa Haven. The controls were in the hands of one of Wop May's successors, Rocky Parsons, a well-known and experienced northern barren land and bush pilot. The sun wasn't visible when we took off, but as we gained altitude the fiery red glow came into view. The frost on the outside of the cabin windows caught the red sun's ray and formed beautiful pink patterns as we strained our eyes to see below. About 50 miles south we spotted some snowmobiles heading towards Gjoa so Rocky circled until he found the smoothest spot on the ice and landed. It was three of the searchers and Luke. He was a little thin, but otherwise in good health and good spirits. When asked "Where did they find you?" He replied, "They didn't find me — I found them."

When we took Luke back to his wife she apologized for putting us through any trouble. She had only casually mentioned to a friend that Luke was a *little* overdue. Besides she had felt he would be alright.

Many stories don't turn out this well. Some never make it and so are never seen again. But back at home life must go on and the women sometimes suffer more than the men. This article is written, not to point out the toughness of the Eskimo men — because they are acknowledged brave, tough men, true masters of a harsh land — but to focus a little on the other side of the household. To the men goes the glory; to the women goes the suffering.

In Canada's Arctic there is a group of beautiful, tough, silently brave, true Canadian women. I think they deserve recognition.

# Football With A Feeling

By Cpl. R. A. DOLMAN

The Sherwood Park Rams of the Edmonton and District Bantam football league are 1975 champions. Such a simple statement seems commonplace in today's sports-filled society, but it did not come easy to the Rams from Sherwood Park, Alberta.

The story began when I arrived on transfer from the Ottawa Crime Laboratory to the Edmonton Laboratory in 1973. Having coached minor league football in several cities during my service

I was interested in becoming community-involved in the Edmonton area. I purchased a home in Sherwood Park, a community near Edmonton with approximately 27,000 residents. We enjoy a small town atmosphere in a metropolitan environment.

In 1974 I became involved with the Bantam football program as head coach of a team of youths aged 13-15 known as the Sherwood Park Rams.

**Fullback Scott Wiseman of the Rams carries for a good gain in their championship game.**



My first priority was to seek qualified coaches who shared my football philosophies and could impart basic football sense to the players. Fortunately, I came upon Sandy Slator, an accountant with Pacific Western trucking. Sandy had experience with the Winnipeg Rods and the St. Vital Bulldogs and was a great start for a coaching staff. Slowly but surely others began to volunteer to join the camp of the Rams. Chuck Geale of the Alberta Forest Service became a line coach. Chuck played previously for New Brunswick University. John Grimmon, of Murdoch Contractors, became the equipment manager. He had an important credential for this job as he holds an industrial first aid certificate.

Wayne Jeffery, a Civilian Member in the Toxicology section of the Edmonton Laboratory, became the defensive backfield coach.

Garry Hewitt, of the Document Section, became the assistant offensive backfield coach, and from the Photo Section we enlisted Civilian Member Glen Childs to round out the defense.

Training camp began with five-day-a-week workouts commencing the first week of August 1975. Practices continued nightly until the first game during the Labor Day weekend. The support of the coaching staff was overwhelming, to say the least. The result was better than our expectations. Jim Poliquin, defensive tackle and Geof Lineham, middle linebacker anchored a defense that became known as the best in the league, yielding a scanty seven points in seven league games. The offense led by quarterback Ryan Dotto and a speedy halfback with sure hands named Dale Raddis exploded on opposing teams with exciting plays to accumulate an amazing 264 points.

The defensive unit played some games in which the opposition did not obtain a first down in the entire game. In fact the defense did not yield an offensive touchdown all season. The only seven points against them came on a fumbled

punt return in their own end which was recovered for a touchdown. With a regular season record of 7-0 the team seemed fully prepared to take it all, but playoffs in the Edmonton and District league are another story. The quarter final saw us continue with a 24-0 win but the semi-final spelled disaster. St. Albert shut off our offense and punished our defense as they dashed our championship hopes with a disappointing 13-6 loss.

Preparation for the 1975 season began early and the coaching staff worked diligently over the winter months to reconsider the areas of improvement which would have to be made to win the title.

The graduating and returning players got together in the spring and delivered 8000 Sherwood Park Directories to raise funds to sponsor the team for the 75 season. The Sherwood Park Recreation Board donated the use of an equipment shack as a clubhouse and the team began to gain pride.

With new enthusiasm, practises started in early August, but misfortune was not far behind. Two weeks into the practice sessions a fire gutted the equipment shack and made the team homeless.

When difficulties start there seems no end. In the opening game the team lost 25-13 and no fewer than seven first string players came up injured.

The second game saw the team begin to mold as they defeated their arch rival Notre Dame Raiders 8-0. Fullback Scott Wiseman, who broke his ankle in the previous season seemed to have found a home as a hard nosed runner and the players began to build around him. The remaining regular season games showed a marked improvement as the tide began to change. The Recreation Department completed repairs to the clubhouse and the team began to win. Scores of 27-0, 41-6, 12-6, 63-0, 53-6 and 58-0 rounded out an impressive season. Spirit became the overwhelming feature of the team as the players rallied to defeat bigger and in most cases favoured teams.



With tension running high the team headed to Kinsmen Park for the championship game against the defending champion Safeway Seals. Two teams boasting 9-1 records for the season locked horns and provided some three hundred fans with an exciting finish to the 75 season. In what was an exciting offensive game from twenty-yard line to twenty-yard line the offenses displayed awesome power, but inside the twenty-yard lines the defenses ruled supreme. The only score came on a 15-yard pass from quarterback Jamie Tainton to halfback Doug Read who leaped high into the air at the Seals three-yard line, made a remarkable reception and then beat the last Seal defender into the end zone. This was championship football and teams that get there don't quit. But the defense held, and the last

play saw the Rams ground the ball and preserve the victory.

The championship win was not this team's only success as they also became the first team in the history of the league to finish in first place in their division in three successive years. It was the first football championship ever for Sherwood Park, and Ram fullback Scott Wiseman became the first player in Edmonton bantam football history to break 1000 yards rushing in one season. Wiseman completed the regular season with 1165 yards and 18 TDs.

For the Rams an emotion filled win, for thirty young men an event they won't forget and for the coaches a feeling of pride.

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# The Break Inn

By Anonymous

A Saturday night at La Ronge, in northern Saskatchewan, is probably not everyone's cup of tea. However, the Commissioner chose to spend the night of Aug. 24, 1974, there while visiting various out-of-the-way detachments to gain firsthand knowledge of policing situations.

After completing an afternoon meeting in Prince Albert, the Commissioner and his staff flew by police aircraft to La Ronge, arriving just in time for the N.C.O. in charge to chauffeur us along the main thoroughfare to observe the evening hijinks.

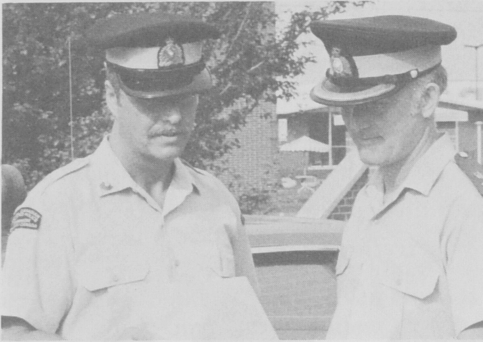
We stayed in a new deluxe motel overlooking the lake. No doubt a rather long day, the fresh northern air, the comfortable beds, and a gourmet meal contributed to our downfall, for we turned in early and literally slept like logs. At 6.30 Sunday morning, the group was again sharply in focus, preparing for a flight to Uranium City and Stony Rapids detachments. As we came down to check out, we remarked about the refreshing sleep and how peaceful and serene our stay had been. Lo and behold, as we approached the check-out counter even the least observant of us saw that the large office window had been smashed and the office had been ransacked. Money and cigarettes had been stolen and the office had been left in a state of general disarray. The B. & E. had been very successful, and obviously very noisy.

These knowledgeable policemen looked from one to the other as though to say, "didn't you hear anything either?" Then, we stood in awkward silence as a local Constable was summoned to investigate. The look on this young man's face when he arrived was worth a thousand words; glancing from one of us to the other, he seemed to be saying to himself, "What am I doing here — after all the Commissioner, the C.I.B. Officer, the Sub-Division O.C., some other whatjamacallit Officer from Ottawa, a pilot and co-pilot were here all night!" Then he went about his work with calm efficiency, while we quietly paid out accounts and stole away.

I have intentionally omitted the names of the participants, in an effort to cause as much suspicion in various directions as possible. It should be noted that after an extensive postmortem, we did manage to attach some blame and it fell on the shoulders of the Sub-Division O.C., who just happened to be sleeping in the room directly above the office. Of course the rest of the entourage were also above the office, but further along the hallway, we maintain. Incidentally, we were unable to lay blame for noise on other motel guests, because there were none!

It is historical custom in our Force for the Commissioner to have the last word. On this occasion it was simply, "At least the police were on top of the situation this time."

# Suggestion Awards



**Sgt. G. J. Taylor receives his certificate from C/Supt. H. A. Feagan.**

Sgt. G. J. Taylor of L Division received an award of \$75.00 for his suggestion that radio call letters be placed on the outside of police transport as a means of quick identification.

Supt. H. A. Feagan, Commanding Officer of L Division presented Sergeant Taylor with his Suggestion Award Certificate and cheque, Aug. 25, 1975.



**Insp. J. M. Roy presents a certificate to Cpl. K. S. McKenzie...**

On June 10, 1975, Insp. J. M. Roy presented Cpl. K. S. McKenzie with a Suggestion Award Certificate and a cheque in the amount of \$125.00.

Corporal McKenzie, of K Division suggested that Form A-330 be revised so that it could be used by a wider range of responsibility centres.



**and to S/Cst. G. J. W. Madden.**

As a result of a suggestion by S/Cst. G. J. W. Madden, of K Division, vinyl rain protectors for cloth caps have been made available through repayment to all members of the Force.

He received his Suggestion Award Certificate and cheque for \$25.00 from Insp. J. M. Roy on Nov. 6, 1975.



**Cpl. W. G. Bull receives a certificate from Insp. W. T. Procyk.**

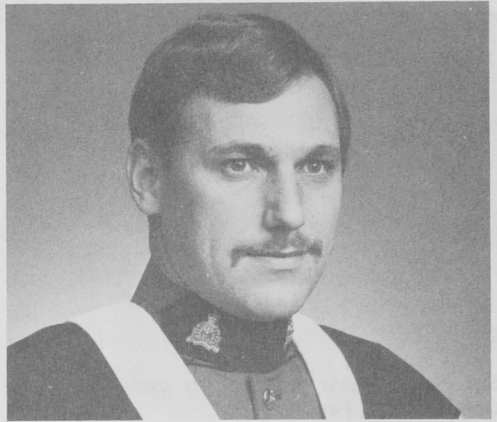
Cpl. W. G. Bull, of E Division, suggested that retractable cords be supplied for hand held spotlights used in police cars. A variation on his suggestion was implemented and on Nov. 19, 1975 Insp. W. T. Procyk presented Corporal Bull with a cheque for \$25.00 and a Suggestion Award Certificate.



# University Men

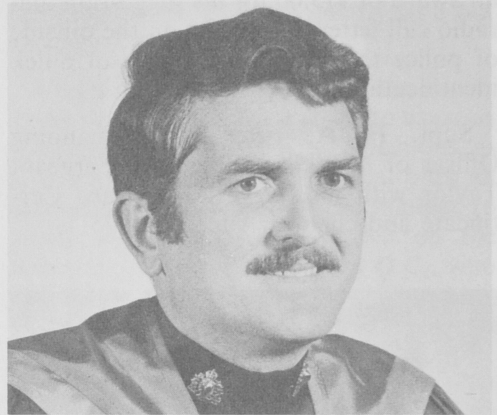
Sgt. L. E. Yeske of RCMP Headquarters graduated from Carleton University in Ottawa in Oct., 1975, with a Bachelor of Arts degree in Psychology and Law.

A native of Kamloops, B.C., he joined the Force in 1962 and upon completion of training was posted to Saskatchewan where he served at various detachments before being transferred to Headquarters in 1967. At Headquarters, he worked in several sections in L Directorate before being transferred to his present duties in A Directorate, Classification Section.



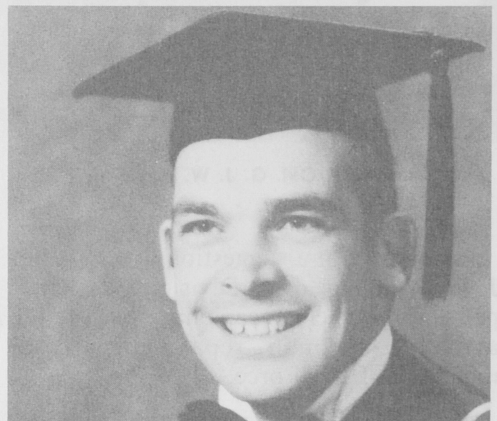
**Sgt. L. E. Yeske**

Cpl. Walter Winford Wilson received his Bachelor of Arts degree in Commerce in May, 1975, at Simon Fraser University, Burnaby, B.C. Prior to being selected for University in 1973, Corporal Wilson served in H Division and the Crime Detection Laboratories at Ottawa and Vancouver. He is now serving with the Document Section of the Vancouver Laboratory.



**Cpl. W. W. Wilson**

Cst. Donald James Watson, who joined the Force in July, 1965, received his Bachelor of Science degree in Chemistry with Honors at the University of British Columbia in May 1975. Cst. Watson served in Burnaby and Williams Lake and was attached to the Crime Detection Laboratory, Firearms Section before being selected for University Training in 1972. He is now posted to the Vancouver Crime Detection Laboratory.



**Cst. D. J. Watson**

# You Can't Keep a Good Man Down

By Cst. D. F. STREICH

The following story unfolded near Nelson, B.C. on October 13, 1975 when the writer was called to assist in a search for 87-year old Owen Kelly who had disappeared from the Willow Haven Nursing Home approximately 6 miles east of Nelson.

Mr. Kelly, who had been a hunter and fisherman most of his life, was still a picture of health although the natural aging processes were taking their toll on his mind and had already brought him almost total deafness. But Mr. Kelly, having been an active man all his life, was not about to be held down in any nursing home. Several times during the past months, he had attempted to return to Kimberley which was all he ever talked about. However, he always managed to get caught before he got too far.

At about 3 P.M., on October 13, he again tried to "escape", but was caught by one of the staff and brought back. Twenty minutes later, undaunted by this setback, he again took off out the back door and this time managed to make good his "escape" although dressed only in a light shirt, pants, and a pair of foam tread slippers. Mr. Kelly was only about 5'7" but weighed about 180 lbs. and walked with a considerable stoop.

At approximately 7:30 P.M., I was called to help locate him with the use of P.S. Dog "Beau".

When I arrived I was told that several Willow Haven staff members and local neighbours had searched all through the local area for three hours or more which made tracking almost impossible. Thus, a search was begun which lasted over some twenty-two hours and included myself, "Beau", four R.C.M.P. constables, twelve

to fifteen search and rescue personnel, and some local people.

At about 1:30 P.M. the next day, after scouring acres of bush, roadways, ditches, ravines, etc., I was searching a mountain-side approximately 1½ miles west of Willow Haven when "Beau" suddenly showed an interest in the easterly wind. I followed "Beau" up the mountain, over a fence, through a small gully and over a small rise when I sighted an old man seated in the bush, inching his way down an incline toward a farm. "Beau" and I approached him from behind, and there was Mr. Kelly, still scantily dressed after spending a chilly October night in the bush, still on the move although he could no longer walk.

Since "Beau" suddenly appeared out of nowhere from behind him, Mr. Kelly obviously thought he was a stray dog bent on doing him some harm. He gamely picked up the nearest weapon he could find, a light branch with some leaves and prepared to do battle with this opponent. "Beau", in a playful manner, began to bark at him and was preparing for some fun when I caught up and told him to stay. In his deafness, Mr. Kelly had not heard our approach. When he finally saw me, he cheerfully greeted me and said, "Are you out for a walk in the woods today too?" He obviously thought he was in no danger although he was very pale, his hands were cut and his ankles were quite badly swollen. Help was summoned and Mr. Kelly, wearing my rainjacket, was taken to a hospital for treatment. Even though he could not gain his feet and had to be carried out of the brush, he still protested to the last.

The good stock some of our senior

citizens are made of never ceases to amaze me. They still show dogged determination and courage even in their declining years. This is obviously why they did so well in the early years of our country's growth,

which paved the way for our modern day "softer" living styles. I will always remember Mr. Kelly and his twenty-two hour ordeal which again proves "You can't keep a good man down."

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## He Was Advised Accordingly!

The following letter was delivered to the NCO in charge of a local Detachment in B.C. The self-explanatory reply follows. Names have been changed to protect the innocent(?).

27th. October 1975

Staff Sgt. Schwartz, R.C.M.P.,  
High Mountain Detachment,  
High Mountain, B.C.

Dear Sir,

This letter, a complaint regarding procedures adopted by an individual under your command, is addressed to you for action.

At approx. 1840 this day I was stopped by a mobile patrol on 2nd. Avenue south of the Birch Street junction. After asking for my drivers licence the individual concerned returned to his patrol car and proceeded to write some form of 'ticket'. Returning to my vehicle he proceeded to present me with said document. When asked the reason for the ticket I was advised that the rear lights on my car were not functioning — a matter which was rectified in less than five seconds.

I have no objection to being stopped (in a proper manner) for a defect in my vehicle, indeed I am grateful to have the malfunction pointed out so that it could be rectified, but I do object most strongly to —

a) being stopped by full headlights in my rearview mirror from a distance of a few yards,

b) to being kept waiting unnecessarily whilst a ticket was written when I had not been advised of the reason for being stopped and,

c) being stopped by a 'policeman' for malfunctioning lights when he himself cannot produce a serviceable 'flashlight' — one of the most basic pieces of equipment which anyone who might have occasion to deal with emergencies could be expected to carry.

