

R.C.M.P.



ROYAL CANADIAN MOUNTED POLICE QUARTERLY



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Royal Canadian Mounted Police Quarterly

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EDITORIAL

Seventy-five years ago the 300-odd men who made up the original North West Mounted Police began their epic trek to the Western prairie, at that time really a great lone land lying, as the late Thomas Hardy said of his

Stock-taking after 75 years Egdon Heath, almost as it had been left by the hand of its Creator. The transfer of authority from the Hudson's Bay Company directly to the Crown had not been accomplished without trouble, and it was the immediate purpose of the Mounted Police to make effective the civil authority of Her Majesty's representatives as well as to enforce the criminal law. The suppression of the rebellion of 1885, in which task the Force participated, marked the end of any challenge to the government, and as for law enforcement, the original small body of police has evolved into the present national force almost ten times its size, in point of numbers, and has performed that duty continuously during the intervening period.

Throughout those 75 years, too, the prairie region has developed from a vast empty plateau into one of the most important food-producing areas in the world, with flourishing cities and a prosperous farming population. But of most direct concern to all police forces is the fact that Canada as a whole has a record of law observance which compares well with that of other nations. This is true partly because the country has been settled largely by people in whom respect for law and order was inborn, and partly because of the efforts of the police. As far as the R.C.M.P. is concerned, *The Quarterly* would be less than candid if it dissembled the gratification of the Force in its feeling that it has enjoyed a large measure of public confidence and cooperation and built up a tradition of fair-dealing in its efforts, not to "get" any man but to maintain what is right.

However, the Force can afford as little as the individual to be smug about the past. It is more important to look forward than to look back. In this respect it seems to us that there is a tendency in some of the more firmly-established parts of Canada to regard the development of the country as being finished, whereas the fact is that, in the far greater part of this land, the natural conditions are almost as primitive as they were in 1873, with development only in its early stages. For the Force this means that within its own sphere it is building tradition today just as surely as it did in the last quarter of the 19th century.

This is not to say that conditions are static in those parts of Canada to which the foregoing remarks do not apply. The opposite is true. For one thing, there are authorities who say that there has been a break-down of public morals with a consequent lessening of respect for lawful authority. Without arguing that matter we may say that the Force expects much good from the program of Youth and the Police which it has undertaken. That program is one which can be expanded, and we believe the country will be well served by any effort which can be made to foster in its young people the tradition of respect for law and order which is so fortunate a heritage of the Canadian people, and without which there is no foundation upon which to build anything.

Again, it must be recognized quite definitely that there is a criminal class in Canada now. While we have been spared the depredations of a gangster element in the past, there are indications that we are by no means immune; we have antisocial men who appear to believe that for them crime can be made to pay, who work out new criminal techniques with a zeal and persistence that would be praiseworthy if directed toward legitimate ends.

Moreover we are threatened by sinister agencies whose aim is to abolish our most cherished institutions and thereby our freedom as citizens, agencies under whose direction the police would be, not the guardians of liberty and civil rights, but rather (to quote from a recently-published article written by Commr. S. T. Wood) "instruments of the state maintained for the purpose of imposing the will of the state or party upon the people".

Surely all this constitutes a formidable challenge. The resultant conditions must be met in detail as they arise, but it is more than pious platitude to say that the principles of truth, of justice and an understanding tolerance, do not change. They are quite as applicable to the problems of the future as they were to those of the past.

In regard to our frontspiece, space limitations permit us to do more than explain the significance of the letters M and P (connected), as shown on the regimental shabrack (fancy yellow-bordered saddle cloth), and to mention a few high lights in the history of the lance and pennon. The fused MP on the left shoulder is the registered brand of the Force and was first allotted to the N.W.M.P. on June 7, 1887. In those days it was almost as necessary for the police, as for civilians, to brand their horse-flesh, for some rustlers didn't draw the line at running off valuable police horses. The brand was allowed to expire on Dec. 13, 1917, and three months later was cancelled. It remained unregistered until the R.C.M.P. renewed it on July 5, 1944, and from that time on it has been in good standing. Today all R.C.M.P. horses are properly branded.

Under marine and aeronautic regulations these combined letters are reserved for the R.C.M.P. and precede the number series on the Force's Marine Division vessels and Aviation Section aircraft. Moreover, though without legal status, they are the identifying mark on such regular articles of kit as boots and Sam Brownes.

The Force's association with the lance, which it uses in tent-pegging, mounted sports, musical rides and other ceremonials, goes back to 1874. During the historic march across the prairie that year, as the Force drew near the time-honoured battle grounds of the Plains Indians, a troop of well-mounted men was issued with lances. Headed by Reg. No. 3 Sgt. R. Belcher, a former 9th Lancer, they put on a show to impress the Indians. That was their primary object, but they also acted as flankers and escort for a dismounted advance guard. It is believed lances were not issued in the Force again until the musical ride came into existence some years after the North-west Rebellion.

The prefix "lance" to N.C.O. appointment is peculiar to the British Army and is derived from the Italian words "*lancia spezzata*", which mean literally "broken sword". A man-at-arms who lost his horse in battle held that title temporarily while serving as a foot soldier. But in the wars between the Emperor Charles V and Francis I (1520-30), the qualifying lance rank was granted to a trooper who had broken his lance and lost his horse in an engagement; until mounted again this worthy was entertained by the Captain of a Foot Company.

Since the turn of the present century the lance as a weapon has been abolished at different times. After the South African war, for instance, where it was used with telling effect on Oct. 21, 1899, at Elandslaagte, War Office Army Order No. 39, dated Mar. 1, 1903, ruled that:

Regiments of Cavalry will in future be armed with the carbine (or rifle) and sword. Regiments of Lancers, Dragoon Guards, and Dragoons will retain the lance as at present, but it will only be carried on escort duty at reviews and other ceremonial parades; not on guard, in the field, at manoeuvres, or on active service.

Nevertheless the lance served as a weapon for French, German and British, including the Bengal Lancers of the Indian Army, regiments in France during World War I. And, as members of "A" Squadron, R.N.W.M.P. Cavalry Draft, may remember, Canadian cavalry regiments, though trained in lance exercises in England, never carried the lance in combat.

Finally on Dec. 31, 1927, the lance as a weapon of war was abolished again, this time by Army Order No. 392. "It will not be carried", the order reads, "on field training." After that it was retained by lancer regiments for ceremonial purposes only, and training in its handling and use for other functions was discontinued.

The origin of the red and white lance pennon is interesting. The pennon supplied the N.W.M.P. for its famed trek to the Rockies would be of British regulation pattern and therefore of these colours. The *Journal of the Society for Army Historical Research*, Vol. XXV at p. 95, reads:

When the four Light Dragoon regiments were converted into Lancers in 1816 they were given a uniform borrowed from that of the Polish Lancers

of Napoleon's Guard, and it is noteworthy that the lance pennons of the British Army have always been of the Polish national colours, red and white.

Corroboration of this authority that the source of the red and white pennon was the Poles is to be found in a brief description of an oil painting in His Majesty's collection at Windsor Castle, titled "Sergeant Read, 9th or Queen's Royal Lancers, 1832". The light Dragoon regiments converted to lancers in 1816 were the 9th, 12th, 16th and 17th. The 16th was the first to be equipped as lancers and to go into action thus armed. That regiment enjoyed the distinction of having its lance pennons "crimped"—an innovation dating from the British defeat of the Sikhs at Aliwal (N.W. India) on Jan. 28, 1846, when its pennons got crumpled and blood-stained.

The lance used by knights of the Middle Ages in tilting tournaments was heavier and longer than the bamboo pole we know, and a hand guard prevented it from slipping when an object was struck with force. Its weight and length made it awkward and unwieldy, and in time, as certain lancer units were designated, the handier and lighter weapon was devised.