Whilst reason would suggest that these comparatively minor complaints (in these circumstances) can be attributed to youthful overzeal and oversight I have no intention of overlooking them. The individual who stopped me gave his name as Jones (presumably a constable). Kindly see that Mr. Jones is appropriately reprimanded and advise me accordingly.

Yours truly,

John Doe.

\* \* \*

28 October, 1975

Mr. John Doe  
62 Crooked Street,  
High Mountain, B.C.

Dear Sir:

Upon returning to my office at 9:30 p.m. last evening, I received your letter which you had delivered by hand and left for my personal attention. I will briefly outline the circumstances leading up to your vehicle being stopped on 2nd Avenue, near Birch, at 6:40 p.m. on 27 Oct. 75.



The patrol car entered Alder Street from First Avenue and came behind your vehicle which at first was not readily observed as there were absolutely no illuminated lights on the rear of the vehicle. Only when your vehicle approached the stop sign at Second and Alder did your brake lights and left turn signal become illuminated. At this time the patrol car was behind you and the driver altered his originally planned route, to follow and stop your vehicle. Having completed the left turn onto Second Avenue, all lights on the rear of your vehicle again went out.

Immediately east of the Second Avenue-Birch Street intersection the driver of the patrol vehicle activated the roof mounted red light on the police vehicle and raised and lowered the headlights to low beam (a standard practice in gaining the attention of the driver of the vehicle about to be stopped.) You then pulled over to the curb and Cst. Jones approached the driver's side of your vehicle. Cst. Jones was not in possession of a flashlight at that time and he returned to the police car to obtain one. I am not personally aware of what conversation took place, but within seconds you were out of your vehicle and surveyed the tail-light area of your vehicle. A second Constable, the driver of the police vehicle, commenced writing a "traffic notice" to be presented to you to have your tail-lights repaired and report to the local Detachment when this had been done. This "traffic notice", if complied with, is cancelled and does not show on any motor vehicle records, again a standard procedure in dealing with minor motor vehicle defects.

The cause for the malfunctioning tail-lights was obviously not a serious one as you were able to illuminate them by mak-

ing some adjustment within your vehicle. The partially completed "traffic notice" was then cancelled and never issued to you.

The total time elapsed from the time you were stopped until the police vehicle departed would be five minutes at the outside. A time lapse I do not consider to fall into your description of having been "kept waiting unnecessarily."

Members of this Detachment have been made cognizant of the dangers an improperly equipped vehicle presents when driven on the highway. Malfunctioning lights being one of the most common faults, presents a problem especially at this time of year with longer hours of darkness and driving conditions hampered by rain, fog and/or snow. I would have considered these members negligent in their duty had they not stopped your vehicle and taken the action they did.

Needless to say, it disturbs me whenever I receive a complaint regarding the actions of members of this Detachment, or for that matter, the Force in general. In this particular instance, I am even more disturbed to receive a letter of complaint from an upstanding citizen such as yourself, criticizing the actions of my members where I truly feel criticism is unwarranted.

I am in the position to comment on the actions of the member during this particular incident, since I was a passenger in the police vehicle prior to and at the time your vehicle was stopped.

Yours truly,

I. M. Schwartz, S/Sgt.  
i/c High Mountain  
Detachment

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## **DRIVE WITH CARE**

**The life you save may be your own.**

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R.C.M.P. Scarlets

## “The Scarlet Challenge”

By S/Sgt. E. H. (Hal) GRAINGER

Moving to the new Division Headquarters has provided an opportunity for physical exercise which was not available at the previous location. After all, downtown Halifax was no place to be tossing a ball around, let alone hitting one with a bat.

A small group of fitness-minded ladies who were scattered throughout the sparkling new office, decided something had to be done. The sunny days of mid-spring were no time to be indoors, so why not put the space, which could be seen when glancing out the window, to good use. It wasn't long before the air was filled with baseballs, giggles and the occasional groan. We investigated and found that all the ball equipment, gloves, bat, balls, etc., had been impounded for noonhour exercise.

Baseball and sore muscles became household words during coffee breaks. Remarks such as: “Did you see me catch that one?”, “I almost caught it!”, “Oh my aching back!”, “My legs are killing me!”, “We should play baseball!”, became commonplace.

The spark was lit. Soon the little group was nine, then a few more were added and the “R.C.M.P. Scarlets” emerged.

Practices were now scheduled for the evenings. Scarlet sweaters trimmed with white, white lettering, red ball caps and white and red socks became their uniforms. Assistance from members was sought, and Supt. Riddell, S/Sgt. Vance, Cpl. Lavoie and others as well as I, began putting the ladies through their paces. These girls from the Financial Branch,

C.I.B. Sections, Division Admin., Telecommunications, Staffing and Personnel, with some from Halifax Sub-Division, began to show promise. What was lacking in skill was more than made up in fortitude, spirit, and determination.

By mid-summer, they were competing against other business-women's teams from 3M, Maritime Life, Herring Cove White Sox as well as scrub teams composed of members. The scores need not be mentioned, but in one game with Maritime Life, there was only a four run difference.

Being quite confident and wishing to expand sportsmanship and Division morale, the "Scarlet Challenge" was made to the Commanding Officer, C/Supt. D. J. Wright. On behalf of all "Officers" of "H" Division, C/Supt. Wright accepted the challenge. Supt. J. A. B. Riddell was named coach of "Right's Raiders". This vital contest was scheduled for September 12th—rain or shine.

Faster than a prairie fire, word spread throughout the building. Plans were made, a trophy was made, umpires were recruited by chief umpire S/M. M. J. Harrett. The evening would be rounded

off with a social gathering.

The 12th arrives, the teams are poised, the umpire calls, "Play Ball", and history is made in "H" Division. With encouragement resounding from crowded bleachers, the determined "Scarlets" take the field. Through the first few innings, the strategy of each team is analyzed by the other. The umpires observe a few infractions; Insp. L. Fletcher is caught for speeding while rounding third and is given a ticket; Supt. Riddell and Insp. Fletcher are observed racing on the baseline and are penalized also. Interference on the field brings further warnings. The infraction by both sides are far too numerous to mention.

With the final out the scores are tallied up, it is announced: "Right's Raiders" have won the match 19 to 17. Congratulations are extended by the "Scarlets" for a truly fine, fun-filled contest.

Trophies were presented at the social evening by the "Scarlets" manager, Dawna Constable, and a special plaque for "Sportsmanship above and beyond the call of duty" was presented to Supt. Riddell who will hold it for next year's call to "PLAY BALL!"

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## Commendations

Corporals Michel Lemay and Francis Hummell received commendations for bravery at a brief ceremony held at Montreal RCMP Headquarters on Nov. 14, 1975.

Corporal Lemay was presented with Commissioner M. J. Nadon's Commendation for Bravery for having risked his life May 30, 1975, rescuing an elderly lady trapped in her burning residence. Corporal Lemay saw smoke coming out of a window on the upper floor of a duplex in Westmount. He notified the Westmount Fire Department and then entered the house. A young boy told him that his

grandmother was still in her room on the second floor. Corporal Lemay rushed to the upper floor in spite of encountering heavy smoke. He broke open the locked door of the bedroom and found the elderly lady who was by then unconscious. Crawling along the floor he succeeded in reaching her and carried her to safety.

A few moments later firemen attempting to reach the fire by the same stairs were driven back by flames.

Corporal Lemay, 30 years of age, has served in the RCMP for nine years. He was born in Ottawa and spent all of his active service in the Province of Quebec.





Corporals Michel Lemay (left) and Francis Hummell.

Corporal Hummell was the recipient of a Commendation for Bravery from Asst. Commr. J. P. Drapeau, Commanding Officer of the RCMP Quebec Division.

On June 6, 1975, Corporal Hummell was approaching the Alexis Nihon Plaza when he noticed a man pointing a revolver at a person later identified as a Steinberg's employee.

The gun-toting individual fled and having established that the fleeing man had just performed an armed robbery at the supermarket, the off-duty and unarmed policeman discreetly followed the suspect through crowded streets. As the latter was about to board a taxicab, Corporal Hummell rushed him, quickly subdued and disarmed him. The suspect was returned to the store where he was handed

over to MUC policemen. He subsequently pleaded guilty to charges stemming from five armed robberies.

Corporal Hummell is 31 years of age, a native of Beauharnois, Que., and a twelve year veteran of the RCMP.

## RCMP PENSIONERS

### *Please*

notify *The Quarterly* of your  
change of address. This will  
ensure that you receive all  
copies of the magazine.

# Prince Edward Island

By S/Sgt. C. W. MacKEEN

The RCMP Auxiliary Force on Prince Edward Island was formed under the authority of the Emergency Measures Organization in Jan. 1963. The first training class of this auxiliary force commenced at this time and graduated in April 1963. As far as is known to this writer it was the first trained RCMP auxiliary force in Canada, although I recognize the similarity of role to the older RCMP Reserve which I recall is particularly active in British Columbia.

The Auxiliary Force was formed to assist the RCMP in event of an emergency. In the initial concept these were emergencies caused by threat of war when hostilities appeared possible through the acts of various insurrections, particularly the Cuban Crisis. Since then the concept has been broadened to cover civil emergencies such as floods, fires, hurricanes, etc.

The first class in 1963 was followed by a second and third class in 1964 and 1965. On completion of formal classroom training each class undertook practical training on patrols under the supervision of regular members. The practical training was and is an ongoing program so that members are kept abreast of the changing roles in duties and functions.

In 1966 the uniform which initially was of the battledress pattern, was changed to the regular force pattern without lapel badges and "Auxiliary" shoulder badges of the type still in use.

After 1966 there was a decrease in activity. The role of emergency measures evolved and during the early 1970's a revitalization of the auxiliary program began. In 1973, a fourth class of auxiliary recruits graduated. Due to attrition over the intervening years, this brought the auxiliary force strength in L division to 30 members. This strength has been gradually increased by the training of three more



**Auxiliary Constable C. K. Hynes is sworn in by C/Supt. H. A. Feagan, while Supt. R. P. Harrison (rtd.) looks on.**

classes, one of which is presently in progress. With the graduation of the present class, our total auxiliary strength will stand at 56 members, with a present objective of 75 members over the next two years.

During the history of the RCMP Auxiliary on Prince Edward Island, members have employed in a variety of roles to augment regular patrols. Their duties have included assisting regular patrols, traffic controls, stake-outs, Hallowe'en patrols and patrols at demonstrations to mention a few. Most have made court appearances on behalf of the Crown as a result of incidents arising from patrols with which they assisted. They have also augmented regular members in traffic and crowd control for V.I.P. security during every Royal and State visit to Prince Edward Island and have acted as drivers on various occasions for official parties for provincial govern-

ment functions. It is presently estimated that over 13,000 voluntary men-hours have been expended by L Division auxiliary force members in training and assistance to the regular Force and the Province of P.E.I.

A survey of present membership shows representation from all walks of life. Included are town councillors, oil company agents, plumbers, tinsmiths, auto mechanics, truck drivers, retail and wholesale salesmen, insurance agents and adjusters, a dentist, an air traffic controller, a postmaster, supervisors and employees of telephone and electrical companies, etc. Some are otherwise qualified through such hobbies as amateur

radio, scuba diving and aircraft pilots.

The selflessness of these men becomes apparent when one considers the following extract from a short talk given by an auxiliary member at an auxiliary force Regimental Dinner:

"Each and every one of the members are in the organization because we believe in the work that we are doing, are grateful for the training that we receive and we hope that we are providing a useful assistance when required by the RCMP."

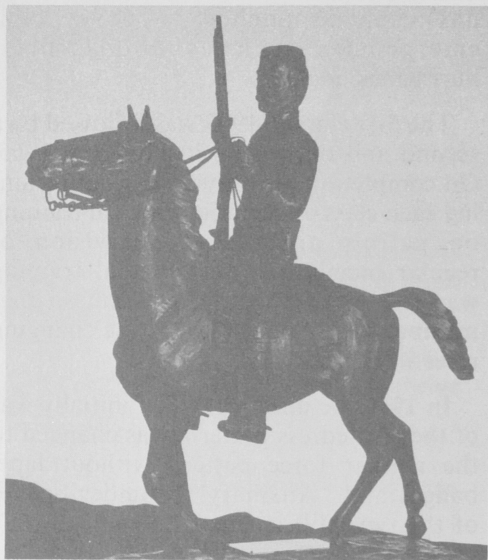
May it be known that their assistance is both useful and highly appreciated by the members of L Division.

## A Friend Passes On

Members of the Force were saddened recently, when informed that a long-time friend, Mr. William O. Sweet, passed away in Reno, Nevada, during the last week of November, 1975. He was president and Chairman of the Board of Sweet Manufacturing Co., West Mansfield, Mass.

Mr. Sweet's association and generosity to the Force goes back quite a number of years, exactly when is lost in time. However, he missed no opportunity to renew old acquaintances or make new friendships with members whenever he travelled to Canada. Numbered foremost amongst those is our present and several former Commissioners.

Perhaps most visitors to the main Headquarters building in Ottawa have noticed a very visible example of Mr. Sweet's generosity. Displayed in the main foyer, encased in glass, stands the bronze statue pictured here, donated to the Force in 1962. But that was merely a beginning. In 1966, he presented an old vintage rifle to the Force. The Commissioner, G. B. McClellan (ret.), in turn presented him with a bridle, described as a "head collar complete with Portsmouth bit bridoon and curb rein". Mr. Sweet promised they would be mounted in his "RCMP Conference Room". In 1966, he presented the Force with two highly pedigreed



Siberian Husky pups, "Jet Jr." and "Taku", a male and female. Unfortunately, transportation became mechanized a few years later, and sled dogs were phased out.

Certainly his kindness, friendship and affability will be sadly missed. Sincerest condolences go out to his wife and family from all who knew him.



# Sportsman of the Year

by Cpl. R. S. COOPER

During the past several years, our Force has placed emphasis on police-community relations. Programs have emerged from H.Q. Ottawa as well as Division and Sub/Division H.Q.'s. All these programs aim at better relationships and understanding of the community by policemen and of the policeman's role by the community he serves. All the programs are basically good, although some have not taken hold for various reasons.

One excellent program, in existence since 1873, has been members' participation in sports activities both within the community and within the Force. I am sure few members can honestly say that his sports participation has hindered attempts to develop a better spirit between himself and his community. Besides everyone can participate in sports, either as a spectator or by taking part in the game.

Sports participation is the most successful community project in Victoria Sub/Division. From field hockey to ice hockey, basketball to softball and baseball, soccer to football, members participate daily within and without the Force. The results have been most gratifying to all members and especially to our O.C., Supt. J. M. "Jim" Nelson. Upon his arrival to Victoria Sub/Division as O.C., Supt. Nelson, a very strong advocate of Force participation within the communities we serve, introduced many new community relations projects to be tried. Some became successful, others not. However, he became interested in the number of members within the Sub/Division who were involved in sports programs in their communities realizing these programs were a great asset to the Force.

The crowning touch came in April of 1974 when Victoria Sub/Division

represented "E" Division at the Western Canada Police Hockey tournament in Edmonton, and won the silverware.

Vancouver Island does have many hockey arenas where a team can practice and play. The first task was to form a team, which, considering the players came from all over the Sub/Division, was no mean feat. All R.C.M.P. personnel were contacted by the team officials, Insp. H. "Howie" Turner (then S/Sgt. i/c Port Alberni Detachment) and Sgt. J. I. "Jock" Colliar of Duncan Detachment. All players eventually chosen were involved in local leagues in their respective detachment areas, so conditioning didn't present much of a problem.

Next, ice surfaces for practice had to be found; anything at any time would do. Some players found themselves travelling more than 100 miles to attend a practice, whether it was midnight or midday. Since the team was not in a league, any team on Vancouver Island was fair game for a challenge, certainly a necessity if a team is to practice playing together as a unit under game conditions.

The playdowns started. The team won the B.C. Police Hockey Championship. Then, on to Edmonton and the Western Canada Police hockey tournament. The rest is history. Supt. Nelson well knew the effort put forward by the members involved in this venture, as well as in other sports activities such as softball, curling, and others. To show his and his Sub/Division's appreciation, Supt. Nelson donated a trophy to be presented annually to the member who best exemplified the Force through his involvement in sports.

On August 23, 1974, at a banquet and dance held in Duncan, B.C., the trophy was presented for the first time. Members and special guests included A/Commr.



**Sportsman of the Year, Insp. Howie Turner.**

**Supt. J. M. Nelson presents award to Sgt. Jock Colliar for 1975.**



Cunningham, outgoing C.O. of "E" Division, and A/Commr. Willis our new C.O. of "E" Division, and their wives. After several speeches, the trophy was presented to its first recipient, the most logical and unanimous choice by all members, Insp. "Howie" Turner. From 1966 to 1974, while stationed at Nanaimo and Port Alberni Detachments, he was involved in many activities, including curling, hockey, softball, and golf. He was an organizer in this Sub/Division, coaching and managing the hockey team from 1970 to 1972. Whenever possible Howie would arrange and get involved in some type of sporting venture. From 1973 to 1974 he managed the Victoria Sub/Division hockey team and was a big help to all the players and coaching staff on the way to their big win in Edmonton. Unfortunately for this Sub/Division this was one of the last functions Howie attended. He was moving on to Penticton Detachment to pick up the reigns there and hopefully for him, continue his involvement in sports within his community and the Force.

Life continued on; the Sub/Division softball team headed off to a tournament in Kamloops where it captured the "hardware" in September, 1974. Our Sub/Division tried hard to have a representative in the B.C. curling bonspiel, however were not so fortunate. Again hockey tournament time in Kamloops came, and again, a team was made up from members of the entire Sub/Division. However this year was not to be ours. We came out second best behind a strong Prince George Sub/Division team which eventually became the Canadian Police champions.

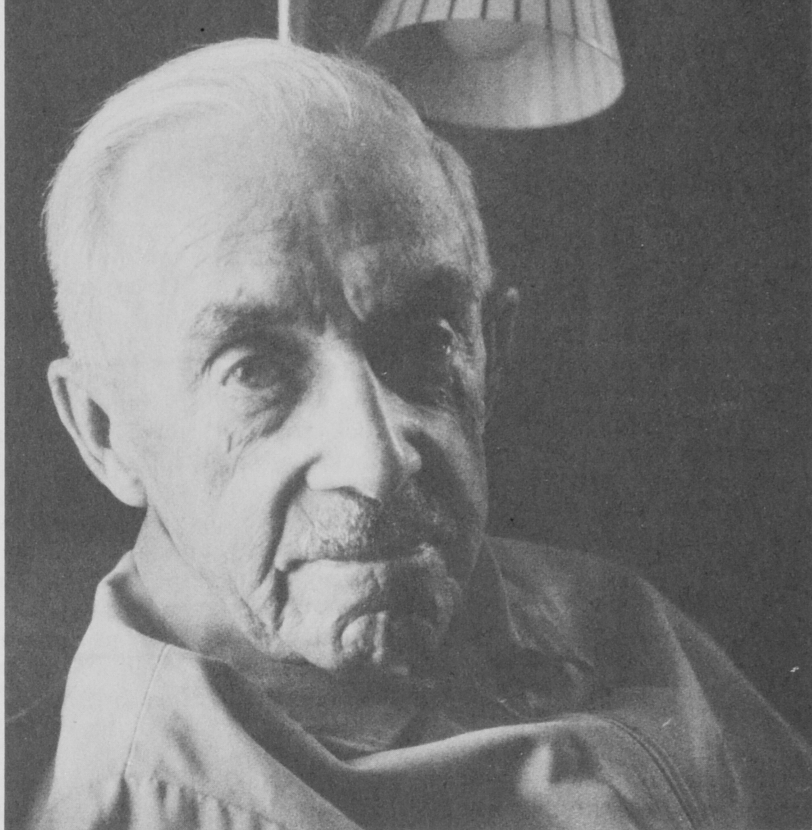
On May 23, 1975 our Sub/Division held a Regimental Dinner in Victoria, with head table guests including the former Lt. Governor of B.C., George Pearkes, our C.O. "E" Division, A/Comm. Willis and our former C.O.,

A/Comm. Cunningham. This time Supt. Nelson presented the Sportsman of the Year trophy to Sgt. "Jock" Colliar of Duncan Detachment, certainly the most logical choice after Howie Turner. Jock is known by almost every member in Victoria Sub/Division, having been stationed at Campbell River, Port Alice, Port Alberni and Duncan since 1960. Again, participation was the key to Supt. Nelson's choice. Jock has been involved in community hockey, softball (playing and coaching), as well as many other sports activities which have upgraded our relationship within the community and within the Force. He is respected by all members who work with him, and receive assistance from him as well as by people living in the communities in which he has lived. For several years he has organized, coached and later managed the Sub/Division hockey team. Jock has been an avid organizer and coach of the Sub/Division softball team during the summer.

This Sub/Division has been very lucky to have amongst its ranks two such active men. Both have become respected in the communities in which they have lived, and by the men with whom they have worked, partly owing to their active involvement in sports. No doubt there are members in almost every Sub/Division in the Force who can be compared to these two. They are probably working just as hard and receiving just as much enjoyment from promoting better police-community relations through sports. Although many new approaches will be introduced, most certainly sports participation will still rank as one of the best.

The trophy for Sportsman of the Year will be presented again this year to another deserving member. Hopefully for years to come, this trophy will signify an expression of gratitude and appreciation to the recipient from his O.C. and his compatriots of Victoria Sub/Division.





**Ex-Sgt. H. McBeth.**

## Reg. No. 7850 ex-Sgt. H. McBETH

In a picturesque setting overlooking Murray Harbour in rural Gladstone, P.E.I. lives ex-Sgt. H. McBeth. The well-kept grounds surrounding his summer home gives an indication of Mr. McBeth's life style. He is a bachelor, lives alone and at 82 years of age, believes there is a place for everything and everything should be in its place.

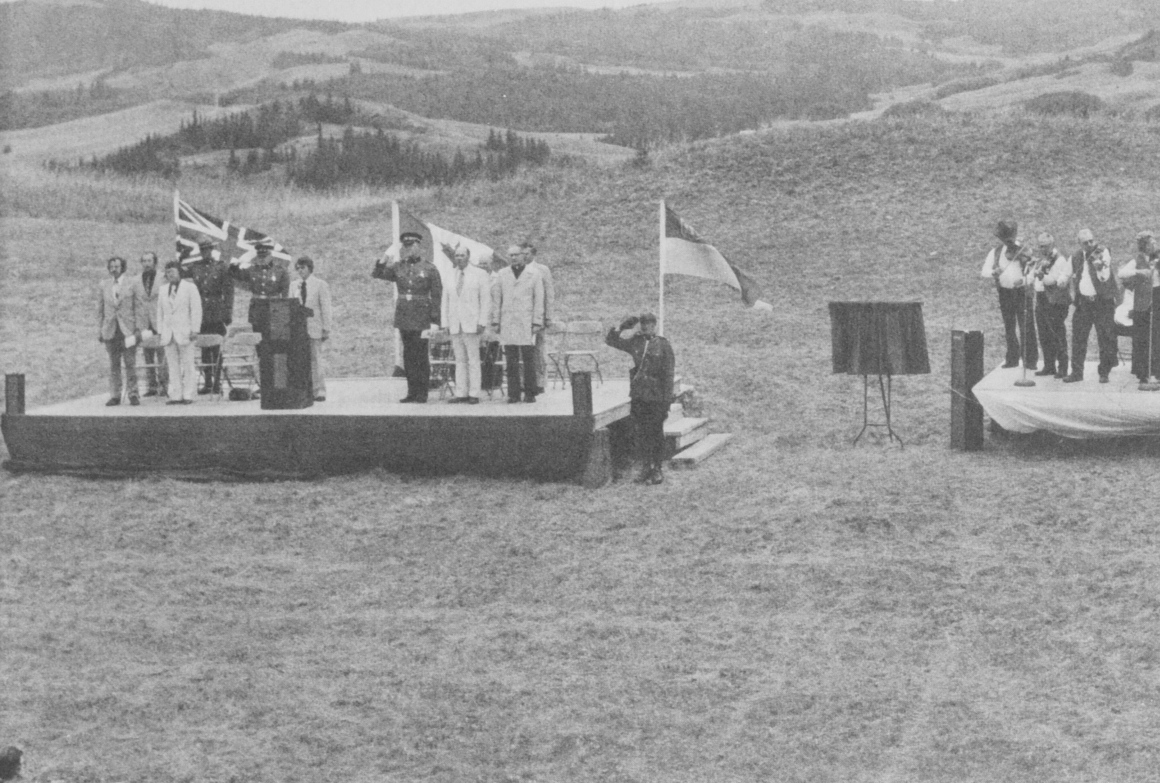
After serving overseas during World War I, Mr. McBeth joined the Force on 6 June 1919 at Charlottetown. Following various postings throughout Manitoba and Ontario, Mr. McBeth was transferred to Baffin Island in 1925. The lure of the North held Mr. McBeth until he took his pension in 1946. When asked what it was about the North that held the attraction of so many men, he replied that it was an old Priest who said — "Once you have taken a drink of glacier water, you cannot live without it."

Mr. McBeth enjoyed his life with the Force

and summed it up in this way — "I was a bachelor and I was free to leave any time I wanted. The Force was good to me and I liked what I was doing, so why leave?" He never considered taking his discharge prior to the time of taking his pension.

Mr. McBeth could not recall any outstanding cases on which he had worked. As he remembers, everything was pretty well routine. Asked if given the opportunity, would he live his life over in the same way? He replied, "I would stay here in Gladstone only long enough to have my breakfast."

**Editor's Note** — After joining the RNWMP in 1919, Hugh Alexander McBeth began travelling in earnest, shuttling back and forth between the "outside" and the north, that area of Canada which was to claim him back six different times. In all, he was transferred 26 times, perhaps a good indication of his flexibility. On June 5, 1945, he was granted a medical discharge to pension. Ed.



Opening of the dedication ceremony at Fort Walsh.

# Commemoration Ceremony

By Sgt. D. R. C. MOSHER

On Sept. 1, 1975, Parks Canada unveiled a plaque to commemorate James Morrow Walsh, founder and Superintendent of the North West Mounted Police command at Fort Walsh.

James Morrow Walsh was appointed Superintendent of the North West Mounted Police in 1873. He recruited, trained and led part of the new police force and held commands at Fort Walsh and later at Fort Qu'Appelle. He vigorously enforced the law in the north west and is best known for his part in persuading Sitting Bull and his Sioux to return to the United States. In 1897 he was appointed Commissioner of the Yukon Provisional District, a post he held until his retirement in Sept. 1898.

This year marked the 100th anniversary of the arrival of the NWMP to the

Cypress Hills area and the founding of the Fort Walsh command post.

Mr. Ralph Goodale, M.P. for Assiniboia, representing the Honorable Judd Buchanan, Minister of Indian and Northern Affairs, and Asst. Commr. J. E. Gibbon, Commanding Officer of F division unveiled the plaque honoring Supt. James Morrow Walsh.

Dr. D. E. Smith of the Historic Sites and Monuments Board of Canada acted as chairman for the occasion and Rev. Rodney Francis, representing the Maple Creek Ministerial Association, gave the official dedication.

Deputy Mayor Dr. G. Smith of Maple Creek, welcomed the public in attendance for the dedication ceremony and invited them to visit Maple Creek while in the area.



**L to R — Dr. D. L. Smith, Historic Sites and Monuments Board of Canada; Mr. E. H. Abbott, first white boy born at Fort Walsh; and Asst. Commr. J. E. Gibbon, C.O. F Division.**

Other platform guests included Mr. William Stodalks, M.L.A., Maple Creek constituency; Insp. C. W. Smith, Officer Commanding Swift Current Sub-Division; Sgt. D. R. C. Mosher, N.C.O. i/c Maple Creek Detachment; Mr. J. Smith, Asst. Superintendent, Fort Walsh National Historic Park; Mr. R. P. Malis, Director, Parks Canada, Prairie Region; Mr. J. I. Clark, Secretary of the Maple Creek Chamber of Commerce, and Mr. E. H. Abbott, the first white boy born at Fort Walsh.

Entertainment was provided by the Old Time Fiddlers of Maple Creek.

Coffee and donuts were served in the Commissioner's quarters at Fort Walsh following the ceremony, under the supervision of the Maple Creek Chamber of Commerce.

A number of speeches were presented at the commemoration, however I feel the speech delivered by Mr. Ralph Goodale, M.P. for Assiniboia, best exemplifies what we, as Canadians, feel for the late James Morrow Walsh. Part of Mr. Goodale's speech is as follows:

"Fort Walsh was founded by James Morrow Walsh in 1875. James Morrow Walsh was an NWMP officer who

vigorously but fairly enforced the law — in fact, brought the law — in the North West. He is probably best known for his role in persuading Chief Sitting Bull and Sioux Indians to return to the United States following the Custer incident.

Superintendent Walsh figures in many of Canada's outstanding historic stories — the Cypress Hills Massacre, the Riel Rebellion and the Yukon Gold Rush when he went north to serve there as Commissioner. His unflinching justice, unbiased and straight-forwardness, earned the respect of all with whom he dealt. He was frequently responsible for dealing with situations that were potentially explosive, and succeeded in keeping peace in each of them.

It is sometimes said that Canada has no heroes in it's closet, and that this country was established in a colorless fashion. Superintendent Walsh is a true Canadian hero, and his heroism lies in having brought law and order with fairness and impartiality in the settlement of the North West, avoiding the "rough justice" which existed elsewhere. James Morrow Walsh played a major role in establishing the proud tradition of what later became the Royal Canadian Mounted Police, respected around the world."

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# An Electric Experience

By Cst. T. W. HODGSON

At 11:24 PM, August 26, 1975, we were notified at the Dawson Creek Detachment that a break and entry was in progress at a house trailer in Pouce Coupe, B.C., a small community 6 miles south of Dawson Creek.

During the summer there had been a rash of break and entries within the detachment area into homes left unattended while the owners were on holidays. On several occasions, our members had narrowly missed catching the culprits in the act. Our frustration seemed to increase with every new B. and E. complaint. In fact just the night before, Cst. T. J. Glen and I had arrived moments too late to arrest a culprit who had managed to evaporate from a house despite the fact that neighbors, who had been alerted by noises the culprit made when entering, were supposedly watching it on all sides.

When the call was received from Pouce Coupe, Cst. Glen, Aux/Cst. Germaine and I left immediately, most anxious to apprehend the elusive culprits this time.

We were met by the complainant who advised us that the owners of a house trailer, Mr. and Mrs. Hunter, were away on holidays. He said he had watched while two men unsuccessfully attempted to open the trailer's front door; they had then walked to the rear of the residence and the complainant felt sure they were successful this time.

We approached the residence quietly, but when about a hundred yards away, the light in the front room was turned off. We immediately surrounded the trailer and checked it for signs of possible entry. Sure enough, the screens on three rear windows were cut. Apparently, the culprits had gained entry through one of these windows which was then locked again from the inside. Meanwhile the complainant, who had been checking with

neighbors, reported back that the trailer key had not been left with anyone there.

We were certain we had finally bagged the culprits, especially when Aux/Cst. Germaine reported hearing "footsteps" inside the trailer. We shouted for culprits to come to the door and give themselves up, however, to no avail. We tried again, and still, no response. Obviously we would have to force entry and go in to flush the perpetrators out.

With as much care as possible so as to minimize damage, we forced the front door. The main floor was thoroughly searched, but there was no sign of the elusive culprits. The half-basement was also checked with the same results. Once again we felt the familiar mounting frustration. Where could they have gone? Was this to be a repeat of the night before?

We located a crawl space under the trailer, and although we could see the area quite easily with our flashlights, we were not about to give up. After all, *someone* had turned out the lights as we first approached the trailer. Cst. Glen, after a brief discussion about length of service, volunteered to crawl under the trailer and take a look. But first, he wanted just one more look upstairs before beginning his expedition.

In the living room, we noticed that the light which had gone out as we approached the trailer, was powered through a white cord leading directly under a nearby end table. However, the only cord leading out from under the end table was brown. Checking closer, we found that the cords led to and from a timing device which was set to turn the light on and off. The time set to turn the light off was 11:30 PM, the exact time when we were approaching.

After we repaired the front door, we left a note for the owner, explaining what had happened.

When he returned from his holidays,

Mr. Hunter expressed his appreciation to the members involved, and complimented the Force in general for their prompt attention in matters such as this.

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## “Why Not?” “I Mean Why Not.”

By S/Cst. M. A. SCHULZ

This past summer runway 14-32 at the Prince George Airport was closed down while it was being extended. Consequently the members of the Airport Detachment took advantage of 6400 feet of unused runway to hold a safe driving seminar. Under the direction of Cpl. Dan Mackay, one of the instructors at the advanced driving course held at Boundry Bay, a course was set up on the runway.

The seminar was held from September 8th to 12th 1975. Seventy-one persons employed at various tasks around the airport, participated. First off, the participants were given a written test, followed by a question and answer period. Three films, “Mechanized Death”, “Broken Glass”, and “Warm to the Touch” were then shown. Groups comprising seven to eight persons were formed and each of these went through the course separately during the remainder of the week. Each group went through a driving skill test which had been set up on runway 14-32. Julie Meisie of Tilden Rentals recorded the best time of one minute and thirty-six seconds without faults, perhaps a shot in the arm for women’s lib. Nice going, Julie. “Why Not?”

From there each participant was run through a series of cones designed to test control, reaction time, and stopping distance. All said and done, each and every participant ended the week with a greater awareness of their driving abilities and limitations. The general response to the



The winnah, Julie Meisie.

seminar was very favourable and enthusiastic indeed. No doubt this detachment will be holding more in the near future.

### Aux membres retraités de la GRC

*S.V.P.*

Aviser la *Revue Trimestrielle* de tout changement d'adresse si vous désirez recevoir tous les numéros de la revue.

# I Remember Jack Bigg

by E. H. ANDREW



**Ex-Sgt. Jack Bigg.**

I read an obituary notice in the Quarterly, Volume 40 No. 4, concerning an old friend, ex-Sgt. F. J. "Jack" Bigg. Jack was a friend of mine for many years, and more than being just a friend, he was quite a man as well. Much more should be said about him than can be written in the space allotted for an obituary notice.

I've known Jack since he rejoined the RCMP in 1947, after serving in the Royal Canadian Horse Artillery from November, 1939. He had been a member of the British Expeditionary Force in France, and was safely evacuated to England shortly before Dunkirk. Prior to serving with the army, Jack had been a member of the RCMP from June 1935 to October, 1939.

He was always interested in community affairs where he resided. In Ottawa, he was a Rector's Warden at All Saints Church in Sandy Hill. The Rector at the time was C. H. Hepburn, CBE, MC, who

had been Chaplain General of the Canadian Army overseas during World War II. Jack was also an expert philatelist, and spent many hours visiting a boy's reform school, getting the young residents interested in setting up and running their own stamp club.

In 1950, he attended the University of Toronto Law School, graduating in 1953 with a Bachelor of Law degree. After leaving the Force in 1958, Jack was elected to the House of Commons, representing the Athabasca, Alberta constituency, and after redistribution, the constituency of Pembina, Alberta. With each election, right up to his retirement in 1972, his margin of victory increased. Whilst a member of Parliament, he served on a number of important parliamentary committees, including the Veterans Affairs Committee. He is well known for his tremendous amount of work in support of pensions for Canadian war veterans, particularly those who had been prisoners of the Japanese after the fall of Hong Kong, in 1941. For his services, the Canadian Hong Kong Veterans Association made him an honorary life member.

Perhaps the greatest tribute was paid to the Honourable member for Pembina on February, 5, 1971, when the Right Honourable John G. Diefenbaker, while addressing the House said, "We have representatives of the law in the House. We have a former distinguished member of the Royal Canadian Mounted Police, the Hon. member for Pembina (Mr. Bigg). In the discharge of his responsibilities throughout the years he has been, above everything, considerate of the rights in individuals. Indeed, that is the background and essence of members of the Royal Canadian Mounted Police as a whole." A compliment indeed, since the integrity of the entire Force was enhanced through the devotion of one of its men.