The men wound rags round the shaft at the base of the steel point just before battle to guard against blood running down and rendering it slippery to the grip. When the action ended, so the legend goes, this cloth invariably was red and white half way through with the red part at the top. However, according to *Lloyd's Encyclopaedic Dictionary*, the lance's "point has a small pennon, intended to frighten the enemy's horses".

By act of Parliament the assignment of colours is a royal prerogative, and a royal proclamation dated Nov. 21, 1921, assigned red and white to Canada as her national colours. So the Mounted Policeman in red serge and Stetson, as he straddles his horse on ceremonial occasions, could hold no more appropriate colours aloft on the lance pennon.

* * * * *

Other pages in this issue feature the horse and its place in the Force, tell how it has aided Canadian law enforcement since 1873. *The Quarterly* is pleased to exhibit this portrayal of what "old faithful" has been to the Mounted Police and of why he must remain with us, and the story is bound we think to strike a responsive chord in the hearts not only of members of the Force but of all other horse lovers among our readers. The quickened tempo of our way of life has compelled the R.C.M.P. to resort more and more to technological improvements and new methods, and as a consequence it has seemed to many that the police horse was doomed. The suspension of equitation and of general recruit training, during the recent war, doubtless contributed to this impression.

However as *L'Esprit Cavalier* makes convincingly apparent the horse continues to fill a very useful purpose in Mounted Police activities, and it is most unlikely that this sturdy symbol of law and order will ever disappear entirely from the police scene. At the moment, intensive training is in progress to prepare riders and horses of the Mounted Section for the R.C.M.P. Musical Ride, and about the time this is published that popular demonstration of horsemanship will again be available to the public.

* * * * *

Apropos of the clause in the Criminal Justice Bill to abolish the death penalty, that proved so unpopular with the British public, it is of interest to recall now this verdict which was recorded in 1818: William Bell, alias John Brown, aged 30, late **Comment** Alvingham, laborer—charged with burglariously breaking into the shop of Wm. Goy of Alvingham and stealing 1 pair of shoes, 1 half boot and 1 half boot top. Guilty—Death.

The criminal law has come a long way since then.

The recent controversy in the British Parliament over the plan to suspend the death penalty for murder for a test period of five years was remarkable in many ways; but perhaps its two most striking features were, first, the public reaction to the move, and second, the sudden reversal of policy. It is probable that the latter was due largely to the former, notwithstanding that in both Houses some powerful voices were raised in opposition to the proposal.

The public reaction, for and against, found expression in newspaper articles, in letters to the editor, and most notably in a ballot conducted by the London *Daily Mail*, which covered almost all parts of Great Britain and Northern Ireland and therefore may be taken as a fair sample of what the people were thinking. The result showed 867 ballots favouring the decision of the Commons, and 37,285 in favour of retaining capital punishment.

The controversy stresses the speed and vigour with which public opinion can be mobilized in a country where, as in Britain, a large population is concentrated in a small area. For that reason it is bound to make a deep impression upon the mind of a Canadian, for in this country such a mobilization would be impossible.

However, the result goes much deeper in that it evinces a significant return to first principles. Though the idea of reformation bulks larger and larger in criminal law administration in modern days, the fact remains that what society demands, as the prime consideration, is its own protection. It is elementary that the criminal law sets a minimum standard of conduct to which all must conform if there is to be an organized society at all. There can be no basis for measures of security, economic or other, unless there is first a guarantee that society will do its utmost to ensure that human life will be safe from criminal violence. Britain's wholesome record in that respect gives strength to the argument that the death penalty for murder is a real deterrent, even if it hasn't succeeded in abolishing the crime.

* * * * *

Britain's withdrawal from Palestine on May 14 marked the beginning of the end for a great police force and its brave efforts to stabilize that tiny country in prosperity and dignity. When the Holy Land came under the mandate, "A Job Well Done" it was depleted, backward, almost medieval in its outlook.

That today it is one of the best developed parts of the Middle East, some credit must go to the Palestine Police, for without the public security that force maintained such development would not have been possible. Evidence of this is to be seen in the bloodshed and chaos that are a sequel to the disbanding of the force.

Civil Administration took over control from occupation troops in 1923, six years after Allenby's conquest. Its first task was to build up a permanent police and reopen the law courts—prime essentials in establishing peace, order and good government anywhere. The famous Palestine Police evolved from a cadre of 1,300 men which had been raised locally during the three previous years. Directed by British officers and organized along lines similar to those of our own North West Mounted Police, it grew in strength and mobility with each new outbreak of violence until eventually it matured into a highly disciplined, highly trained, highly mechanized force with strength greater than an army division, and the Briton, Arab and Jew who made up its ranks were inspired by an *esprit de corps* that surmounted personal considerations.

Its members were not liable for military service, though armed with rifles and directly under a commandant. In rural areas they were poorly quartered, often in the ancient huts that are relics of Turkish rule. But the lack of suitable barracks had its compensations, for it compelled the detachment personnel to live in isolated neighbourhoods, which gave them an intimate acquaintanceship with the inhabitants.

To preserve the main fabric of law and order among people who were blinded by racial and religious passion and frequently in the throes of open rebellion was the onerous and thankless duty of the force. It discharged that duty unflinchingly for nearly three turbulent decades, always under most exacting conditions.

Continued on page 96

l'Esprit Cavalier

by S/Sgt. C. Walker



SINCE 1873, the year the North West Mounted Police came into existence, much history of our Canadian West has been written, and prominent among those who first opened up the North West are certain members of that Force.

Some 300 strong, the first police personnel established a reputation which is enjoyed by the Royal Canadian Mounted Police today. They brought law and order to a vast expanse of prairie—then the habitat of Indian and buffalo. With other duties of importance, the protection of the white settler was an ever-present and urgent one. That those duties were performed zealously and well in face of danger and hardship the pages of history testify.

Reg. No. 11632 S/Sgt. Cecil Walker is riding master at the main R.C.M.P. training centre, "Depot" Division, Regina, Sask. He engaged in the Force in 1932 from the former Alberta Provincial Police, of which he was a member for several years, and prior to that served seven years in the 12th Royal Lancers (Imperial Army) during which time he obtained an instructor's certificate from the Weedon School of Equitation, England. In 1927, while a member of the Salford City Constabulary in England, he was awarded championship trophy in a class for Best Mounted Constable at the Royal Horse Show, Olympia, London—a competition open to provincial and metropolitan police forces. His ability and knowledge of equitation have proved to be of a high standard, and since coming to Canada he has won wide recognition in horse shows held in the three prairie provinces.

These men had little if any training to prepare them for their duties, so that considering the highly technical subjects on today's training curriculum—and the sciences used as aids in criminal investigation—the veteran of the '70's was at a decided disadvantage. However, he did possess certain qualifications and was expected to be familiar with one basic science or art upon joining the Force—namely, horsemanship. And, surprising as it may seem today, this qualification appears to have been rated of equal importance to that of physique. A diligent study of *Rules and Regulations*, after appointment, would probably be the limit of police technique and knowledge expected.

Aged records reveal items of interest penned by officers then serving, items that convey vividly problems encountered and seemingly insurmountable difficulties that constantly presented themselves. Into those comments have gone spicy bits of humour, wit, and occasionally a modicum of veiled sarcasm.

A major difficulty was the standard of horsemanship, Commissioner French implies in his report of January, 1875:

There is a world of truth in the old saying that the "outside of a horse is good for the inside of a man", and while in important respects the police horse has been superseded by motor vehicles in spheres where once he reigned supreme he still has a place of his own in modern law enforcement. The horse has played a long and fruitful role in the Force's activities, and as *The Quarterly* stressed some little time ago when the concept was circulated widely that the horse's day is done, "a final blow to live horse-power never will be struck".