Another interesting fact about Jack Bigg is that his father was a member of the NWMP, Reg. No. 2911, ex-Cst. F. J. Bigg. He is the subject of an article entitled "The Circle is Complete", by S/Sgt.

S. Harbin, page 49 of the Quarterly, October, 1967.

Yes, I remember Jack Bigg. As I said, more than being a friend, he was quite a man.

## The Museum Corner

By Sgt. R. C. STONE

*In the October edition of the Quarterly, page 24, we published a photo of a NWMP badge, asking for information as to its origin and use. We did get one reply, that from David A. Fleming of Calgary, Alta. His reply is quoted in part, just in the event we have some "buffs" out there who would like to share this information. Ed.*

(1) Check your pictures on the N.W.M.P. Band. It runs in my head that it had a crest on a shield, on their drums.

(2) Some original pill box hats and Officer's Helmets had a round metal box that the hat was placed in, when not in use. Some of these had the crest on the top and an engraved name of the owner. On the inside of the lid, there was a shield, that had the name of the firm that made the equipment, in London England. The shield maybe the makers emblem: and the crest placed in the centre.

(3) You could also look into the old harnesses, as the N.W.M.P. had some badges on the breast strap, in later years.

Some years ago, when we were at Fort Walsh, a fellow found a badge on the fort site. The crest was a long way from home, it had come from the British Army. This got us wondering how it would be found on the Fort Site; and where it had come from. The late Commr. S. T. Wood checked back and found where the N.W.M.P. had received four sets of British Army team harnesses on the March West. This then explains how the Crest came to be found at Fort Walsh.

With these suggestions, I would consider the Pill Box Hat; especially the container, as I have one of the Royal Scot Gray's and its Crest Emblem inside is the Shield. All the equipment of that time came from London England. This may not help you, but it may give you an area in which to look.

## Transferred?

The *Quarterly* is **not** automatically notified of transfers within the Force and if a friend forwards your magazine to your new post, our addressograph plates remain unchanged. But it is a simple procedure to visit your nearest Post Office, fill out one of their free Change of Address Announcement cards and send it to us.

# R.C.M.P. Long Service Medals

By S/Sgt. D. J. KLANCHER

The Royal Canadian Mounted Police Long Service Medal — an idea conceived during the mid 1920's amid great hope and expectation. For the medal advocates a decade of frustrations and delay was to pass before their wishes for such an award were to be realized.

The matter of issuing medals to members of the R.C.M.P. in recognition of long service was put forward by Commissioner Cortlandt Starnes during the summer of 1925, when he queried the procedure to be followed when making application to the Governor General of Canada for the authority to issue such a medal.

On September 22, Starnes attempted to get things rolling when he submitted a memorandum to the Minister in Control of the R.C.M.P. in which he recommended an "Officer's Decoration" as well as a "Long Service Medal". The decoration was to be awarded to officers who had completed twenty-five years of *commissioned* service, while the medal was to be awarded to officers, non-commissioned officers and constables after completion of twenty-five years service.

The wheels of progress quickly ground to a halt for this request was met with little interest by senior government officials. Over two years later, on September 30, 1927, a follow-up report was submitted by Starnes outlining the previous submission and emphasizing the fact that officers and other ranks in militia were awarded such a medal, as were those in the Imperial Army and Navy. In this second submission, Starnes had reduced the number of qualifying years from twenty-five to twenty.

This latest action by Starnes got things moving again, for the time being at least,

because on that same date the recommendations were forwarded to the Governor General for his approval, but results were slow in coming. Over a year later the Commissioner again felt compelled to jarr the memories of the officials involved by making yet another representation, requesting the report which had been forwarded to the Governor General for approval be returned to him. With this, results were quickly achieved. On December 6, 1928, the recommendations as submitted were approved by Order-in-Council P.C. 2169.

The entire matter seemed to have reached an impasse once again. No action was taken beyond the Order-in-Council, and a disappointed Starnes retired on August 1, 1931, his wishes for the medal unfulfilled.

His successor, Major-General James H. MacBrien, continued with efforts to have the medal issued. On November 29, 1932, in a report to the Under Secretary of State in Ottawa, MacBrien emphasized that the medal had been authorized and requested the matter be taken up with the proper authorities in order that official sanction could be obtained from His Majesty, King George V.

A great many changes had taken place within the R.C.M.P. during this period of time resulting in new opinions being formulated by MacBrien regarding the awards. These were made known to the Minister in control of the R.C.M.P. in a report dated January 5, 1933, which contained the following comments: "In the meantime, the duties of the R.C.M.P. since April 1, 1932 have very materially changed and it is considered necessary to amend the regulations under which the award may be made. Further, the undersigned is of the opinion that there is no need to institute an 'Officers' Decoration'

as the 'Long Service Medal' will be sufficient for all ranks."

On January 14, the Committee of the Privy Council announced that the Order-in-Council for December 6, 1928 was cancelled. The announcement continued by stating that in lieu of the previously authorized decoration and medal, a silver medal — designated the Royal Canadian Mounted Police Long Service Medal — would be instituted and awarded to officers, non-commissioned officers and constables of the R.C.M.P. after not less than twenty years service with the Force. This proclamation was followed on January 28 with a provision being made to have the names of the recipients published in the *Canada Gazette*.

The culmination of years of effort came on March 6, 1934 when King George V approved the institution of the medal, described as follows:

The medal was designated and styled "The Royal Canadian Mounted Police Long Service Medal".

The medal consisted of a circular medal of silver, one and one half inches in diameter, with the Royal Effigy on the obverse, while on the reverse, the crest and motto of the R.C.M.P., surrounded by the legend "For Long Service and Good Conduct".

The riband of the medal was Royal Blue with two yellow stripes, one-eighth of an inch wide and one-half inch apart.

Arrangements were made with personnel at the Royal Canadian Mint in Ottawa to engrave the dies and strike the medals and on February 13, 1935 the first lot of 245 medals was supplied at a cost to the Force of \$2.00 each, including lettering. A medal was to cost a member \$3.00 each for a replacement, in the event the original was lost or destroyed.

Regulations called for the medal to be worn to the left of all service medals, other than those awarded by a foreign power. The undress ribbon was  $\frac{3}{8}$  of an inch in depth and was worn on a detachable bar which was not visible.





The first awards of medals to members and ex-members were contained in the *Canada Gazette* for January 12, 1935. The list contained the names of 240 medal recipients and the majority of these were serving members. Examination of the roll of eighty-eight officers so named indicated fifty-seven were still serving, while ninety-three of the 152 non-commissioned officers and constables listed were still with the Force.

The first presentation of medals took place at Ottawa, Ontario, on March 12, 1935 when the Governor General of Canada presented medals to 71 members and ex-members who paraded in the drill hall at Cartier Square.

The R.C.M.P. had in its ranks many former Dominion Police and Provincial Police members following the amalgamation of the former on February 1, 1920 and six provincial forces during the period of 1928 to 1932. Service in these units counted as qualifying service for the medal, as did service in the Customs-Excise Prevention Service of the Depart-

ment of National Revenue, providing the combined service of the latter and the R.C.M.P. was continuous. Overseas service during WW I could not be counted, unless such service was with the R.N.W.M.P. "A" or "B" Squadrons. It is to be noted that service in the Mounted Police at any time since the inception of the Force counted as qualifying service and a member did not have to serve in the R.C.M.P. *per se* to obtain the medal. (The Force was known as the North West Mounted Police from 1873 to 1904 and the Royal North West Mounted Police from 1904 to 1920.)

The initial medals awarded and those produced up to December 1937 bore the effigy of King George V, despite the fact that he died in January of 1936. His successor, King Edward VIII, reigned only until December 11 of that year at which time he abdicated the throne.

The fact that no medals with the effigy of King Edward VIII were produced is substantiated by a memorandum to the Curator of the R.C.M.P. Museum in



Regina, dated December 1, 1937, which accompanied the obverse die for the King George V medal being forwarded to that institution. In this covering report, it was noted "... this is now no longer in use, the die of the present sovereign having been received." At this time, the "present sovereign" would have been King George VI.

There were two varieties of King George VI medals produced and for the purposes of this article, these will be designated Series I and Series II. The production of Series I medals ceased when, under the Royal Style and Titles Act (Canada) 1947, assent was given for the omission of the words "Indiae Imperator", or as on the R.C.M.P. medals, the abbreviation, "Et Ind. Imp." This deletion was authorized by Order-in-Council, P.C. 4877, dated November 28, 1947, but was not to take effect until 1948.

The Series I medals bore the inscription "Georgivs VI Rex Et Ind. Imp." and on March 6, 1948, Commissioner S. T. Wood, in a letter to the Master of the

Mint, requested the mint engraver make a new die for the obverse of the medal, omitting the "Et Ind. Imp." The Series II medals bore the inscription "Georgivs VI Dei Gratia Rex".

Although Commissioner Wood's request called only for a new obverse die, it would appear a new reverse die was produced as well, as there are significant differences between the reverse of the Series I and Series II medals, although the reverse of the King George V and King George VI, Series I, appear identical.

Up to this time the medals had been struck from pure silver, without alloy, but officials at the Mint had suggested future medals be produced from .800 silver, as it would wear better, look just as good and be cheaper to produce. This request was acceded to by the Commissioner and so noted in correspondence to the Master of the Mint on June 25, 1948.

Further changes were being instituted with regard to "qualifying service" for the medal, and regulations introduced in 1946



provided that military service could now be included in this category, providing a certificate of honorable discharge was provided.

Expanded duties of the R.C.M.P. in 1950 paved the way for more changes as a result of the amalgamation with the R.C.M.P. of the British Columbia Provincial Police, the Newfoundland Rangers and portions of the Newfoundland Constabulary. The amended regulations as proposed on August 3, 1951 — and subsequently approved — provided for service in either the Newfoundland Rangers or the Newfoundland Constabulary be deemed as to have been service in a provincial police force.

On February 6, 1952, King George VI died and was succeeded by Queen Elizabeth II, thus requiring a change in the effigy on the medal and this was still in use at the end of 1975.

A suggestion put forward in 1946 recommended the awarding of clasps to the medal, one rosette after twenty-five years service and two rosettes after

twenty-nine years service. These recommendations met the same fate as did many early recommendations regarding the medal, in that no action was taken.

The issue was not dead however, for on February 2, 1954, Commissioner L. H. Nicholson put forward similar recommendations, altered to the extent that clasps would be worn to denote the completion of twenty-five, thirty and thirty-five years of qualifying service, with clasps of bronze, silver and gold respectively. When the ribbon was worn alone, the award would be denoted by a star of metal corresponding to that of the clasp.

These recommendations were accepted in their entirety by government officials, and authorized by Order-in-Council P.C. 1954-44/218, of February 18, 1954.

The provisions were not retroactive and applied only to those members who were on strength on or after that date. The stars were to be worn in the center of the undress ribbon and, like the medal and ribbon, the clasps and stars could not be worn until the award had been an-





nounced. The clasp and star of the most recent award only was to be worn.

From the time the initial awards of medals were made, such had been approved semi-annually, which in some cases created long delays in the presentation of the awards and complaints from the members concerned. As of July 1, 1956 any member was awarded the medal, or clasp and star, as soon as the required service was completed and all other requirements met. In December of that year, a further change was instituted in that a certificate would be awarded to each medal recipient.

For many years the medal was supplied to the member in the small cardboard box in which it was shipped from the Mint, although the medal was presented officially at an occasion of some importance. As of August 1975, a red and white lined blue leatherette case with a metal crest of the Force on top was supplied with each medal. All members serving with the Force as of August 1, 1974 who qualified for the medal were entitled to receive the

new style case, regardless if they left the Force in the interim.

At the end of 1975 the medal content had varied since the 1948 stipulation that .800 silver be used, for they were now being produced from an alloy of .925 silver and .075 copper.

The regulations in effect at that same time called for the length of the medal and ribbon to the three and one-half inches from the top of the ribbon to the bottom of the medal.

Over the years, a large number of these medals have been awarded and totals to the end of 1975 have amounted to some 4,961; 504 to officers, 4,346 to non-commissioned officers and constables, 106 to special constables and 5 to marine constables.

The matter of miniatures of the medal for mess kit and evening wear with civilian dress was broached shortly after the introduction of the medal. These miniatures were not awarded or issued and were to be purchased by the members concerned, if they so desired.



Initially, a number of firms submitted samples of the miniature medal and quoted prices for varying lots, naturally being cheaper if large quantities were ordered. The main supplier appears to have been J. R. Gaunt & Son Limited in Montreal.

The responsibility rested with each member to procure the miniature medal if he so desired, but in 1953 Force officials decided that a bulk order would be placed and the medals then offered on repayment to those members who had expressed a desire to purchase one. During December, six King's effigy miniatures were ordered from Wm. Scully Ltd. in Montreal and 102 Queen's effigy were ordered from Gaunt. This was apparently the only time that a bulk order was placed by the Force and since that time purchases have been made on an individual basis, although Force tailors often have a supply available for sale, but this is a service provided by them and the items were not ordered by Force officials.

With the introduction of clasps for the medal, miniatures were required. These were supplied by Gaunt and a bulk order was placed on February 25, 1957 for nine gold, eighteen silver and eighty bronze clasps. Since that time the clasps have been purchased on an individual basis, although the same situation exists as with the miniature medals in that supplies are often on hand at the tailor shop.

At the end of 1975, the regulations called for the length of the miniature medal to be two and one-eighth inches from the top of the ribbon to the bottom of the medal.

The years of work and frustration which led to the approval of this award have been long forgotten but this has not marred the fact that the Royal Canadian Mounted Police Long Service Medal continues to be highly prized by the members of the Force who have received it and many more will be awarded in the future to those successfully meeting the qualifications.

## **Remarque:**

A cause du temps nécessaire, et parce que nous voulons vous remettre cette publication le plus tôt possible, la rubrique «Promotions et Retraites», qui aurait dû être publiée dans cette édition, paraîtra dans la prochaine.

(L'éditeur.)

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## **Notice:**

Owing to the time involved and in trying to get this issue out to you as soon as possible, "Promotions and Retirements", which were to appear in this edition, will be printed in the next.

(Ed.)

# Aircraft Lost

By M. J. OLSEN

As time rolls by, one occasionally picks up a newspaper or magazine and reads a story which brings back memories of a happening years ago.

Many incidents and investigations in which a policeman was involved are buried in the dim distant past and seldom does society remember the tragedy or events which took place only a few years back.

About a year ago the writer noted in a journalist's column of a lost plane in the northern wilds of British Columbia and the death of the bush pilot named "Paddy" Burke. What sparked the story was a correspondent writing the columnist to ask who was Paddy Burke, and going on to say that as a little boy when he did not clean up his plate at meal times, his father would tell him, "If Paddy Burke had had that to eat, he'd be alive today"; the writer added that his father learned the saying from the grandfather.

The journalist threw out the question in his column for his readers to answer.

Replies came swiftly from several correspondents, one of whom was the son of Paddy Burke, then serving with the Canadian Armed Forces at Comox, B.C. Brian Burke gave some details of his father's death from starvation in November 1930 near the Liard River in bush country.

Paddy had run into bad weather and snowstorms and had landed his float plane — a Junkers F13 — on the river intending to await better flying conditions, but when taxiing to shore had damaged one float on a log or rock making takeoff impossible. Burke, his mechanic Emil Kading and passenger "Three Fingered" Bob Martin, waited by the downed plane for rescue, but it was 23 days before Kading and Martin were found alive. Paddy Burke died from starvation.



The author M. J. Olsen.

Burke was a well-known bush pilot in his day, and was of the breed that "flew by the seat of his pants" to so many outposts in the northern wilds, carrying prospectors and settlers with their equipment. The official search was eventually abandoned, but one pilot, Everett Wasson, continued to scour the country on his own and found the downed plane and survivors. He was later awarded \$1,000 by the Federal Government for his efforts.

At the time Paddy Burke went missing with his plane and passengers, concern was felt along the British Columbia coast, and a Seattle air transport company, Alaska Washington Airways, got involved in the search. This company ran a service from Puget Sound to Alaska and often their planes sat down in Prince Rupert for supplies. One of the pilots was Pat Renehan, another well-known bush pilot,



and his mechanic was Frank Hatcher, I believe.

I am not sure of the date, but think it was late October 1930 when Renehan left Seattle with his loaded plane bound for Ketchikan, Alaska. The weather at the time was bad with southeast winds and rain, and in the Prince Rupert district, low lying clouds and poor visibility.

Renehan did not arrive at his destination and an investigation was ordered. At that time writer was skipper of the B.C. Provincial Police boat *P.M.L. 8* based in Prince Rupert, and the district extended from Rivers Inlet on the coast up to the Portland Canal and the Alaska boundary.

On inquiries it was learned that Renehan had put his plane down at Butedale, a fishing company cannery situated about 90 miles south of Prince Rupert, and had taken on fuel about three that afternoon. When he took off again the clouds were very low and he was seen to fly close to the "deck."

The writer interviewed the few people who lived at Butedale during the winter months and with little more information proceeded up the channels looking for signs of survivors or the wrecked plane. At Salmon River in Grenville Channel I called at an Indian hunting camp, and they told me of a low-flying plane heading north on the indicated day. One even went out in his boat to see if the plane had landed, but it had carried on out of sight in the mist, travelling with a stiff following wind.

At the Lawyer Islands, farther up coast in the steamship channel, the lighthouse keeper was questioned, and again it was learned that a plane had passed by in the mist that stormy day. Outside the harbor of Prince Rupert lies Lucy Island and the lighthouse keeper stated that it was almost dark — about 4 p.m. — when he heard a plane's engine on his radio as he listened to a program.

The noise was so loud he knew the plane was close by, but when he rushed

out to look it had disappeared in the fog and darkness, heading north. The next rocky islet was Green Island lighthouse in the main channel, but no further information was gained there. A couple of miles farther on was the B.C.-Alaska boundary.

This was the information contained in the writer's report, which indicated that Renehan had — up to passing Lucy Island — been holding a good course toward Ketchikan, his destination. However because of a number of unfounded reports received by the offices of the searching groups, most of the time spent by the RCAF and others including the U.S. Coast Guard vessel *Cygan*, was in the Portland Canal area and back country and even up the Skeena River, which was south of Lucy Island and completely off course as far as Renehan was concerned.

Several days were spent by planes and boats following what appeared to be good information. Finally the search was abandoned, although the B.C. Police through its coastal patrols did continue inquiries.

As in many cases of missing persons and vehicles, relatives are never satisfied the search was as complete as it might have been, and some were of the opinion Pat Renehan and his party might still be alive and downed in bush country, either along the Skeena River mountains or the mountainous country back of the Portland Canal.

Mrs. Renehan prevailed on the Provincial Government and in late December 1930 orders were given that the *P.M.L. 8* was to join with the Alaska Washington Airways and the U.S. Coast Guard and scour the shores of Portland Canal to Stewart and Anyox, while the Company plane, piloted by the Company Manager Eckman with Frank Wadman as engineer, would fly over land and cover as much as possible of the northern area.

We were due to leave Prince Rupert right after New Year's carrying fuel and supplies for the plane which was already standing by in Prince Rupert.

Eckman and Wadman were no strangers to us as we had flown together during the earlier search. Cst. Pete Smith was detailed to accompany us on the boat, and my engineer was Cst. Bill Robertson. We did not have a radio operator those days, but depended on the plane to send messages.

The night before we left Rupert the search party had a get-together, and were joined by a mining engineer who during the evening was adamant that Pilot Eckman visit his home and have a talk with his aunt who was apparently a crystal-gazer, and was sure she had information that would greatly assist the search. As this request was of a serious nature Eckman, somewhat skeptical, agreed to listen to the aunt and we accompanied him to the apartment.

"Auntie" took Mr. Eckman into the dimly-lit parlor where the crystal ball sat on a table, and the rest of the party was ushered into a small adjoining kitchenette where we would not interrupt the "séance." The writer could see through the keyhole of the door what was going on in the parlor, and that Pilot Eckman did not seem to be impressed.

However, we accepted the visit with good grace and although Eckman told us the gist of the séance was that Auntie could see the figure of a man wearing a sort of helmet — a pilot's headgear — and a leather jacket, resting against a tree and apparently injured, while nearby she could see "wheels, wheels, wheels" on the steep slope of the ground. This indicated the pilot was maybe still alive and the plane had crashed on a mountain side.

Not much faith was placed on this information, first because it had been a float plane, and more than two months had elapsed since Pilot Renehan had been reported missing. We had no intention of a further search up the Skeena River as Portland Canal was our area on which to concentrate.

As it was now late in the evening our party broke up and we retired in order to

get an early start. At 8 a.m. I was summoned to the B.C.P.P. District Office by Staff Sergeant McNeill and he read a telegram just received from the U.S. Coast Guard in Ketchikan, advising that a clergyman in the Indian village of Metlakatla situated on Annette Island some dozen or so miles southwest of Ketchikan had possession of a wheel or wheels which bore the insignia "Alaska Washington Airways," which had been picked up in the ocean some time before, but not reported to the authorities regardless of all the publicity. The minister had apparently not connected the find with the lost plane.

This new information immediately caused an alteration of our search plans and we proceeded to Ketchikan to join the Coast Guard and in company with the *Cygan* began a close search of the shore and bays of the Alaskan islands about Annette Island.

Pilot Eckman flew in conjunction with the search and at times took the writer aloft with him. One of the small fishing vessels which assisted us eventually found a large part of the fuselage of the missing plane among a group of small islets named the Henry Islands.

This was positively identified as part of Renehan's plane along with the wheels — carried along as spare parts — and spelled out the story of Pilot Renehan's fate and that of his passengers: that evening in October 1930 flying toward Ketchikan, possibly he mistook the bright-light glare of the Indian village Metlakatla for Ketchikan, and flying low over the waters of Dixon Entrance likely hit a high wave and crashed, breaking up his plane.

Mrs. Renehan was now satisfied that she knew her husband's fate and that of his passenger and crew. Pilot Eckman flew her party over the waters of Dixon Entrance where she dropped a wreath and surveyed the wide expanse of waters where her husband died.

The search engaged the *P.M.L. 8* about three weeks in Alaskan waters, and of

course we worked in conjunction with the U.S.C.G. *Cygan*, whose skipper, Captain Halverson and crew gave us every help and consideration. We covered every hole and corner in the area of search, and for us it was quite an experience to learn so much of Alaskan waters.

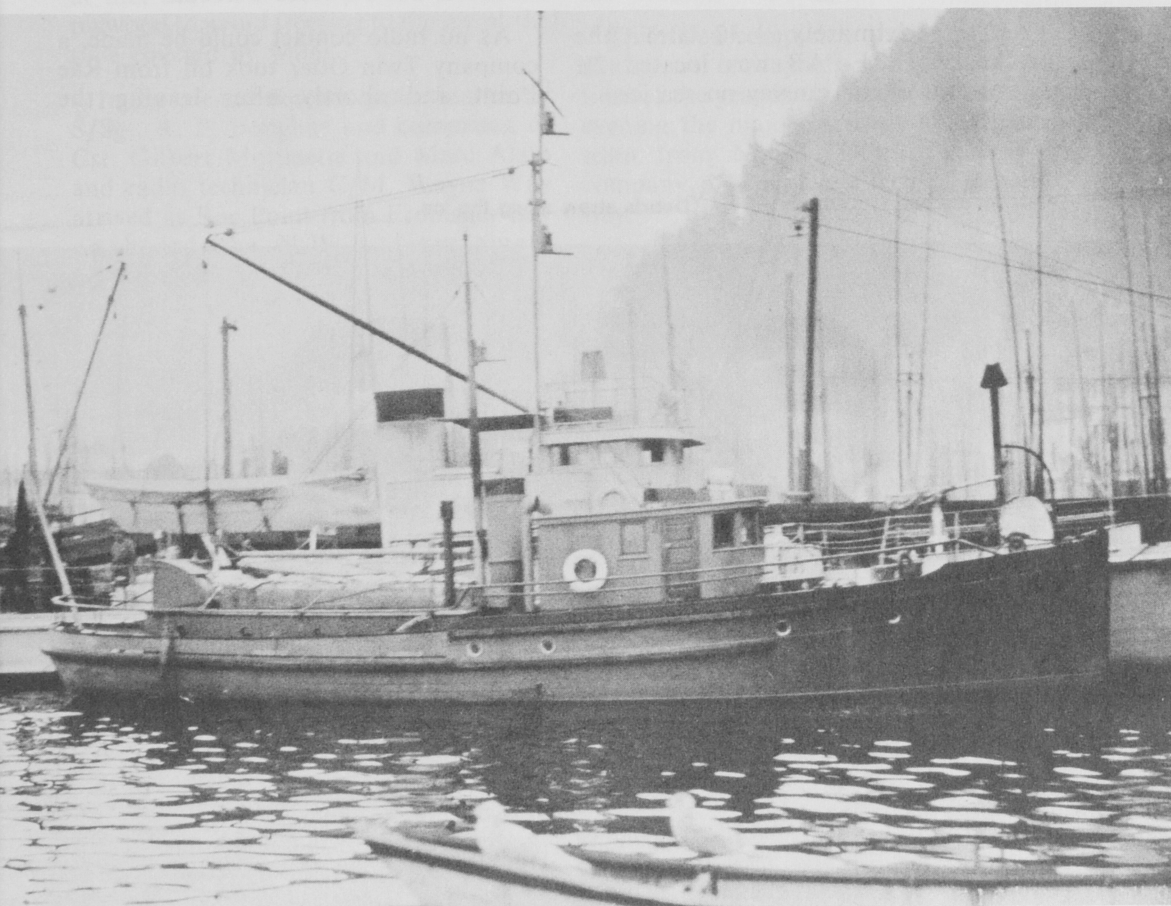
During the two years the writer was stationed in Prince Rupert, he had the occasion several times to take the *P.M.L. 8* to Taku Inlet and Juneau, transporting the Officer Commanding Prince Rupert Division and a game warden, who proceeded via the Taku River and over the "panhandle" into Canadian territory, where they inspected and visited the detachments in northern B.C., also the

village of Tulsequah. American authorities were always notified of our presence and we always received a welcome hand.

This is a report of the search made 45 years ago for a lost plane and its crew, and the weird readings of a crystal ball devotee, who was certain the pilot of the lost plane was still alive — or was at the time of the crash.

She could not have known the float plane carried landing wheels, yet she "read" such in her crystal ball. Maybe we should pay more heed to such readings, and put down the results to the "unexplained."

**Police Motor Launch 8.**



# Arctic Disaster

By Csts. G. C. MORISSETTE, J. G. M. ALAIN

At 12.15 a.m. Oct. 30, 1974, the small radio room of the Pan Arctic Oil Company at Rae Point on Melville Island in the Canadian Arctic had been in contact for a period of time with CF-PAB, the company's flight 416, Calgary to Rae Point, when a transmission was heard over the air: "six miles, final for 33, go ahead with your wind check."

At the time the weather was obscured by blowing snow to less than  $\frac{1}{8}$  of a mile visibility and winds gusting to 40 miles an hour from the north. The radio operator complied with the request, but PAB was never heard from again.

At approximately 1.30 a.m. the wreckage of CF-PAB was located  $2\frac{1}{2}$  miles south of the runway on sea ice.

Following is a brief story of what is now known as the worst air disaster in the Canadian Arctic and of one of the most difficult recovery operations to be undertaken by the RCMP. Of the 34 persons on board, 31 were killed on impact, and one of the survivors died during evacuation to Edmonton, Alta.

Upon being advised, Cst. Dave Fogarty of Resolute Bay RCMP Detachment chartered a Kenting Aviation Twin Otter and flew to Rae Point. On arrival he was told by Pan Arctic officials that ten to 12 minutes after its last radio transmission, CF-PAB was reported overdue.

As no radio contact could be made, a company Twin Otter took off from Rae Point and shortly after leaving the

**Debris strewn along the ice.**





runway, observers spotted a bright fire about a mile off the shoreline on the sea ice. The scene was passed over several times and one person was seen running on the ice amid the wreckage. An immediate ground rescue party was dispatched and the only three survivors evacuated.

Constable Fogarty visited the scene by snowmobile. Only debris could be found originating from a large hole in the ice and scattered approximately 250 yards by 75 yards in a south to north direction from the hole.

Twelve bodies were found lying frozen on the ice among the debris. The ice was found to be eight inches thick and the water 108 feet deep. Due to severe conditions — there was a minus 103 windchill factor — and the lack of equipment and manpower, no recovery attempt was made at that time. The bodies were placed on plywood to avoid freezing to the ice, at the time covered by water.

In the late afternoon a group headed by S/Sgt. R. E. Boughen and comprised of Cst. Gilbert Morissette and Marc Alain and radio technician C/M. Wayne Way arrived at Rae Point from Frobisher Bay on board the N.W.T. Government Gulfstream aircraft. A meeting was arranged with all parties concerned and accommodation provided by Pan Arctic.

Efforts had already been undertaken to erect two tents at the scene to shelter investigators. The Force's task was to recover and identify the victims as well as assist the Coroner in his investigation.

The cause of the crash itself was to be investigated by M.O.T. personnel who arrived during the evening in company of Coroner Walter England of Yellowknife and Sgt. Bernie Lefebvre and Cst. Ron Schaller of Yellowknife RCMP Identification Section. The same evening a temporary RCMP radio centre was set up by Civilian Member Way to provide communication to the site, camp and Sub-Division Headquarters in Frobisher Bay. Statutory Declarations under the Coroner's Ordinance were taken from all

personnel involved in some way in the tragedy.

The following morning with a minus 60 windchill factor, the identification team together with medical officer Dr. Olaf Skvenna and Coroner England tackled the on location identification facet of the scene. This consisted on photographing and tagging all bodies and erecting a location stake. The stakes were tagged with corresponding body numbers for further use by M.O.T. investigators.

The recovery team assisted by members of the Park Ambulance Service, then began removing the 12 bodies from the scene to shore by the use of snowmobiles and on to a temporary morgue set up at camp by the use of a crew cab truck. The times of removal from the scene and delivery to the morgue were recorded for the Coroner's investigation.

This filled completely the short four to five hours of daylight available at that time of the year in the Arctic. In the early evening the major accident investigation team from M.O.T. Ottawa arrived in company of Cpl. Dave Roy of Resolute Bay.

The following three days were to be ones of long hard hours of frustration in temperatures well below zero for members of the recovery team. With the help of Arctic-trained divers flown in from Calgary, the identification team — attached to each other with ropes due to uncertainty of the ice — located 12 more corpses completely frozen in the ice among debris of the plane.

Large areas containing bodies and wreckage were cut around using ice saws, chisels and axes, leaving huge floating blocks of ice. These had to be pulled over to safety by use of ice tongs, ropes, planks, winches and muscular power.

One by one the bodies were chopped free of ice and debris with ice chisels and brought in to the morgue. Chisels, hooks, anchors and winches were specially designed and made locally at camp by Pan Arctic upon request of the RCMP. Due to



the shortage of manpower, Civilian Member Way, Cpl. Mike Charlebois of Inuvik Sub-Division Ident Section and Corporal Roy joined the recovery team.

Toward the end of the operation, the ice then approximately 18 inches thick permitted the use of a skidozer, which greatly facilitated the task. Even with its help, its front end had to be anchored to the ice to obtain full traction and use of the winch.

At one point the operation came to a halt when a large polar bear was spotted traveling toward camp and came within 200 yards. The bear was frightened away by driving a snowmobile toward it and firing a shotgun over its head.

In the meantime at the temporary morgue, the bodies were placed on cots to speed up the thawing process in order to facilitate fingerprinting and identification. Once this stage was completed, the bodies were boxed and shipped to Edmonton for post-mortems.

On Nov. 3, 1974 the last four bodies of the 24 found on or in the ice were finally removed. This completed the main task of Frobisher Bay Detachment personnel. The following day was one of welcome rest.

On November 5, Frobisher Bay members were picked up by police plane CF-MPF piloted by Sgt. Norm Cross and returned home via Resolute Bay and Igloolik, leaving behind Constables Schaller and Fogarty.

By November 9, the divers, assisted by an underwater video camera, located and recovered the remaining seven bodies from the wreckage. The corpses were identified and later shipped to Edmonton.

This ended the Force's task at Rae Point. However, M.O.T. personnel kept investigating the cause of the crash and were successful in recovering the flight recorder.

## divisional dispatches...

### A Division

(Headquarters — Ottawa, Ont.)

**Retirement:** On Dec. 30, 1975, A Division lost another of its experienced members to retirement. Sgt. Paul D'entremont enlisted in the Force Apr. 4, 1955 and served in HQ's, N, C and A Divisions. At retirement, Paul was employed with A Division's Protection of Property Section. Paul is entering into a new career with the Canada Post Office.

**Softball:** Under the guidance of Cst. Gerry Labee and Cst. Greg Savicky a six team in-house soft ball league operated over the long hot summer. A ten-game schedule was played on Tuesdays and

Wednesdays at N Division with the following taking part: D Operations Security Service, A Operations Security Service, Traffic and Control Centre, Personal Protection Section, General Investigations Section, Parliament Hill and Government House Detachments. The grand champion after the hard-fought semi-finals and finals was the Traffic and Control Centre team.

Special mention goes to Cpl. Merl Skimek of Security Service D Operations who pitched his team to ten consecutive wins.

### B Division

(Headquarters — St. John's, Nfld.)

**U.F.O.'s?:** On Aug. 20, 1975, the St. John's Sub-Division Telecommunications Section, along with the St. John's Air Services and helicopter CF-MPZ, completed the installation of a COMSHEL on Mount Ste. Anne on the Burin Peninsula. This was a history-making event in the Force, as it was the first time that a COMSHEL was installed using an RCMP owned helicopter. Many readers will want to know what a COMSHEL is. Briefly, it is an insulated fibreglass shelter designed to house radio equipment, complete with batteries and antennae. It is intended primarily for installation in remote mountainous areas. When all sections are bolted together it stands 28 feet high and is cylindrical, with a diameter of 7 feet at the bottom, tapering to a 30 inch diameter at the top. It is coloured forest green to absorb sunlight and melt accumulated frost or ice, and to blend into the surroundings.

Immediately after the completion of the COMSHEL installation Radio Stations on the Burin Peninsula were reporting that a U.F.O. had landed on Mount Ste. Anne. Needless to say, our local Detachments were flooded with calls for a short period, but the enquirers were quickly told, "No, it isn't a U.F.O., it's an RCMP Communications Installation."

**Golf Tournament:** The 1975 B Division Golf Tournament, sponsored by the Sports and Recreation Club, was held Oct. 14, 1975 at Bally Haly Golf Club in St. John's. A total of 38 golfers participated with the overall winner being Darrell Aucoin of Harbour Grace Detachment, with a score of 82. Aucoin, a former pro at Sydney, N.S., staged a head to head battle throughout the tournament with Ralph Steeves, B Division Traffic Supervisor. However, Fred Hynes of Headquarters, a professional "sand-bagger" in his own right, gave Aucoin some anxious moments during the latter part of the game but being a compassionate person relented and settled for



**A U.F.O.? A moon Rocket?**

runner-up honors with a score of 84. Net score laurels went to Gary Fisher of St. John's Detachment while the R. E. Goodyear Trophy was won by Headquarters personnel consisting of Ralph Steeves, Robin Ettles, Gary Yorke and Fred Hynes.

**Social:** On Oct. 24, 1975, a Get-Acquainted dance was held at the Royal Canadian Legion Club, Pleasantville, under the sponsorship of the B Division Recreation Club. This was our way of welcoming new members to the Division, as well as extending our congratulations to recently promoted members. There were a considerable number of members in both categories, with over sixty new arrivals and more than forty recently promoted members. The almost two hundred members and guest couples were addressed by Commanding Officer, C/Supt. K. B. M. Fraser, who extended a



**B Division Underwater Recovery Operational Training Course in action.**

welcome and congratulations on behalf of the Division. Following the C.O.'s address, members and guests danced until the wee hours to the music of the Commanders.