"According to the Act, all men should have been able to ride; but when put to the test, it was evident, that a good many rated their abilities in this line too highly".

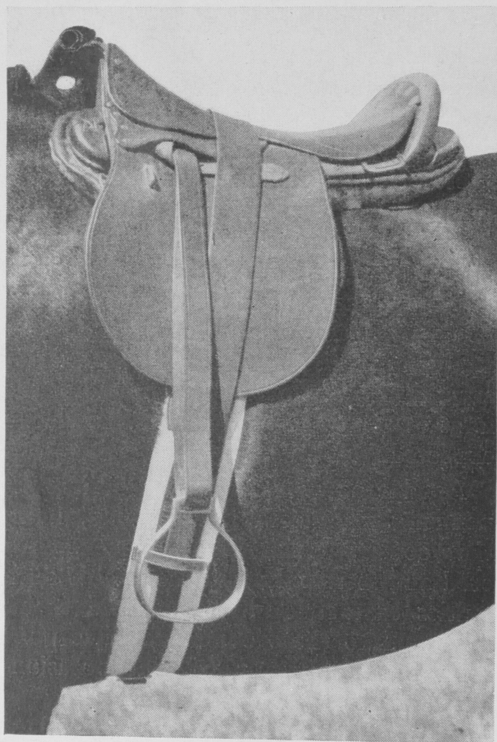
The standard evidently failed to rise perceptibly within the next two years, for after recommending that the men be transported in wagons rather than on horses, Commissioner Macleod caustically writes:

"I need not go further into details of the system I have proposed but will only

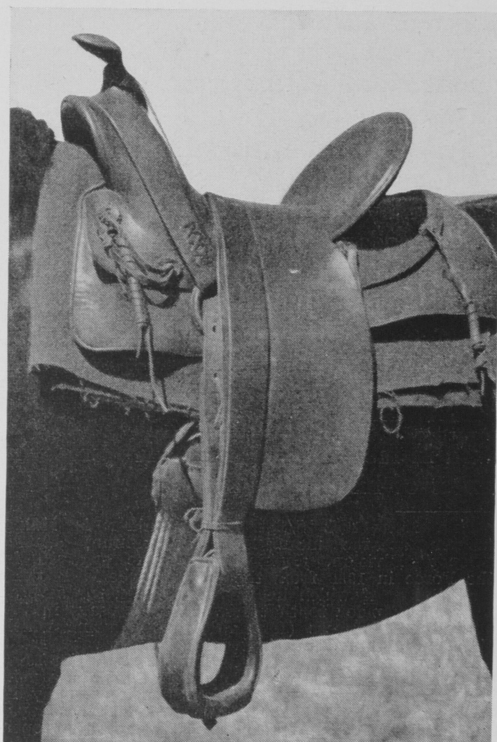
add that to make our men effective to fight on horseback against such enemies as we might meet in the N. West; they will have to be engaged as children and made to ride every day till they grow up".

Commissioner Irvine, too, seems to have been critical of the examination conducted when candidates were accepted for service, for at Fort Walsh in 1880, he specifies:

"Clause 6 of the Police Act reads: 'No Officer or Constable shall be appointed to the Police Force unless he be of sound



Cavalry pattern used by the Force—
1874-1883.



California stock saddle—1884-1922.

constitution, able to ride, etc.' I trust the spirit of this clause will invariably be acted on. In the past this has not always been done. A man who cannot ride is useless for service in the Police; worse than useless, in fact a mere incumbrance".

Described is the stampeding of police horses during a storm, and the delay and inconvenience of rounding up some of them which had run upwards of 35 miles. How many stampedes took place with greenhorns on the backs of spirited mounts is judiciously forgotten. How often tempers of officers and N.C.O.'s became frayed at the apparent absence of horsemanship is discreetly left to the imagination.

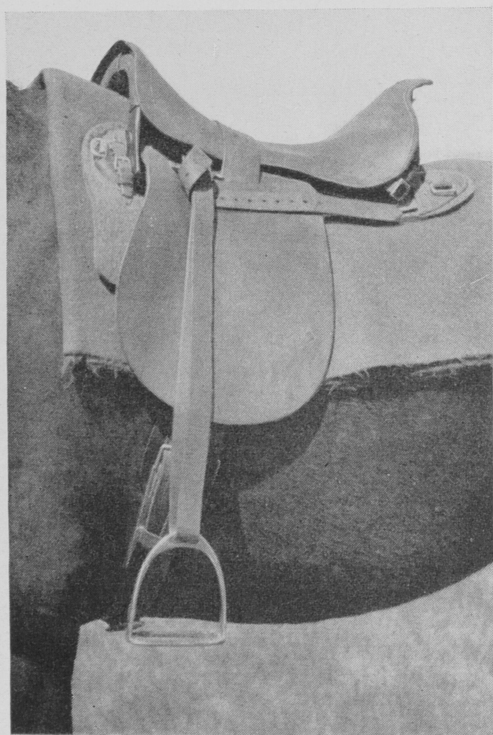
All who have witnessed beginners undergoing the elementary lessons in equitation, especially on a chilly Monday morning, will readily appreciate the embarrassment of those would-be cavaliers when their ignorance of horses was violently demonstrated before the cynical

gaze of their superiors, whose remarks probably savoured of sarcasm rather than of sympathy.

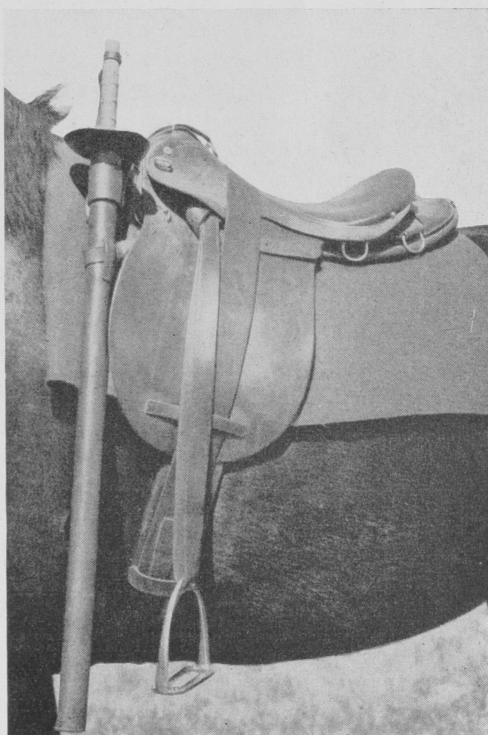
The torture of untrained muscle throughout long hours in the saddle was in itself a gruelling test of the N.W.M.P. recruits' endurance, and by no means all stood up to it. The weaker either deserted or were granted their discharge, leaving only the more willing and able to bear the many and sundry other hardships that were to follow those of the historic march west.

The loss of the failures numerically weakened the Force, but as a chain is tested by its weakest link so was the calibre of the organization in general materially strengthened. It is well that it was so. Though the standard of horsemanship may have left something to be desired the efforts of those first policemen deserve the high tribute so readily paid by Canadians since that time.

* * *



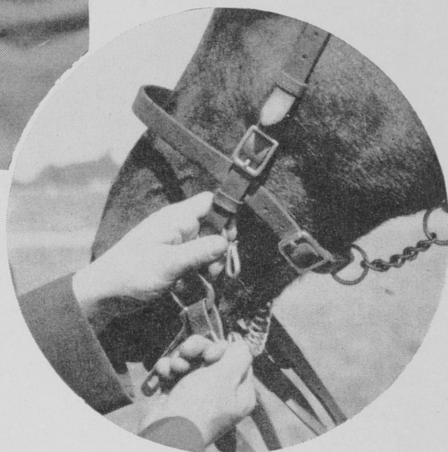
Cavalry universal—1923-1946.