**Underwater Recovery Training:** B Division was the second province to conduct a formal Underwater Recovery Operational Training Course. Each year there are over forty drownings in Newfoundland and Labrador and because of the necessity ensuring that our members are fully qualified to conduct underwater searches, this formal approach was initiated.

From Oct. 27 to 31, eleven members from detachments throughout the province attended the course at St. John's. These members, already qualified scuba divers, received additional training in diver safety, search patterns and techniques.

The trainees were tested by the Force Dive Master, Sgt. I. G. Barrie, Ottawa and the Division Diving Supervisor, Cpl. R. D. Tinkham. All eleven members qualified as Force Divers and will perform underwater recovery operations as required, in addition to their regular police duties.

At the conclusion of the course and during a social evening, Dr. D. R. Idler, Director of the Marine Sciences Research Laboratory and his Diving Facility Staff were presented a suitably engraved RCMP plaque by Supt. T. A. Farr, Officer i/c Administration and Personnel for their valuable assistance and cooperation on the course.

Two of the Force Divers, Cst. P. J. Kelly and Cst. D. P. O'Neil quickly got into the action when on Nov. 1, 1975 they were called to recover the body of a motorist whose car had left the road and was submerged in a lake near St. John's.

#### **C Division**

(Headquarters — Westmount, Qué.)

**Citations:** Les caporaux Michel Lemay et Francis Hummell ont été honorés pour leur courage au cours d'une brève cérémonie qui s'est déroulée au Quartier général de la Division C, le 14 novembre 1975.

Le caporal Lemay a été cité à l'honneur par le Commissaire, Monsieur M. J. Nadon, pour la bravoure dont il a fait preuve le 30 mai 1975. Au péril de sa vie, le caporal Lemay parvint à porter secours à une femme âgée, enfermée dans sa chambre, alors que sa résidence était la proie des flammes. Le caporal Lemay aperçut en effet de la fumée qui sortait d'une fenêtre à l'étage supérieur d'un duplex

situé à Westmount. Il avisa sur le champ le Service des Incendies de Westmount, puis se précipita dans la maison. Un jeune garçon l'avertit que sa grand-mère se trouvait toujours dans sa chambre au deuxième étage. Le caporal Lemay bondit vers l'étage supérieur en dépit de l'épaisse fumée. Il défonça la porte verrouillée de la chambre où la vieille dame gisait inconsciente. Rampant sur le plancher, il parvint à l'atteindre et à la transporter hors de danger.

Quelques moments plus tard, les pompiers tentaient d'atteindre le brasier par le même escalier, mais peine perdue le feu avait déjà envahi la place.





**Les caporaux Michel Lemay (à gauche) et Francis Hummell.**

La caporal Lemay, âgé de 30 ans, est au service de la G.R.C. depuis neuf ans. Originaire d'Ottawa, il a fait tout son service policier dans la Province de Québec.

Le caporal Hummell a été le récipiendaire d'une citation pour bravoure, remise par le Commissaire adjoint, Monsieur J. P. Drapeau, Commandant de la Division C.

Le 26 juin 1975, le caporal Hummell s'approchait de l'entrée de la Place Alexis Nihon, lorsqu'il remarqua un homme qui pointait un revolver en direction d'une personne identifiée par la suite comme étant un employé de Steinberg. L'individu armé

quitta immédiatement les lieux et, après s'être assuré que le fuyard venait de commettre un vol à main armée au super-marché, le policier, qui n'était pas de service et qui ne portait pas d'arme, suivit discrètement le suspect dans la cohue. Alors que ce dernier s'apprêtait à monter à bord d'un taxi, le caporal Hummell se rua vers lui, le maîtrisa et le désarma rapidement. Le suspect fut ramené au magasin où il fut remis aux policiers du S.P.C.U.M. Par la suite, il plaida « coupable » à cinq accusations de vol à main armée.

Le caporal Hummell est âgé de 31 ans. Natif de Beauharnois, Québec, c'est un vétéran de la G.R.C. avec douze ans de service.

#### **Depot Division** (Headquarters — Regina, Sask.)

**Memorial :** On June 29, 1975, during the Anglican Church Service for the graduation of Troop "29-74/75", a Memorial Dedication of a brass plaque was held for Reg. #23499, Cst. R. W. (Reg.) Williams, who was killed in a police car accident near Sooke, B.C. Dec. 19, 1964.

The plaque was donated by his troopmates of "B-64/65" Troop, and is now located on the North wall of the Chapel at Depot.

**Memorial :** On Aug. 3, 1975 during the Anglican

Mass for the passing out of the Troop #32, a Memorial Dedication was held for Reg. #22830, Cst. M. R. (Mike) Mason. He was killed in a plane crash, Nov. 26, 1971, at Courtenay, B.C.

In attendance were: the Commanding Officer C/Supt. Mills, Mike's parents, his wife Carole and their two daughters, along with Carole's mother and father. Mike had been a member of Troop #5 which commenced training Sept. 17, 1962 at N Div., Ottawa.

On May 13, 1975, history was made on the Muskeg Indian Reserve when a newly appointed Justice of the Peace, Mrs. Alphonsine Lafond held her first court session. In an attempt to involve Indians in the administration of justice, the Saskatchewan government appointed several Indian J.P.'s, one of whom was Mrs. Lafond, the only woman so appointed. During her first six months, Mrs. Lafond will be supervised by Mr. Harry Langan, a fellow J.P. with 9 years's experience. Pictured here, L to R, are Cst. D. M. Clark, Mr. Langan, Mrs. Lafond, and her husband Chief Frederick Lafond.



**Sgt. Art Reinhardt is presented with his long service Medal by Insp. C. W. Smith.**



**Cpl. J. Vaughan being presented with the Connaught Cup.**

The whole troop contributed to the bronze plaque now located on the North wall of the Chapel at Depot. The following Troop members and their family were able to attend the dedication: Sgt. Ken Derendorf, CDL Firearms Section, Winnipeg, Cpl. Don Martin, Staffing Branch, Fredericton, Cpl. Harry Ford, i/c Manning Det., Alberta, Cpl. Garry Shauer, i/c Oyen Det., Alberta, Cpl. Joe Whitaker, Prince George City Det., B.C., and Cpl. Steve Lozinski, Academic Section, Depot.

**Connaught Cup:** On Sept. 4, 1975 the Connaught Cup competition was held at the RCMP Academy at Depot Division. In spite of typical prairie winds some excellent scores were posted. Winner of the Connaught Cup was Cpl. J. Vaughan who represented Depot and is now stationed at Fort McMurray, Alta. Others in the top five were Sgt. W. S. Pinsent, HQ Div., Cst. W. A. Rite, E Div., Cpl. K. C. Gabb, G Div., and S/Cst. D. R. Clarke representing M Division.

**E Division**  
(Headquarters — Victoria, B.C.)

**Marksmanship Awards:** At a luncheon in the New Commodore Restaurant Aug. 28, 1975, Supt. R. R. Schramm, Officer Commanding Prince Rupert Sub-Division, presented the Commissioner's Marksmanship Awards to four members. Each of them had scored a possible in the annual revolver classification course.

S/Sgt. R. J. Woolger is well known within and outside the Force for his prowess as an international level handgunner. This latest award joins hundreds of others in his trophy room.

Cst. H. McDonald's award makes two in a row for him. He shot a possible the previous year as well.

Cpl. S. G. MacCallun and Cst. F. W. Barbour also earned their awards for shooting excellence by posting possibles.

**Pacific Northwest First:** On July 31, 1975, at Kitimat, B.C., Helen Margaret Mahon, of Kitimat, was sworn in as a constable in the Royal Canadian Mounted Police, by Supt. R. R. Schramm, Officer Commanding Prince Rupert Sub-Division.

Constable Mahon was accompanied by her proud parents at the swearing-in ceremony, which was held at Kitimat Detachment. It is believed that she was the first female in the Pacific Northwest to engage as a regular member and definitely the first in Prince Rupert Sub-Division. Cst. Mahon entered Depot Division and commenced training with Troop 8 on Aug. 4, 1975.

**Golf Tournament:** This year's tournament was held on a rain-filled day — Wednesday, Sept. 24, 1975.

At 9.00 a.m., the first foursome teed off in a down-pour, which finally subsided at 1.00 p.m. Some fifty

local businessmen, joined by local and Smithers Detachment members, participated.

The presentation of awards was held at a smorgasbord dinner in the Prince Rupert Hotel. Supt. R. R. Schramm, Officer Commanding Prince Rupert Sub-Division did the honors with Cst. D. Hadley as M.C.

Ron Smith captured the Kaizen Sports Trophy for the low gross by a member and the Nelson Brothers Trophy for low gross by a non-member was taken by Barry Miles.

**Fishing Derby:** Prince Rupert Sub-Division held a Fishing Derby at Prince Rupert, B.C., the Halibut Capital of the World, on Aug. 22, 1975.

Local citizens and members from throughout Prince Rupert Sub-Division participated in the derby, which was coordinated by Cpl. V. G. Waddington, of the City Detachment. Fishing commenced at day-break.

The largest salmon of the day was caught by a non-member, Doug McLeod, and weighed in at an embarrassing 13 lbs. Largest salmon by a member was a minnow of 7½ lbs, caught by Cst. Ron Harrison. An assortment of fish was caught throughout the day but sizes and weights were not the usual for the area. It appeared that the Derby just missed the last run of the season. The evening finished off with a catered meal on the beach. Maybe next year the big ones will be back.

**Summer Program:** The Burnaby Parks and Recreation Department Summer Playground Program runs each year from the second week of June until August 22. There are thirty playground park areas in Burnaby and a total of 34 leaders who work from Monday to Friday from 10.00 a.m. to

**Cst. Helen Margaret Mahon is sworn in by Supt. R. R. Schramm.**





**Supt. W. G. Lambert presents trophy to Susan Sinclair of the Beagles and Twyla Doyle of the Croakers. Cst. J. A. Forst appears to agree with the choice.**

6.00 p.m. with children ranging in age from 6 to 13 years.

As part of the summer program, members of the Burnaby Detachment made visits to the parks and took an active part in the program by participating in various sporting and handicraft events.

To wind up the summer program a picnic and Sports Day was held at beautiful Burnaby Lake on Aug. 14, 1975. All 1500 program participants and supervisors were in attendance when Supt. W. G. Lambert presented the Thunderbird Trophy which was donated by the Force, for the best overall park attendance and participation during the summer program. This year's trophy was presented to the Robert Burnaby Park Beagles who represented North Burnaby and the Froggers Creek Ravine Croakers representing South Burnaby.

Due to the tremendous response this trophy generated in the Parks Programs, the trophy will be awarded annually by the Burnaby Detachment to the winning park(s).

The official presentation of this trophy by Supt.

W. G. Lambert was one of the last official duties he performed as Officer in charge of the Burnaby Detachment.

**West Coast Graffiti :** On Sept. 13, 1975, a capacity crowd filled Burnaby hall for a "Flash Back" evening to the 50's. The party, put on by the Burnaby Detachment Social Club, had a dual purpose. Firstly, farewells were said to Chief Supt. W. G. Lambert who, since July, 1971, has been Officer in Charge of Burnaby, Canada's largest Detachment. He now heads the C.I.B. operation in the newly formed Lower Mainland District. At the same time farewells were said to several other members transferred from Burnaby including the entire Special E Squad who also take up residence in the Lower Mainland District.

Secondly, the Detachment welcomed the new Officer in Charge, Insp. C. L. Thomas, transferred from Yellowknife, N.W.T.

As is usual with Burnaby Detachment parties, everyone had an enjoyable evening. A large number of those in attendance dressed in 1950 styles which added greatly to the entertainment.



**F Division**  
(Headquarters — Regina, Sask.)



**Cst. Joanne Horn presents certificate to Tim Schuster.**



**Cst. David Horn congratulates Alicia Oucharek.**

**Lend A Hand:** Police-Community relations has been for many years, and still is, important to the RCMP. In recent years varied programs have been used to reach out to the Youth in Canada.

Canadian Police Week, held each year in May, has assisted greatly in fostering closer understanding between youth of all ages and the detachment man.

During May, 1975 the theme "Lend A Hand" was in evidence at Yorkton, Saskatchewan, when members on duty at Police Week Open House had the pleasure of meeting a number of students from both country and city schools.

At the end of their visits the children were asked to write their names on pieces of paper and drop them into a box for a door prize. Alicia Oucharek, age 8, of Wroxton, Sask., and Tim Schuster, age 14, of Saltcoats, Sask., were the lucky girl and boy. The

door prizes were RCMP plaques with the winner's name on an engraved brass plate.

The presentations were made to the children in their own schools with their classmates and parents present. Alicia and Tim were also made Honorary Constables for the day. Their schools were also presented with a one year subscription to the RCMP Quarterly.

Handling the honors were Cst. David Horn and Cst. Joanne Horn of our Yorkton Detachments, our husband and wife team.

Taking into consideration the very proud and happy expressions on the faces of the recipients, we feel that Police Week 1975 has left a lasting impression in the hearts of the school children in this area.

**Award:** On Aug. 27, 1975 at an informal gathering in the Regina Sub-Division conference room,

Cst. L. G. Bishop of Southey Detachment was presented with a St. John Ambulance Priory Vote of Thanks by Supt. J. P. Morrison, Officer Command-

ing Regina Sub-Division. The award was presented by the Association in recognition of work done by Cst. Bishop.

### G Division

(Headquarters — Yellowknife, N.W.T.)

**Social:** On Aug. 26, 1975 a social gathering and dinner was held at the Explorer Hotel, Yellowknife, in honor of the retiring Commanding Officer, C/Supt. A. M. Cart and Mrs. Cart. The occasion was attended by a large representation from throughout G Division as well as City dignitaries.

C/Supt. and Mrs. Cart received gifts from members of the Division which were presented by Supt. J. A. McCullough. Everyone joined in expressing whole-hearted best wishes. C/Supt. and Mrs. Cart will reside in Vancouver.



C/Supt. and Mrs. Cart receive gifts from Supt. McCullough.



S/Sgt. R. E. Boughen is awarded a priory Vote of Thanks, St. John Ambulance Commandery Honours, presented by Commr. M. J. Nadon during his visit to the Northwest Territories, May, 1975.

S/Cst. F. L. Iyago of Baker Det. is presented a Long Service Medal and certificate by Insp. C. L. Thomas.





**New Division H.Q. Building in Halifax.**

#### **H Division**

(Headquarters — Halifax, N.S.)

**Curling:** Truro Sub-Division's curling bonspiel was hosted by Parrsboro Detachment with thirty curlers participating. The winners were Cpl. W. W. Bishop, Cst. W. G. Grapnel and Cpl. R. D. Russel. The runners-up were from Stewiacke Detachment with R. D. Greene skipping. Grant (Gramp) Koehler was presented a gift for the most honest curler. Praise must be given to the ladies of the Parrsboro Curling Club, who put on a superb lunch and dinner.

**Golf:** A golf tournament was held on June 10, 1975, this being our annual sub-division tournament held at the Pugwash Golf Course. Thirty-one members participated. This year the Carroll's Fina trophy was presented to S/Sgt. Art Davy. Runner-up was Michael Garrett. Most honest golfer award went to Sue Lowden. A fine lobster dinner brought the tournament to a close.

**Farewell and Welcome:** On June 24, 1975, Truro hosted a lobster party at Camp Debert to honor twenty-two members leaving the sub-division.



**Farewell to S/Sgt. J. M. F. and Mrs. St. Germaine.**



**Solicitor General Warren Allmand cuts the ribbon to officially open the new headquarters, while C/Supt. D. J. Wright, the Commanding Officer, looks on.**

The Officer Commanding Insp. J. T. Wood, and his wife were presented with a Bass River rocking chair and a barbecue with a surprise from Scotland under the hood.

The M.C. for the occasion was R. D. Greene who presented steins to the departing members and cups and saucers to the wives.

Retired Sgt. W. W. Stewart, who retired from the Force during the summer, was presented with a monetary gift from the sub-division Recreation Club.

Over 125 persons attended the function and a fine job was performed on the two hundred pounds of lobster. A welcome was also extended to all new comers to the sub-division.

**Farewell :** A farewell party was held at Yarmouth, N.S. on Apr. 18, 1975, for the Yarmouth Section N.C.O., S/Sgt. J. M. F. (saint) and Ruth St. Germaine to mark the end of his 26 plus years in the Force.

There were over 90 couples in attendance, some of whom travelled more than 400 miles, which speaks highly of their popularity in the division.

A lobster trap coffee table with suitably engraved plaque and a bouquet of flowers were presented to

the St. Germaines as a memento of their years in the Force.

Saint and Ruth will reside in Yarmouth and we wish them well in the future.



**Mrs. Wright, C/Supt. D. J. Wright, Mrs. Reteff and S/Cst. M. Reteff.**



**New Headquarters:** On Apr. 9, 1975 H Division headquarters moved into a new four storey structure at 3139 Oxford Street, Halifax, Nova Scotia. This building was constructed expressly for the use of the Force and served to bring under one roof units which had previously been located throughout the city. New headquarters contains offices for all administrative and operational departments, as well as underground parking, cells, training facilities and barracks for single members.

As summer progressed, we were able to correct and resolve many of the problems which are normally associated with a new building. These are predictable and correctable. Not so with maritime weather; and as we approached the official opening date of Oct. 17, one could sense the tension as we all listened to gloomy weather forecasts to the accompaniment of the background noise of outside staging being erected. Happily, we experienced a beautiful fall day for the occasion, which was highlighted by the attendance of the Hon. Warren Allmand, P.C., M.P., the Solicitor General of Canada, who performed the ribbon-cutting portion of the ceremony. Other participating dignitaries were the Hon. C. L. Gosse, M.D., Lieutenant Governor of Nova Scotia, Mr. A. Cyr, M.P., Parliamentary Assistant to and representing the Minister of Public Works, and Assistant Commissioner R. C. G. Williamson, representing the Commissioner.

We were also very fortunate, indeed, to have the Royal Canadian Mounted Police Band available at the official opening ceremony, which served as the kick-off of their scheduled tour of concerts

throughout the Province. Their contribution and that of all members participating, complemented by good weather and the excellent maritime fare provided at the reception following the formalities, guaranteed the ultimate.

**A Fond Farewell:** On Sept. 15, 1975 an era of H division history ended with the retirement of S/Cst. Murdock Reteff who had given service to the Force since February 1st, 1946. Murdock, as he is known to everyone in H Division, served entirely at the post garage and through 29½ years gave unstinting service to members. For as long as any of us can remember, Murdock was a cheerful person always willing to lend a hand. Often we found details left off the work order repaired or adjusted because Murdock cared about his work.

Although Murdock has officially left the Force, he has perpetuated his name as his son, Cst. M. W. Reteff, is now a member of the Force.

On Sept. 12, 1975, at a combined mess function, C/Supt. D. J. Wright made a farewell presentation to S/Cst. Reteff on behalf of the members of H Division.

**Jogging:** The jogging club has been active since June of this year with twenty-three members participating. The actual record of miles ran started in August to give members some incentive. Fifty miles must be completed before one may receive the initial crest. The miles are usually run on a day to day basis at noon-time, and depending on ability, anywhere from two to six miles per day. After completion of 50, 100, 500, and 1000 miles each participant is

**Lieut. Governor Gosse pins Long Service Medals on (L to R) Cpl. J. D. Hughes, Sgt. R. C. Jones, S/Sgt. B. J. McNenly and Sgt. M. E. Foster.**



awarded a bar showing the miles run. To date 15 members have completed the essential 50 miles and Cpl. R. Berg has 215 miles to his credit. Cpl. Berg averages 65 miles per month. The jogging program has been extremely beneficial both in physical fitness and mental satisfaction and we can only hope it shall continue to be so rewarding.

**Official Opening :** On the evening of June 27, 1975, the new H Division sergeants' mess was officially opened by Commanding Officer C/Supt. D. J. Wright who cut the ribbon before 40 couples comprising of regular and life members of the mess with their wives and guests.

In his remarks during the ceremony, Chief Superintendent Wright, who is a charter executive member of the original mess, spoke of the good and sad times that had taken place over the years in the old Thornevale mess, now closed with the move to the new division headquarters building. He expressed the hope that the fellowship and comradeship will continue in the new mess.

In view of the retirement of S/Sgt. G. F. "Jerry" O'Connell, Chief Superintendent Wright presented a plaque to Jerry on behalf of the mess, with Mrs. Doug Smith presenting a photo of Thornevale barracks to Mrs. O'Connell. For this occasion, the

O'Connells were joined by their two daughters, Patricia and Kathy.

**Long Service Awards:** On Nov. 27, 1975, four members of H division were presented their Long Service Awards at Government House in Halifax, by the Hon. C. L. Gosse, M.D., Lieutenant Governor of Nova Scotia.

Those receiving awards were S/Sgt. B. J. McNenly, Stewiacke Detachment; Sgt. R. C. Jones, Halifax, International Airport detail; Sgt. M. E. Foster, Amherst detachment; Cpl. J. D. Hughes of Pictou Town detachment.

The formal ceremony was followed by a reception, hosted by the Lieutenant Governor and Mrs. Gosse, which was attended by the recipients, their wives and guests. Also in attendance were C/Supt. D. J. Wright, Commanding Officer H division; Supt. R. L. Purdy, Officer Commanding Halifax sub-division; Insp. D. F. Christen, Officer Commanding Truro sub-division; and their wives, as well as representatives of all ranks in the division.

An added feature on this occasion was the presentation to the Lieutenant Governor by C/Supt. Wright of an RCMP Centennial Sword of Honor on behalf of all members of the Force in the province of Nova Scotia.

### J Division

(Headquarters — Fredericton, N.B.)

**Why Not :** Early in August the RCMP asked the Fredericton Softball League to participate in a local softball game as a fund-raising project for retarded children.

The local members, glad to serve a good cause, arrived at the field at the scheduled time only to discover that the opposing team would be the Provincial Ladies Softball champions.

As the game progressed, the RCMP team found themselves behind by three runs, and were faced with loaded bases and nobody out. The next batter hit the ball to the shortstop, who tagged a runner coming from second to third, flipped the ball to the second baseman for the second out and the second baseman relayed the ball to first for a triple play. The Fredericton team rallied in the top of the 6th inning to tie the game.

Prior to the game, a surprise stunt had been arranged by the RCMP. They had painted a grapefruit white and the Mounties were going to serve this up during the course of the game.

In the top of the 7th, Corporal Pierce came to bat. He took his usual mighty swing and found that he was the subject of a double cross. He hit the painted grapefruit, which a member of the RCMP team had secretly given to the girls' pitcher at the start of the inning. The corporal, catcher and the umpire, the girls, fans and double crossers enjoyed the mess.

In the bottom of the 7th, the score was still tied with two out and one of the girls on third. The next batter flied out to the pitcher; but it was at this time that the umpire invoked "the old rule" that the girls team had four outs in the last inning. The RCMP lost the game 11-10.

The headline in the daily paper the following day read as follows:

"Marily Arseneault and Debbie McAloon combined to hurl some unusual "stuff" as RCMP's Don Pierce found out when he connected with a painted grapefruit."

The RCMP Ball Team suffered the loss but the real winners were the retarded children who received the generous sum collected from the fans, who really enjoyed the baseball and the double cross.

**Golf Classic :** The 1975 J Division Golf Classic was hosted this year by Moncton Sub-Division at the Mountain Ridge Golf and Country Club, Moncton, N.B.

A total of 85 golfers participated in the event. Top Honors for the Tournament went to Cst. Bill Durocher with a score of 74. Runner-up was Cst. Eric Suley with a 76. Low Net honors went to Insp. Jack Rankin, Officer Commanding Moncton Sub-Division with a 68, while runner-up was Cst. Brian Delo with a 69.

The Low Gross Team Trophy, donated by Moosehead Breweries, was won by Insp. Jack Rankin, Cst. Bill Durocher, Gene Mealy and Sgt. John Barnstead. The Low Net Team Trophy, also donated by Moosehead Breweries, was won by Cpl. Fred David, Cst. Bill Durocher, Cst. Eric Suley and Cst. Barry Helm.

Low Net honors with an established handicap went to Cst. Kevin Reid, while the runner-up went to Insp. Barry Johnston.

The event was climaxed with a steak barbecue at the Senior N.C.O.'s Mess at Canadian Forces Base, Moncton, N.B.



**Cst. Bill Durocher (right) receives trophy from C/Supt. G. R. Gordon.**

## K DIVISION

(Headquarters — Edmonton, Alta)

**Mrs. Cutting Honoured** During the afternoon of June 25, 1975, Mrs. Ruby Cutting, sitting in the Speaker's Gallery, was introduced to the Alberta Legislature by Andy Little, M.L.A. for Calgary McCall. Mr. McCall was formerly a Staff Inspector with the Calgary City Police.

Following the introduction, Mrs. Cutting was escorted by Cst. Gordon Chammen to the suite of the Honourable Ralph Steinhauer, Lt. Governor of Alberta, where he and Mrs. Cutting exchanged stories about the early days in Alberta.

Mrs. Cutting, who celebrated her 93rd birthday on August 17, 1975, has been associated with the RCMP for three generations. Her late husband, Percy, joined the NWMP in 1896. During his 28 years of service, he saw the Force's name change from the NWMP to the RNWMP, and finally to the RCMP. He served in the Maple Creek-Swift Current area for most of his service, and retired a sergeant in 1924. He and Ruby were married in 1913 and during the ensuing years, Ruby worked as hard as her husband in the cause of law enforcement. Detachment life in those days was difficult indeed.

Their eldest son, George, served with the RCMP for 28 years, retiring a sergeant in 1958. He presently resides in Calgary and is employed with the Alberta Liquor Control Board.

A daughter, Mona, is a secretary to the RCMP Liaison Officer in London, England.

A grandson, John Rowland, is presently serving with the RCMP in "O" Division. He is the son of Ruby's daughter, Berta.

**Andy LITTLE, M.L.A., Calgary McCall**

**Editor's Note:** Reg. 3149 ex-Sgt. Percy Cutting (deceased) volunteered for the Yukon in 1898, arriving during the peak of the Yukon Gold Rush. He left there in 1900, and throughout the remainder of his service, was stationed at various places in what is now the three Prairie Provinces.



**L to R — Andy Little, MLA, Mrs. Cutting, Cst. Chammen.**

Reg. 10980 ex-Sgt. George Arundel Cutting joined the Force as a Trumpeter in 1931. He was taken on strength as a regular member in 1935 and served in Depot, N, K and E Divisions throughout his service, with the exception of wartime service with No. 1 Provost Company (RCMP) from 1939 to 1945. No doubt many members and ex-members will remember George as a riding instructor.

Reg. 23823 Cst. John Peter Rowland joined the Force in 1965. Since then he has served in "E" and "O" Divisions, as well as with the Musical Ride. He is currently serving in Ontario. Ed.

**L Division**  
(Headquarters — Charlottetown, P.E.I.)

**Golf Tournament:** On Sept. 23, 1975 the annual golf tournament was held at the Green Gables Golf Course, Cavendish, P.E.I. Out of 56 participants, Cst. A. K. Davey and Cst. E. R. Bower tied with a low score of 84. The trophy was awarded to Cst. Davey with the lowest first hole score of 4.

**Farewell Party:** On Oct. 4, 1975, members of L Division N.C.O.'s Mess and their wives gathered to bid farewell to Cpl. and Mrs. Ward Coates. An evening of bingo which provided prizes of steaks and a grand prize of a budgie bird and cage ended with a lobster feast. Mess President Sgt. Frank DeLorey presented Corporal Coates with the traditional full mug upon leaving the Mess. Corporal Coates has been transferred to E Division to open a new Ident Section at Quesnel.

**Annual Ball:** Oct. 24, 1975 brought about the Annual Ball held at the Charlottetown Hotel, highlighted by a banquet which provided a generous portion of that rare delight Filet Mignon, which was followed by a night of dancing. The official guests at the ball were His Honour Lt. Governor Gordon Bennett and Mrs. Bennett and representing the Attorney General, Minister of Housing and Development, Mr. George Proude and Mrs. Proude.

**The Challenge:** Dave Camp of the Atlantic Police Academy with his well-trained crew along with the Fredericton City Police organized an Atlantic Police Fastball Tournament and invited the RCMP from Charlottetown to participate. Needless to say, under the organizing and coaching abilities of Dave Power, the outcome was obvious with the RCMP winning all. Our players consisted of George Taylor, Lorne House, Frank Graham, Don Gosse, Brian Dalton, Dave Power, Cy O'Quinn, Al Davey, Frank DeLorey and Billy Dowling. With our offensive power spear-headed by Don Gosse, we were not only able to out-hit, but out-play all opposition. Cy O'Quinn, our Captain accepted the trophy on behalf of the team. The tournament was held on Sept. 14, 1975.

**The Invitation:** On Sept. 28, 1975, Harvey Butler organized a Western Fastball Conference involving three RCMP Teams from Summerside, Alberton and Charlottetown and the Provost from C.F. Base Summerside. Once again with a strong will to win and being driven by their dauntless coach, our RCMP team from Charlottetown took all honors. The winning team consisted of Brian Dalton, Cal David, Eric Bower, Cy O'Quinn, Norm Curry, Al Davey, Frank DeLorey, George Taylor and Dave Power. The wins were attributed to a solid team effort. At a gathering of all items at C.F. Base Summerside, the Charlottetown team accepted the trophy which was presented by Summerside RCMP.



**Cpl. W. Coates (left) receives his mug from L Div. NCO's Mess president, Sgt. F. DeLorey.**

**A Float With a Message:** Having some of the best beaches, summer theatre and scenic drives in Canada, Prince Edward Island has become famous for just about anything that attracts the tourist. Sadly though, Prince Edward Island is becoming infamous concerning a matter vital to all "Islanders". Prince Edward Island has a high rate of fatalities, injuries and property damage accidents.

During the summer months several parades are organized throughout the Island, the most notable being the Lobster Carnival in Summerside and the Gold Cup and Saucer Parade in Charlottetown. Other parades are held in Montague, O'Leary and Kensington. For the past few years the Force has entered a float in the parades.

This year it was decided to enter a float, not with the idea of trying to win a prize, but rather to get a message across. The theme of the float was "Life and Death — It's Your Choice". It consisted of a wrecked car and within the car was a mannequin arranged in a grotesque position, all giving the impression of the aftermath of an accident. In front of the car was a white picket fence surrounding a casket. Alongside of the float were the words "Think safe — Be safe — Drive safe — Don't Kill our Children" and on the back was "Life and Death — It's Your choice". The float was pulled by a Highway Patrol Car.





Prize winning float with a message.

To many the float was forbidding, to some it was gruesome and to others it was shocking. To the majority of the people, it was what it was intended to be — a message of vital concern. Nevertheless, the float was not without its rewards — at the Montague Strawberry Festival it was awarded First Prize for the best overall float. Similarly, at the O'Leary Potato Blossom Parade, it was awarded First Prize

for the best overall float, as well as Second Prize for the most outstanding float.

Accidents can and do happen anywhere, but if you choose to drive defensively and with due care and attention, your chances of avoiding an accident are far greater than if you drive with reckless abandon — "Life and Death — It's Your Choice".

#### M Division

(Headquarters — Whitehorse, Y.T.)

**Social:** On Oct. 4, 1975, a Get-Together Social was held in Whitehorse to greet all new arrivals in M Division. Approximately 125 members, wives, and their guests enjoyed themselves to the music of the Union Jacks.

A chicken dinner was served at midnight and everyone agreed it was a delightful evening.

Among the new arrivals in the Yukon were Insp. R. C. Pettitt and his family. Inspector Pettitt will assume the duties of Administration and Personnel Officer and comes to us from H Division.

#### N Division

(Headquarters — Ottawa, Ont.)

**RCMP Band:** Up to press time the Band has completed a record number of engagements for any similar time period, 153, in various parts of Canada and the U.S.A. Some of the highlights of the summer and fall period were our four day run at the Forum in Toronto and the Optimist Club engagements at the Cultural Centre in Quebec City. The Band visited Washington in October to assist in the Canadian Week of entertainment for the U.S. Bicentennial and thereafter extensively toured the Provinces of Nova Scotia and P.E.I. working closely with detachment personnel in their Police-Community relations programming.

1976 marks the 100th Anniversary of the first Band of the Force back in Swan River HQ's, and to mark the occasion, the Band will present a special program in March as part of the Winter Series at the National Arts Centre Opera in Ottawa. Tours are also planned for northern parts of British Columbia, the Yukon, N.W.T., Manitoba and New Brunswick.

**Babu:** One of the RCMP Band's contributions during the 1967 Centennial celebrations was the sponsorship of Babu, a five year old boy in Bangalore, India, arranged through Dr. Lotta Hitschmanova of the Unitarian Service Committee of Canada.

The participation in this program meant an annual financial commitment on the part of each Band member but the reward to us was worth much more. Letters arrived on a regular basis annually from Babu and we watched his progress both in his community, the children's home where he stayed and his schooling. His specially designed cards, interesting letters and small home-made crafts sent from so far away were welcome additions to the Band's display of awards and presentations. 1975 marks the end of the U.S.C. program in Bangalore and the work, now fully established, is being carried on by the Indian Government. In his final letters to us Babu writes (for the first time in English).

My Dearest Parents,

I am very thankful to you all for your love and affection to me during these past 8 years. Though I am feeling sad to say 'Goodbye to you all' it makes me happy to inform you that I shall be under the loving care of the life workers of the Sangha. So you need not worry about me any more.

I am getting on well. I am happy and well. I shall always remember all your help and kindness to me.

With love to each and everyone,

Your loving foster son,

Babu

#### O Division

(Headquarters — Toronto, Ont.)

On Sept. 21, 1975 we were pleased to have A/Commr. H. P. Tadeson officiate at the official opening of the RCMP Toronto Area House League Hockey.

Because of the increased interest shown by regular members, civilian members and special constables in playing hockey this winter the size of the league has grown from six teams last year to eight teams for the 1975-76 season. Each team will play twenty-one league games with the top six finishers entering into the playoffs. From the first organizational meeting held in July, 1975, it was intended to try to keep the teams as evenly balanced as possible to keep the

games interesting for our players and their fans. This far into the season we seem to have succeeded in accomplishing this as no one has been beaten by a large score.

The following sections are represented in the House League this year: Security Service, G.I.S., Customs and Excise, Commercial Crime, Special "O", National Crime Intelligence and Immigration and Passport, The Old Timers and Drug Squad.

The executive would like to take this opportunity to wish all the teams success and we hope you enjoy your hockey to the fullest.

(L to R) Gary Doyle, GIS, Doug Campone, Asst. Commr. H. P. Tadeson, C.O. O Div., Ron Belanger, CCS.



## book reviews

**THE MORE NORTHERLY ROUTE: A Photographic Study of the 1944 Voyage of the *St. Roch* through the Northwest Passage**, by John Beswarick Thompson. Ottawa, Parks Canada, Department of Indian and Northern Affairs, 1974. Pp. 185. Illus. Soft cover. \$7.50.

The *St. Roch* made two journeys through Northwest passages across Canada. The first, from Vancouver to Halifax, took 28 months from 1940 to 1942. The return trip from Halifax to Vancouver in 1944 by a more northerly route (through Lancaster Sound) than had previously been navigated, was accomplished in excellent weather conditions in just 86 days. These voyages, but particularly the latter, made famous the name of the ship's commander, Staff Sergeant (later Superintendent) Henry Larsen. In contrast, however, the 18 other people aboard in 1944, including Inuit guide Panipakuttuk and seven members of his family, remain virtually unknown.

The subtitle of this book may be misleading insofar as it suggests an all encompassing study of the 1944 epic. Instead, the author's specific research purpose was to discover all available details which would assist in the restoration of the *St. Roch* (now on display in Vancouver) to its 1944 appearance. The book reflects his supplementary interest in the personalities of the individuals who made the journey. Even numbered pages contain direct quotations from the reminiscences of the participants; odd numbered (facing) pages display tinted black and white photographs relating somehow to the subjects of the quotations. Each two page set thus covers a separate individual or detail of the trip. An outline chronology precedes the central part of the book which is organized into four main sections, "Preparations", "Voyage", "Vancouver", and "Afterwards." This last chapter includes short biographical notes on each of the participants. Brief bibliographical lists on pages 181 and 183 direct readers to the materials, published and unpublished, which would fill in a more complete story.