Colonial—1947-1948.



Left: Correct method of bridling, and below of fitting curb chain.



UNTIL posts were established by the N.W.M.P., opportunities for training in equitation were few—and, even then, personnel qualified to instruct were usually either not available or were engaged on more urgent duties, which ruled out any very serious attempt at drill. It is probable that the unskilled gained their knowledge of horsemanship by the slow and painful process of exploring the pitfalls, and that by so doing they unwittingly acquired the determination and fortitude demanded by their vocation.

We who serve in the R.C.M.P., with the most up-to-date machines and methods at our disposal, may well review the problems of those earlier peace officers and marvel at the tradition they established under conditions which today are considered primitive. Well might we ask ourselves the question: How much of that tradition would have been our legacy had the N.W.M.P. been a dismounted unit?

Undoubtedly the police horse helped establish our tradition, and though a modern member thinks in terms of radios, automobiles and aircraft the veteran realizes that but for the saddle horse most of the Force's appeal to youth and age alike, the romantic and the pictur-

esque, would be missing from the pattern of our historical past.

Many long and hazardous mounted patrols were made by members of the Force. None have been recorded as spectacular feats of endurance or horsemanship, yet there can be no doubt as to the tenacity of Reg. No. 3743 Sgt. J. G. W. Biggs who in 1905 left Moose Jaw, Sask., in pursuit of a horse thief. The trail led across the international boundary into Montana, U.S.A., and the sergeant was away from his post 135 days during which he covered 2,700 miles, or an average of 20 miles a day for four and a half months. So it was throughout the prairies until the late 1920's. Mounted patrols were maintained; horse and horse-drawn vehicles were an essential part of police detachment equipment.

With the general adoption of the automobile as a means of transport the use-

fulness of the saddle horse for patrol purposes decreased until as of July 1 this year there are only 192 horses on the strength of the Force as against 846 motor vehicles on charge, while the uniformed personnel number 2,761 all ranks.

Perhaps an uninformed section of the public may doubt if any useful purpose is served by retaining the horse in the police and argue that the expense and time required to teach the novice to ride are adequate reasons for discarding the animal which gave the Force its earlier mobility. A few personal questions will reveal that the advocate of "modern methods" possesses little if any ability as a horseman. He sees the horse only as a beast of burden, views him as he would a car or other mechanical device, and so by comparison tries to justify his stand.

Officers of the Force, whose responsibility it is to see that strict efficiency is maintained with a minimum expenditure of public funds, would readily concede the point were it not that they, as students of criminology and psychology, have learned from long experience a great deal about methods of promoting and developing those characteristics considered most admirable in man. Obviously, they acknowledge, as a means of general transportation the police horse is as obsolete as the cavalry horse is amid the armour of a modern army in action. However, because it is their duty to maintain a high morale in the Force and the perpetuation in its personnel of a model for Canadian youth, in principle at least they endorse the sentiments of an unknown inspector general of French cavalry who while giving advice to French officers during the mechanization period following the 1918 Armistice sounded this caution for those in command:

"Maintain above all and at all costs *l'esprit cavalier*. This *l'esprit cavalier* is not born in a day by order, but is a result of a steady accumulation which has been going on for years, it exists in but cannot be acquired from books. The

pupil can only acquire it as a result of intense practice with horses. No one who has not himself practised equitation in all its forms, knows the amount of perseverance, calmness, patience and severity tempered with gentleness, that has to be displayed by a cavalier.

"Furthermore riding generates audacity, and he who does not relish taking risks will never be any good. To be cavalier one must ignore danger, never draw back in front of an obstacle whatever it may be and one must go straight.

"This cannot be obtained at once but rather requires constant work. The ability so acquired gives to the officer, by means denied to the mass, his prestige and confers on him a physical and moral domination".

Admittedly the duties of the policeman differ widely from those of the soldier, but many of the characteristics essential in the personnel of an army are equally desirable in members of a force such as the Royal Canadian Mounted Police.

* * *

HERE then is the sphere of the Mounted Police horse today: He is the equine detector of courage, or lack of it, in police candidates. Skilled tuition in equitation will replace timidity with boldness and develop a disregard for the inevitable bodily bruises which even the most proficient must experience. Handling of a horse promotes mental alertness and rapid acceleration of muscular reflexes. It develops a sportsman-like attitude that enables the horseman to take failure cheerfully and success modestly, and, of equal importance, does more to foster the Force's *esprit de corps* than any other phase of recruits' training. Together with foot drill and physical training, riding creates physical fitness and muscular coordination, factors in the high physical standard desired.

If the foregoing were all the virtues of the saddle horse his value to the Force would amply justify the expenditure of maintaining the few still on strength, but



Summer dress—warming up.

there are other important roles he alone can fill. The part he has played in the humane and successful control of public assemblies, friendly or hostile, across Canada in the past cannot be over-estimated; and, finally, it must be remembered that during our rigorous Canadian winters, when snow restricts the operation of the automobile to town or city streets or main highways, horsemanship will enable today's Mounted Policeman to abandon his machine for a slower but, on a snow-drifted prairie, surer mode of travel. If a saddle horse or team is available for hire, his versatility will help him in the interests of the Canadian public to maintain a high standard of efficiency in the execution of his duty.

To the red man and white alike the scarlet-coated riders have become symbols of justice. And in these turbulent times, in which less fortunate peoples of older and more populous nations are subjected to the iron hand of oppression, Canada may well retain these guardians who symbolize the rights and privileges of her citizens first wrested by horsemen of the 13th century, the Knights of Magna Charta.

* * *

EQUITATION embraces both teaching the man to ride and training the green horse.

The advantage of the mounted soldier over his adversary on foot was exploited



In the lane.

as early as 2627 B.C. by the Chinese. And, too, the Egyptians, Persians, Greeks and Romans had knowledge of the art of horsemanship.

Recognizing the courage and stamina of the horse in battle and in an effort to encourage and promote these factors continuously, nations scientifically developed or improved certain breeds of horses for the purpose of war and also fostered in the soldier increasingly high

standards of skill in mounted combat. For many years before the recent world upheaval, cavalry schools were maintained at Weedon, England; Fort Riley, U.S.A.; Vienna, Austria; Saumur, France; Hanover, Germany, and Pinerola, Italy.

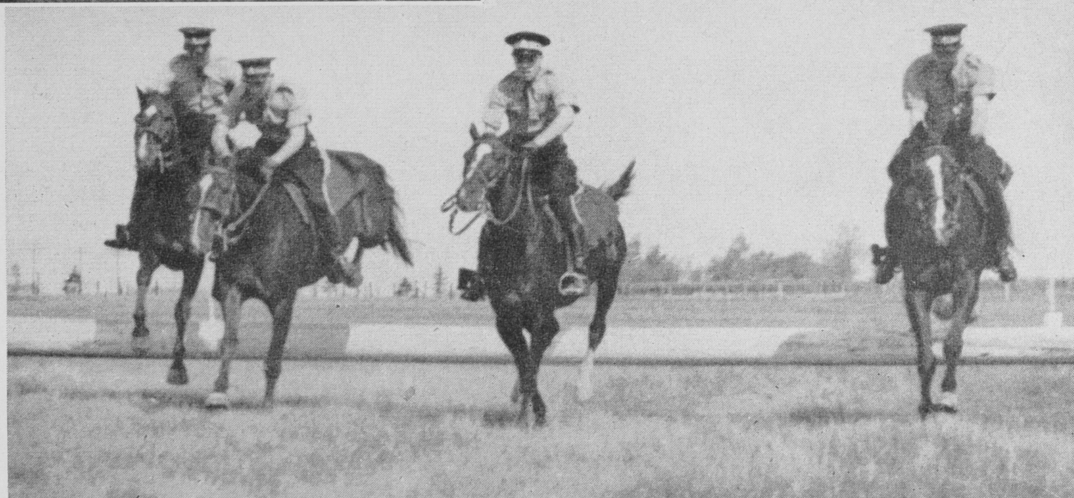
Cavalry personnel were taught the theories and principles of horsemanship and instructed in the correct methods of teaching them. Upon completing their

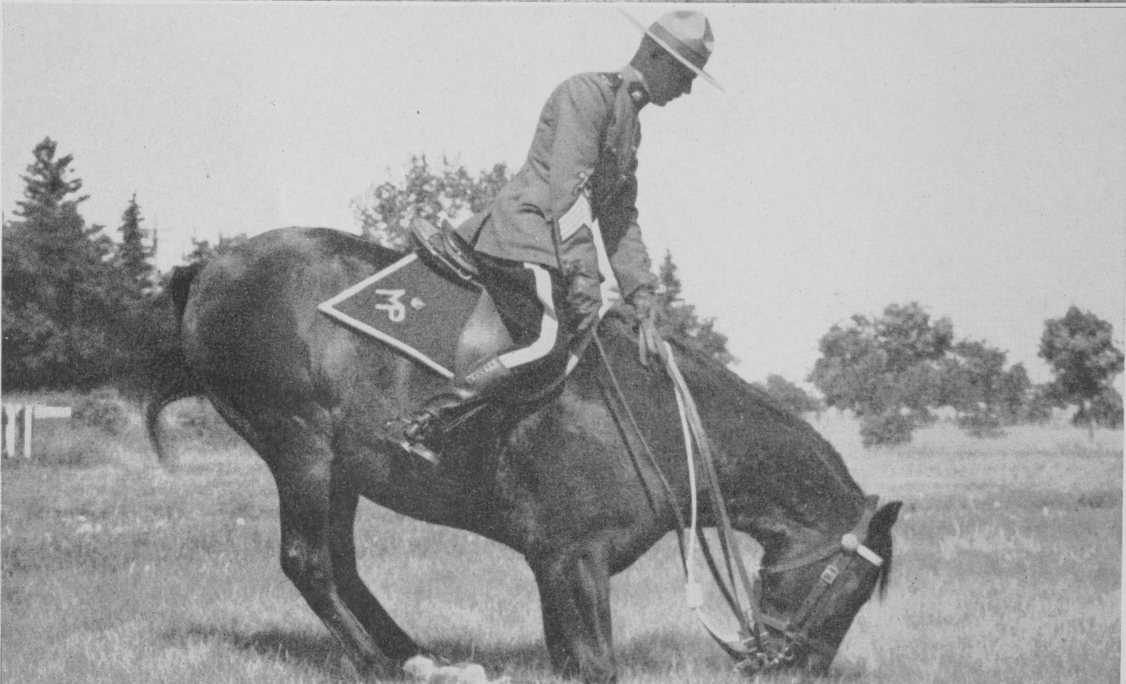
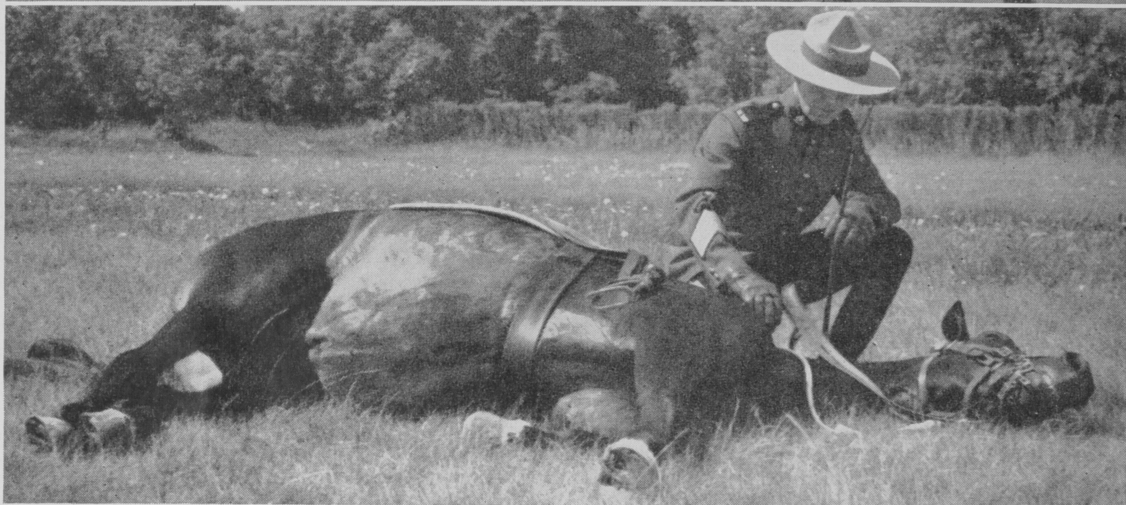
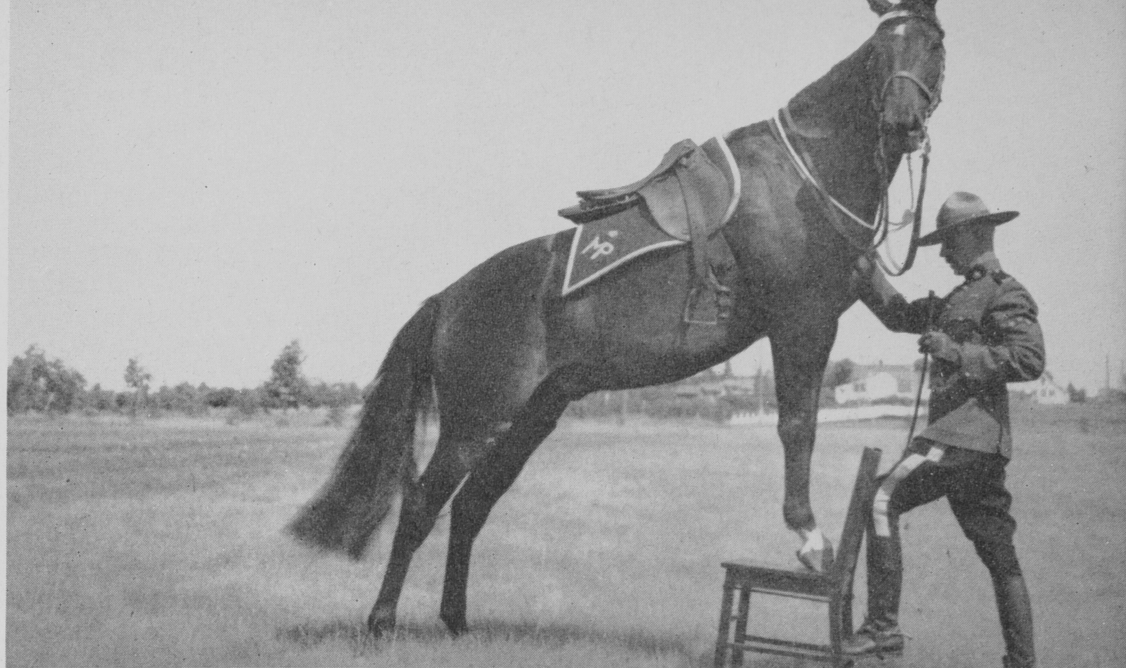
instructional courses, students returned to their respective units as qualified instructors in equitation. Though each school developed a particular style of seat most suitable and applicable to its national requirements, all were in accord on the general basic principles of horse control. By the efforts of skilled equestrians of many nationalities the horseman's technique has thus steadily improved, and knowledge of horsemanship is more universal today than ever before among those who derive profit and pleasure from the horse.