Thompson went to considerable lengths to find six survivors whose comments form the bulk of the text. He was able to supplement

photographs found in normal repositories (including the RCMP Photographic Archives) with quite a selection from the men he interviewed. To add the reminiscences of some who have since died, Thompson borrowed from such printed sources as Larsen's autobiography, *The Big Ship* (1967); his article in the *RCMP Quarterly* Apr. 1945; an article recording the memories of Panipakuttuk, and the unpublished log of the old Norwegian-born first mate, Ole Andreasen. The result has the merit of adding much that is new to both the textual and photographic record of the *St. Roch*.

We discover that many of the crew members brought only modest credentials to such a hazardous endeavour. Several were rather casually chosen just prior to embarkation and seem to have been relatively unknown to Larsen. Commissioner Wood's expectations of them must have plummeted during a preliminary tour of the ship when Chief Engineer Bill Peters failed in his attempt to start the engine. Nor could this party by any standard have been described as a scientific expedition. At the century old supply cache of an early explorer they found the bones of two polar bears. Seventeen year old Bill Cashin failed to realize their value: "That's where I ruined a polar bear's head on old Hank. Oh, it was an enormous thing. He was going to take it back. I didn't know anything about it, so I took a rock and smashed the teeth out of it. Oh geez, was he ever savage about that!"

On the other hand, their apparent support of one another must have worked to their advantage. They were also popular among various Inuit groups they met, and Panipakuttuk (whose family appears to have been quartered in a tent on the deck) provided invaluable navigating and hunting assistance.

If the book is to be commended for emphasizing the involvement of all 19 people on board the *St. Roch* and for publishing photographs of an experience utterly strange to most Canadians, it is nevertheless disappointing. There is, in the first place, rather too artificial an insistence that quotations and photographs on each facing set of pages correspond strictly to one another. In too many instances, either the photograph or the quota-

tion package is inadequate and might well have been eliminated. The coherence of the story also suffers, since there is no commentary on events for which no photographs have been found, while on the other hand, the author has gone to great lengths to install any photograph, even a meaningless one, opposite a quotation he dearly wished to include. "A lot more sea girls around this morning," wrote Ole Andreason on August 21; across the page we see a picture of a dozen seagulls against the sky.

The same example illustrates the greatest complaint about the book. Andreason's comment in the only text on page 90; the photograph on page 91 covers 3 x 4 inches (or 12%) of a 10 x 10 inch page. Whereas this microscopic scale is perhaps a merciful rendition of the sea gulls, it often limits the reader's appreciation of interesting ship or facial detail. Similarly, the scraps of reminiscence only begin to describe the activities and personal relationships on board the ship.

It is, altogether, an interesting but skimpy treatment which makes one wish it had been done more effectively.

C.F.B.

**JANE'S WEAPON SYSTEMS, 1974-75,** edited by R. T. Pretty and D. H. R. Archer. Jane's Yearbooks, Franklin Watts Inc., New York. Available from Grolier Ltd. 200 University Ave., Toronto, Ont. M5N 3E2. Pp. 852. Illus. Index. \$65.00.

During the idle days of my youth I haunted libraries, soaking up odd bits and pieces of information from whatever sources came first to hand or caught my interest. I, like many others of that time, went through a period of interest in things military. Many hours of pleasure were mine from the study of Jane's Fighting Ships and Jane's All the World's Aircraft.

I almost re-captured the old feeling when I received this massive book in the mail. The name "Jane's" has a way of striking a special interest centre in my head. I was conditioned to expect that this would be a book of exceptional comprehensiveness and attention to detail. After spending many hours with it I have to confess that this book exceeded my expectations.

There are three main topic areas in this book: Missiles and Supporting Systems; Armoured Fighting Vehicles, Fighting Ships, Military Aircraft and Submarines; and Ordnance and Electronic and Optical Equipment.

Each topic is treated with clarity, precision and a fine respect for technical detail. It covers so much I am reluctant to start mentioning anything, although I feel I must. Do you want to know about the French Navy's Vega series of surveillance and weapon control systems? Or how about West Germany's Leopard Tank? Did you know that Russia's SS-11 ICBM has a range of 10,000 km? It's all there, and much, much more.

Who would be interested in such a book? To start with, anyone like myself with a just more than casual interest in the military and its equipment. It should take its place beside the other Jane's books in libraries and is a must for the professional military person and anyone with a serious hobby interest. As a rank amateur it is presumptuous of me to give this work my endorsement, but I do anyway.

J.R.H.

**THE WHITE MAN'S LAWS,** by Christine Daniels and Ron Christiansen. Hurtig Publishers, 10560-105th Street, Edmonton, Alberta. T5H 2W7. Pp. 136. Illus. \$3.95 paper, \$8.95 cloth.

This is an unsettling book to read, look through and think about because you will never be able to see our criminal justice system in the same way again. It is a worthwhile experience; to look at the way we interact with each other through the eyes of someone who stands a little back from it all.

Eddy, a young native person, has just returned from living in the city for a year. He had seen many things that his background did not help him to understand. Today he has a long talk with his grandfather, a man of advanced years, a thoughtful man, a wise and respected man. He has seen much, done much and is at peace with himself and in harmony with his world. Eddy asks him questions and the Old Man answers them with a simple honesty that is moving in its dignity. When the conversation is over so is the book, and Eddy and the reader both have a better understanding of the Law and how it works.

The simple words, so laden with meaning, and the beautiful illustrations combine to make this book a work of art and education. Read it and tell the Old Man he is wrong, if you can.

A parting thought — one is left with the haunting longing to meet the Old Man. He could teach all of us a great deal.

J.R.H.



## OBITUARIES

Reg. No. S/1117 ex-Spl. Cst. Eric Spencer Gray, 80, died Aug. 19, 1975 at Victoria, B.C. He was born July 31, 1895 in England and joined the Alberta Provincial Police Nov. 4, 1929 as a special constable and joined the RCMP when the APP was absorbed Apr. 1, 1932. He retired to pension Aug. 21, 1950. All of his service was at Drumheller, Alta. He served with the British Army from Sept. 29, 1914 to Apr. 1, 1919.

Reg. No. 18016 ex-Cst. James Clayton Munroe, 43, died Oct. 15, 1975 at Marion Bridge, N.S. He was born July 18, 1932 at Sydney, N.S. and joined the RCMP Dec. 27, 1952. He was invalided to pension Oct. 10, 1972. He had been stationed at Regina, St. Stephen, Fredericton, Campbellton and Ottawa.

Reg. No. 13510 ex-Cpl. Laurie Eugene Taylor, 58, died Sept. 22, 1975 at Richmond, B.C. Born Nov. 9, 1916 at Bridgetown, N.S., he joined the RCMP July 4, 1940. He was promoted to corporal Nov. 1, 1960 and retired to pension May 31, 1972. He served at Regina, Kamloops, Clinton and Vancouver.

Reg. No. 4984 ex-Sgt. Bernard Tomlinson, 91, died Aug. 16, 1975 at Victoria, B.C. Born in England Feb. 15, 1884 he joined the RNWMP Jan. 18, 1910. He was promoted corporal Apr. 1, 1913 and sergeant May 1, 1916. He took his discharge when his term expired Jan. 17, 1918 to proceed overseas with the C.E.F. On Oct. 16, 1919 he re-engaged and was reinstated to his former rank. He retired to pension Sept. 15, 1936, having served at Regina, Fillmore, Gravelbourg, Moose Jaw, Waskada, Lethbridge, Gleichen, MacLeod, Blairmore, Waterton, Newgate, Edmonton and Red Deer.

Reg. No. 11767 ex-Cpl. Bernard Robert Glencross, 68, died Sept. 10, 1975 at Halifax, N.S. He was born Jan. 25, 1907 in England and joined the RCMP Aug. 27, 1932. He was promoted corporal June 1, 1947 and retired to pension Aug. 26, 1952. He served at Regina, Winnipeg, Rockcliffe, Halifax, Glace Bay, Sydney, Dartmouth, Yarmouth, Truro, New Glasgow, River John, Meteghan River, Shelburne and Bridgewater.

Reg. No. 11047 ex-Cst. Ray Ernest Medley, 63, died Sept. 8, 1975 at Nanaimo, B.C. Born at Imperial, Sask., Apr. 15, 1912 he joined the RCMP Oct. 1, 1931. He retired to pension Nov. 30, 1951 having served at Regina, Vancouver, Edmonton, Resolution, Simpson, Hay River, Norman, Good Hope and Ottawa.

Reg. No. 9804 ex-S/Sgt. Harold Edward Bartlett, 75, died May 27, 1975 at Niagara Falls, Ont. He was born Nov. 11, 1899 in England and joined the RCMP Oct. 21, 1920 as a special constable. He engaged as a constable July 1921 and was

promoted corporal Dec. 1, 1932, sergeant Feb. 1, 1939, and staff sergeant Nov. 1, 1947. He spent all of his service in Ottawa and retired to pension Sept. 14, 1950.

Reg. No. 16619 S/Sgt. Raymond Woodrow Richards, 56, died July 16, 1975 at Ottawa. Born Aug. 14, 1918 at Nanaimo, B.C., he joined the British Columbia Provincial Police Sept. 19, 1949 and came over to the RCMP Aug. 15, 1950. He was promoted corporal Nov. 1, 1965, sergeant Nov. 1, 1967, and staff sergeant Oct. 1, 1971. He served at Vernon, New Westminster, Burnaby and Ottawa. At the time of his death he was in charge of HQ building security.

Reg. No. 12891 ex-S/Sgt. William Stewart Ramsay, 60, died Nov. 13, 1975 at Kelowna, B.C. He was born at Camrose, Alta., and joined the RCMP Sept. 3, 1937. He was promoted corporal May 1, 1948, sergeant May 1, 1955 and staff sergeant May 1, 1959. He retired to pension Dec. 25, 1962 having served at Regina, Rockcliffe, Toronto, Sarnia, Windsor and Amherstburg.

Reg. No. 9057 ex-Sgt. Joseph Haley, 87, died Aug. 20, 1975 at Victoria, B.C. Born in 1888 at Thurso, Que., he served with the Dominion Police from Jan. 14, 1910 to Aug. 1, 1912 and from Oct. 1, 1912 to Jan. 31, 1920. He joined the RCMP Feb. 1, 1920 and retired to pension Oct. 31, 1931. He was promoted corporal Nov. 24, 1920 and sergeant Nov. 1, 1930. All of his service was in Ottawa.

Reg. No. 11489 ex-Cst. Winston Flower Myers, 76, died Sept. 6, 1975 at Ottawa. Born at Norton Station, N.B., he joined the RCMP Apr. 1, 1932 and following service at St. John and Ottawa retired to pension Apr. 9, 1955.

Reg. No. 13222 ex-Cpl. Richard Thomas Vessey, 62, died Sept. 8, 1975 at Montreal, Que. Born Aug. 27, 1915 at Winnipeg, he joined the RCMP as a reserve constable Nov. 17, 1938. He engaged as a regular member Nov. 1, 1939, was promoted corporal May 1, 1959, and retired to pension Mar. 3, 1960. Between Nov. 18, 1939 and Dec. 1, 1945 he served with No. 1 Provost Company. He served at Regina, Saskatoon, Edmonton, Ottawa and several posts abroad.

Reg. No. 9855 ex-Sgt. Edouard Joseph Benjamin Ferdinand Gougeon, 80, died Sept. 25, 1975 at Ottawa. He was born May 25, 1895 at St. Eugene, Ont., and joined the RCMP Nov. 8, 1921. He was promoted lance corporal Aug. 1, 1937, Corporal Apr. 1, 1941, and sergeant May 1, 1949. He retired to pension Nov. 30, 1951. All of his service was in Ottawa. At the time of his death he was employed as a Commissionaire at Headquarters.

Reg. No. 12189 ex-Sgt. Joseph Nil Edgar Fortin, 83, died Nov. 21, 1975 at Matane, Que. He was born Mar. 23, 1892 at St. Etienne, Que. He served with the Preventive Service July 8 to Nov. 30, 1930, and Mar. 25 to Dec. 1, 1931. He joined the RCMP Apr. 1, 1932 and served until Sept. 30, 1939 when he transferred to the Royal Canadian Navy. He re-engaged Oct. 29, 1945 and was promoted sergeant the same day. He retired to pension Mar. 23, 1949. Throughout his service with the Force he was with Marine Division in the Province of Quebec.

Reg. No. 9091 ex-Sgt. Kenneth MacKay, 96, died Nov. 16, 1975 at Ottawa. Born in Scotland Sept. 14, 1879 he served with the Dominion Police from Dec. 20, 1913 until joining the RCMP Feb. 1, 1920. He was promoted corporal July 13, 1925 and sergeant Aug. 1, 1929. He retired to pension Jan. 31, 1939 but re-engaged Sept. 5, 1939 and served until Sept. 4, 1940 when he retired for the second and final time. He served at Ottawa, Toronto and Niagara Falls.

Reg. No. 5476 ex-S/Sgt. James Henry Soame, 85, died Nov. 16, 1975 at Ottawa. Born Nov. 22, 1889 in England. He joined the RNWMP Oct. 30, 1912. On July 29, 1915 he purchased his discharge to return to England where he enlisted as a lieutenant in the British Army. He subsequently returned to Canada and re-engaged Apr. 8, 1920 and was promoted sergeant May 1, the same year. On Dec. 1, 1932 he was promoted staff sergeant, which rank he held until retiring to pension May 11, 1943. He served at Regina, McLeod, Senneterre, Toronto and Ottawa.

Reg. No. 10288 ex-Cst. Joseph William Poole, 68, died Aug. 4, 1975 at Edmonton, Alta. He was born Feb. 20, 1907 at Ottawa, Ont., and he joined the RCMP there May 12, 1927. He purchased his discharge Oct. 26, 1931 and enlisted in the Alberta Provincial Police Dec. 3, 1931 at Edmonton. He became a member of the RCMP again Apr. 1, 1932 when the APP were absorbed he was awarded the King's Police and Services Medal in December 1945 "for his courage, determination and initiative in entering a burning building and rescuing an infant in a vain attempt to save her life Apr. 20, 1945 at Athabasca, Alta." He retired to pension Mar. 31, 1948 and had been stationed at Regina, Saskatoon and Prince Albert, Sask., Vegreville, Breton, Derwent, Athabasca and Edmonton.

Reg. No. 10859 ex-Cpl. James Simpson Edwards, 67, died Aug. 14, 1975 at Charlottetown, P.E.I. Born Apr. 12, 1908 at Melita, Man., he joined the RCMP Sept. 25, 1930 at Regina, Sask. He was promoted to corporal Nov. 1, 1947 and he retired to pension Nov. 30, 1954. He had been stationed at Regina, Winnipeg, Man., Summerside, Georgetown, Montague, Souris, Charlottetown, Fredericton, N.B., Port Arthur and Ottawa, Ont.

Reg. No. 10618 ex-Sgt. Herbert Ferguson Lee, 70, died Nov. 25, 1975 at Ottawa. Born May 21, 1905 at London, Ont., he joined the RCMP July 3, 1929. He was promoted lance corporal May 1, 1938, corporal Apr. 1, 1941, and sergeant May 1, 1951. After serving at Ottawa, Winnipeg and Toronto he retired to pension Dec. 29, 1962.

Reg. No. 10198 ex-Sgt. Ferdinand George McAdam, 69, died May 26, 1975 at North Vancouver. He was born at Ottawa May 17, 1906 and joined the RCMP June 7, 1926. He was promoted lance corporal May 1, 1938, corporal Apr. 1, 1941, and sergeant June 1, 1947. He served at Regina, Vancouver, Esquimalt, Edmonton and Calgary, and retired to pension Aug. 6, 1949.

Reg. No. 1910 ex-S/Sgt. Roy Edward Badley, 65, died July 15, 1975 at Victoria. He was born Dec. 26, 1932. He was promoted lance corporal Feb. 1, 1941, corporal Apr. 1, 1941, sergeant May 1, 1948, and staff sergeant May 1, 1955. He retired to pension Nov. 25, 1956 and served at Regina, Winnipeg, Port Arthur, Brandon, Gladstone, Alonsa, Hodgson and Victoria.

Asst. Commr. William Frederick Watkins Hancock, O.B.E., Ret., 87, died July 23, 1975 at Vancouver. He was born in London, England Feb. 19, 1888 and joined the RNWMP Apr. 25, 1911 at Calgary. He was promoted corporal July 15, 1914 and sergeant Jan. 1, 1915. After service at Carmangay, Frank, Burmis, Pincher Creek, Blairmore and MacLeod he purchased his discharge Jan. 24, 1916. He was commissioned in the 113th Battalion Lethbridge Highlanders and served until Apr. 6, 1918 reaching the rank of Captain. On Mar. 6, 1918 he joined the Alberta Provincial Police and was immediately promoted sergeant. On July 1, 1919 he was promoted corps sergeant major, Sub-Inspector Feb. 1, 1920, Inspector Jan. 1, 1926, Superintendent Dec. 15, 1931 and was acting Commissioner of the APP when that force was taken over by the RCMP Apr. 1, 1932. He re-engaged in the RCMP at that time as Inspector, and was immediately appointed acting superintendent. On Nov. 1, 1936 he was confirmed in the rank of Superintendent. He was appointed acting Assistant Commissioner Jan. 11, 1937 and confirmed in that rank Jan. 1, 1944. He retired to pension Nov. 1, 1946. All of his service was in the province of Alberta.

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**Two oil tankers unloading at Pond Inlet, N.W.T., during the annual sea lift, August, 1969. Photo by Sgt. D. F. Gurette.**

**Deux pétroliers en déchargement à Pond Inlet (T.N.-O.) après le dégel annuel, en août 1969. Photo du sgt D. F. Gurette.**