The machine, accepted today as a necessity, is such a comparatively recent innovation that many settlers of Western Canada still alive were at one time entirely dependent upon the horse for transportation. Military tacticians within living memory relied largely upon the mobile cavalry arm for rapid movement and surprise attack, therefore it is reasonable to suppose that these factors influenced the recommendations of those instrumental in the organizing in Canada of a North West Force suitably equipped and sufficiently mobile to enforce laws over a large territory with alacrity and speed.

British Army cavalry manuals on drill, adopted by the N.W.M.P. during its

Section jumping.





formative period for the training of its members, have promoted a style of riding that may be said to be necessarily military and characteristically British.

Position in the saddle, or "seat", to use the horseman's terminology, has changed radically since the turn of the century. Military manuals on cavalry drill of that time favoured a rigid body position and straight leg with foot held parallel to the horse's side.

Motion pictures provided means for making a closer scientific study of the action of horse and rider and resulted in the general adoption of new theories on balance and pace, according to the type of work and the country with which the rider must contend, until gradually the seat has acquired its present variations—flat-racing seat, steeple-chase seat, Western or cowboy seat and the military seats of Italy, France, Britain, United States, and so forth.

To fit him for the multifarious duties he will be called upon to perform, whether in a crowded urban centre or at a lonely Northern post, the Mounted Police recruit is taught numerous academic subjects through many lecture periods. Physical training, swimming, foot drill, small-arms drill and equitation combine with this course to provide a well-balanced training curriculum from both the mental and physical standpoints, and though horsemanship may no longer be the most vital knowledge the recruit can assimilate, it is safe to say he would remain a less wise and less efficient public servant without it.

The primary object of instruction in equitation is to teach the pupil to acquire a secure and well-balanced seat and to apply correctly the aids so that he will be capable of using his horse to advan-

tage in the control of crowds; the mounted man should be able, without conscious effort, to retain complete control of his horse while concentrating his energy on the effective use of his weapons.

The methods of teaching equitation have changed as drastically as has the seat. The cracking of long whips and resulting wild melees, often purposely created by the instructor, belong to by-gone days and are no longer considered necessary or desirable. Quietness dispels nervousness in both horses and riders and is more effective than the old "Hit 'em and hold 'em" method.

* * *

NC.O.'s employed as riding instructors must be experienced horsemen, able to demonstrate not only the correct methods but the results of their incorrect application. They must aim at instilling confidence in the recruit, by avoiding accidents or injuries and encouraging in him a desire to emulate their skill and technique. They must display patience both with pupils and horses, boldness and determination, severity tempered with sympathy, and be liberal in reward for a job well done.

Police horses are gentle, well broken and reliable, but due to an exuberance of energy and spirit will often, through a collective breach of good manners, create havoc by emptying saddles of unwary amateurs who invariably pick themselves up, surprised at both the rapidity of their involuntary dismount and total absence of bodily injury. When pupils display spontaneous amusement at the discomfiture of their companions and show the sportsman's attitude if they themselves suffer the indignity of a toss their confidence is established and nervousness eliminated.

As experience is gained and a reasonable degree of control acquired, horses sense the hand of restraint on rein and the equine dictatorial attitude subsides; no longer passive, riders are now taking an active part in the proceedings.

OPPOSITE—

Top: This is awfully boring.

Middle: Siesta.

Bottom: Definitely undignified.

The seat as taught in the R.C.M.P. today is an easy workmanlike position with stirrup length suitable for the maximum leg pressure, yet providing for the necessary thigh leverage to ensure gripping ability. Without alteration of stirrup length, the rider may collect or extend his paces, ride up or down steep grades, jump obstacles of reasonable height or nature and use arms with ease and efficiency under all conditions.

Balance and grip are developed by periods of riding without stirrups. Mounted physical exercises, usually termed "balance exercises", are practised to break down the tendency in all beginners to contract muscles of the shoulders, back and abdomen. Introduced at the halt at first, progress permits the use of these exercises at faster paces.

Jumping is an essential exercise and is practised extensively, not specifically to train students to become expert in this form of horsemanship but to promote

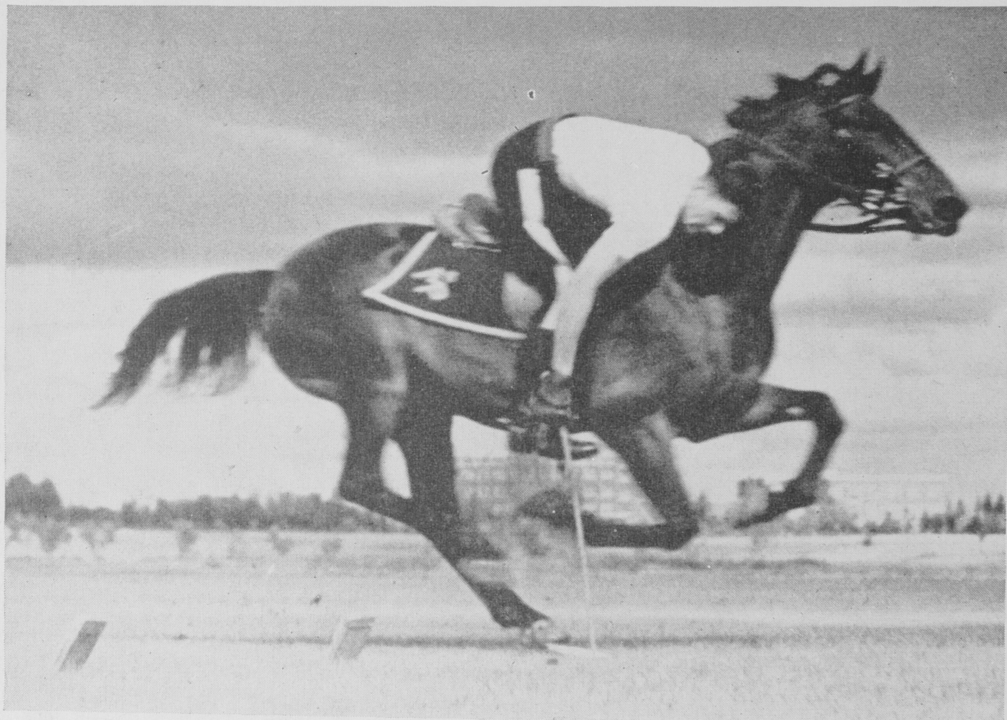
balance and generally to develop security of seat.

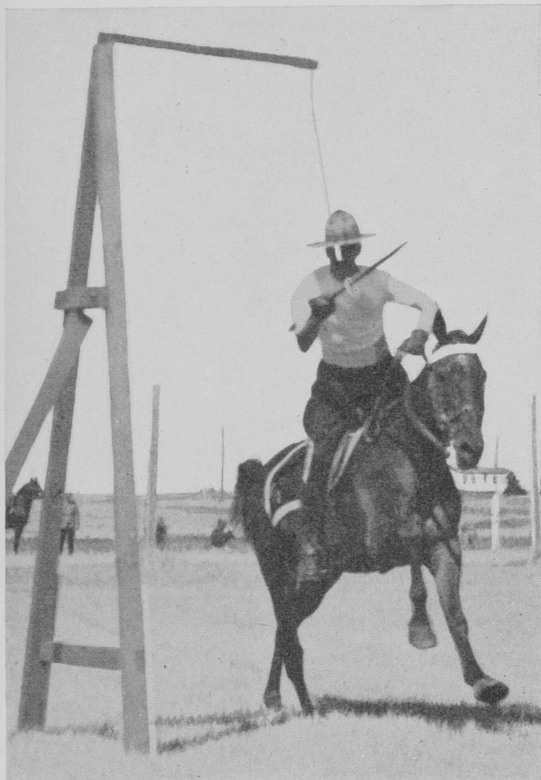
School figures and exercises such as turns, circles and figure-of-eight, with passing and reining back, demand co-ordination of aids if prompt and smooth execution is to be attained.

Troop drill and arms drill (mostly confined to the use of truncheon and rifle) is taught, though for mounted sports events instruction in the use of sword and lance is necessary in order that the ancient Indian sport of tent-pegging may test the eye and judgment of galloping contestants.

The musical ride, famous since the early days of the Force, is to appear again before the public at wide-spread points across the North American continent this year. Consisting of 32 constables on matched black horses, this ride will be the culmination of intense training of both man and mount. Intricate figures calling for precision and keen

Gymkhana—speed, power, an eye, and a trusty blade.





Ring and peg.

judgment demand a skill and coordination that comes only with hard work and strict attention to detail.

* * *

FORT Walsh, built in 1875 by "B" Troop N.W.M.P. and named after the commanding officer, Inspr. J. M. Walsh, was situated in a picturesque valley in the heart of the Cypress Hills of Southern Saskatchewan. Straight tall pine trees, growing in abundance on the surrounding slopes, provided the logs for the buildings and stockade. Here Commissioner Irvine established his headquarters in 1878.

Late in 1882 the fort was abandoned and early in the following year headquarters was moved to Regina. In the course of time the buildings were de-

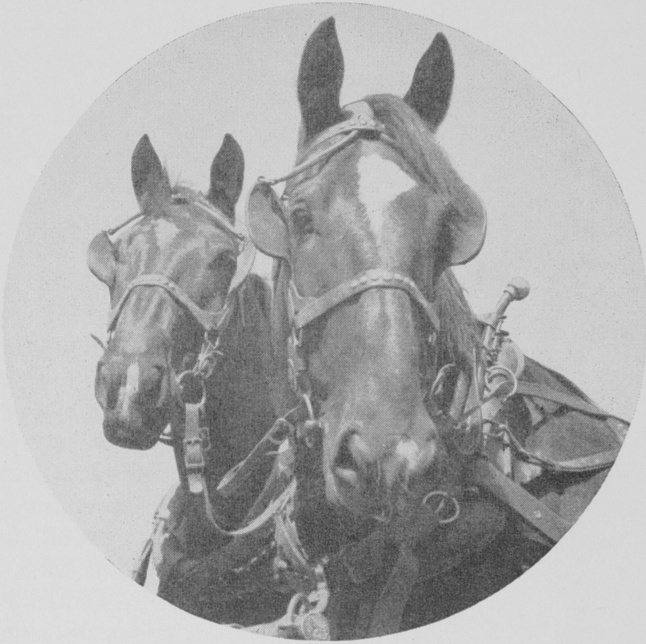
stroyed or dismantled by settlers or Indians until the small and somewhat neglected cemetery, marking the last resting place of certain early members, was the only visible reminder of a once busy police post. Fort Walsh became an historic name only.

In 1943 the R.C.M.P. acquired 3,000 acres of land including the original site of the fort for the dual purpose of establishing a remount breeding station and preserving an historic landmark.

Today, buildings are erected anew, precisely as were the originals. The Union Jack flutters from the flag pole, and though the trumpeter's notes fail to echo again across the hills, prospective police horses spend their early years grazing alongside trails now grown dim—trails first indented by earlier equine members proceeding on sometimes long and hazardous patrols, or returning therefrom to a well-earned rest and the comforts of a warm log stable.

Did you say "Anybody's game"?





Above: "We're members too—we haul the rations".

Below: At historic Fort Walsh "foals range with the dams" until "they are weaned".



Fort Walsh exists again. The visitor will hear sounds which were familiar to those pioneer peace officers—an axe hitting into pine log, shrill neighs of horses echoing across miles of valley, and the falling of water over the old ford. The romanticism of helmet and sabretache, covered wagon and camp fire pervades the spot. Then suddenly newer, mechanical noises will be detected—a snorting gasoline engine supplying energy to electric batteries, the whining of an automobile in “low” on a steep grade and perhaps the drone of a plane overhead.

The old fort exists again, but modern science has invaded the valley.

Only horses black or brown in colour are suitable for police purposes, and in order that uniformity may be preserved, the foundation stock of selected mares and thoroughbred stallions at Fort Walsh are necessarily black. Remounts must stand over 15.2 and possess the necessary bone to carry men of 150 to 190 lbs. in weight.

Brood mares are brought off the range into home pastures in March and foals arrive in April or May. Foals range with the dams until autumn at which time they are weaned, taken on strength, allotted a name and regimental number,

branded with the registered brand MP on the near shoulder, and halter broken.

Halter breaking is the first step in the foal's education. He is tied in stables, led about and handled until his natural fear of man is dispelled. All foals return to the open range as yearlings and except for castration and hoof branding, remain at liberty with the remainder of the herd. Stallions are kept in stables or stallion paddocks.

At four years of age, remounts are transferred to Regina, Sask., or Rockcliffe, Ont., where serious training begins. Only experienced members of the riding staff handle these youngsters and several weeks' training is required before they become steady and reliable enough for less-experienced riders to handle and control them.

The trainer strives for his pupils' confidence by gentleness and quietness, though with firmness he demands obedience throughout all phases of training. Leading lunging and long-rein driving prepare the young horse for saddle and rider. Noise-makers are operated, well-inflated automobile tubes are thrown round and over him until he finally disregards these routine antics of his trainer. Quietly mounting while the remount

All very amusing.



is securely snubbed to the saddle horn of a well-trained horse, the trainer invariably finds that his pupil will obediently walk alongside his leader without protest. Quickly becoming accustomed to the process of being mounted and dismounted and to the weight of rider, he eventually is turned loose to experience and obey the demands of his rider under whose tuition he learns to respond to the aids.

Snaffle-bits are used in the early stages of training, until balance and head-carriage is attained. The Portsmouth Pelham then replaces the snaffle and from its curb action, and the judicious use of hand and leg, flexions of lower jaw are obtained.

Suppleness, balance and obedience are demanded and obtained by prolonged schooling until the remount becomes the safe and reliable police horse, well balanced and mannerly on a busy city street, yet showing animation and style in the ranks of the musical ride he will surely be called upon to execute.

From the peaceful serenity of his native Cypress Hills, the R.C.M.P. remount is brought, schooled and groomed for his debut and the tumultuous ovation of an admiring public. Beauty, elegance and courage, all three of which are his, will continue to hold secure his place in the hearts of police and public alike.

R.C.M.P. Musical Ride detail on Treasure Island, Golden Gate Exposition, San Francisco, Cal., July, 1939.



Neilson's



The Quality Chocolate

Thoughts of a Policeman-Interviewer

by Cpl. J. Mitchell

"When a police officer", says No. 1 of the rules approved in England by the judges of the King's Bench Division to guide policemen, "is endeavouring to discover the author of a crime, there is no objection to his putting questions in respect thereof to any person or persons, whether suspected or not, from whom he thinks that useful information can be obtained." In the discovery of truth by means of interviews much depends on the approach, and this article gives a few useful hints in that direction.

THE observations on interviewing presented here are intended especially for policemen stationed in rural foreign-language districts. Culled from experience, they are not guaranteed to bring success in every case. But if they do no more than stimulate interest on the subject, then on that account alone they may be worthy of some small notice. They will, I hope, serve as a beacon warning the young policeman how to avoid shoals of public disfavour.

* * *

FIRST, let us define our terms. We say that every spoken contact with the public, be it over the sale of a muskrat trapping permit or in hearing the complaint of a murder, is an interview. That contact gives us a chance to display and to sell our wares. Every policeman has something to sell—himself. Not in terms of personal popularity, but as a conscientious, honest and sympathetic public servant fostering respect for law and order.

The man who now crosses the threshold of your detachment office may for the first time be speaking to a member of the Force to which you belong, and the impression he takes away may colour his attitude toward the forces of the law the remaining days of his life.

Arrange your desk so that, as he opens the door, he will face you squarely. There is nothing more disconcerting than scouting around a door for the source of an invitation to enter. Place

a chair opposite you for your callers. A window at your back will throw the visitor's face into relief; but an even light, so that both interviewer and caller may see one another clearly, is better.

Never let any shadow of irritation show in your face or speech because your lunch has been interrupted for the third time—even though it was, let us say, just to sell another muskrat permit. Under such circumstances not long ago we had a caller, and a few commonplace remarks infused a confidence that led to a seizure of a thousand dollars worth of illegal fur and closed a market that for years had been a thorn in the side of the Game Department.

Various devices have been adopted to curb the choleric greeting which rises almost irresistibly to meet the inopportune visitor. A sister superior of a country hospital we once knew had a card on her desk with the neat lettering: "Remember, this day may be my last". A member of a certain national police force in Canada had a somewhat undersized but none the less grisly skeleton suspended from the ceiling so that it stared him full in the face when he opened the door between his own quarters and the office; across the ribs hung the sobering reminder: "As you are, I was. As I am, you will be". In this latter case the chill wind of official disapproval hinted that the gruesome relic might scare the daylights out of the taxpayers

and completely nullify the Youth and Police program, so the erring but well-meaning minion of the law took it down. However, these examples may inspire something a little less obtrusive as a checkmate for those of surly speech.

Use words that will be understood by your visitors. Nose-bleeds, not nasal haemorrhages. Don't do like the policeman (not he of the skeleton) who told a simple woman of the people he would have to interrogate her. He said later he was counselled by the personnel officer to plead not guilty by reason of insanity if the matter got as far as orderly room, but his O.C. had a sense of humour.

There are several schools of thought regarding written statements. Some contend that the mere production of the inevitable pencil and note-book act as a mental gag on prospective witnesses. Well, it depends on the circumstances and calls for the exercise of common sense. (Once a policeman, urged to use the latter, remarked that common sense was a rare gift of God and that he had only a high school education.) Our practice is to have before us an open foolscap note-book and a filled fountain pen; never interrupt the witness until he has had his say, but make notes on anything requiring elaboration. In this way the train of thought is not broken.

Particularly in preparing the ground for later criminal proceedings, observe the witnesses closely. But don't be misled by appearances. The sweat-be-dewed brow, the stammering speech, the twitching muscles are not always betray-ers of a liar, any more than the calm countenance, the steady gaze and the even assured voice are hall-marks of an honest man.

"There's no art to find the mind's construction in the face" are the views of W. Shakespeare on the subject.

Dealing with female witnesses in regard to sexual offences or affiliation proceedings calls for the utmost in tact, and

this is what one Webster has to say about tact: "Quick or intuitive appreciation of what is fit, proper or right; fine or ready mental discernment shown in saying or doing the proper thing so as to win good-will, or especially in avoiding what would offend or disturb; skill or facility in dealing with men or emergencies".

Tall order, isn't it? In the majority of such cases, the unhappy woman sits in your office in stark humiliation. A sympathetic attitude and a sincere interest in her problem will do much to gain her confidence. To be sure, you must obtain full knowledge of all the facts, but do not dwell on futile details that are revolting to her.

* * *

THEN there's the fellow who will not understand the whole thing is a civil matter, and as Heaven is our witness, we can't do a thing for him. He doesn't know what a civil matter is, and sometimes we ask ourselves: What are we running anyway, a police detachment or a law school? He has to see a lawyer.

If you don't care what he thinks of you, it may help as a final resort to shout, particularly if English is not his native language. A good loud voice is calculated to bewilder him no end, and usually he will leave wondering bitterly why he ever bothered to come to you anyway. However, when his child comes from school to tell about the nice policeman who gave the children a talk about policemen being the protectors and friends of the public he will laugh, my friends, but the laugh will be a hollow laugh. Bethink yourselves that perhaps sometimes your explanations are not models of clarity.

During the course of investigations, especially those into automobile accidents, policemen often are asked to place the blame. Since the question of culpability often taxes the sagacity of Supreme Court judges, we should refrain from muscling in. Judgment or condemnation

is not the function of the police. There are occasions when it may be your duty to advise, but be cautious and avoid like the plague giving counsel in civil matters. The temptation may be strong and the matter trivial, but if you yield, mark you, you will have cause to repent.

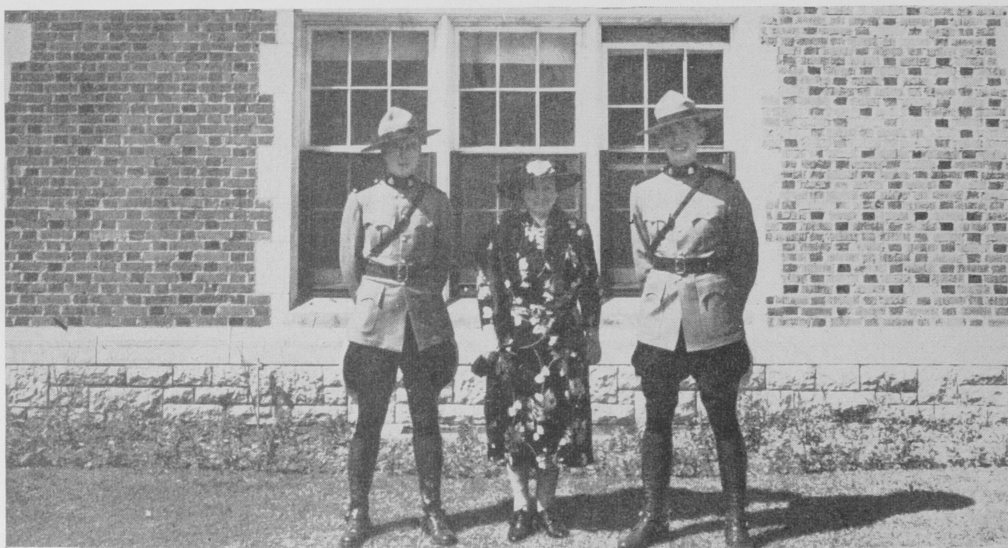
In all your dealings, strictly avoid profanity and caustic remarks. Sarcasm is more subtle perhaps than punching a man in the nose, but he will hate you none the less for it.

In any interview, drop whatever you are doing, or if that's not possible, excuse yourself politely, finish your work, then give your visitor your complete and undivided attention. Perhaps, as people

often do in my district, he drove from as far as ten miles away in a wagon for the express purpose of seeing you. So take a personal interest in him; the day may come when he will take a personal interest in something that concerns you.

Interviews must not be undertaken with the hectoring zeal of a brush salesman thrusting his wares on an unwilling housewife; gravity and dignity are no small part of our stock-in-trade when it comes to instilling confidence in the public mind.

We like this quotation: "Men, like bullets, go farthest when they are smoothest". — Johann Paul Friedrich Richter (Jean Paul).



Scottish Visitor at R.C.M.P. Garden Party. Visiting relatives in Winnipeg, Man., Mrs. E. C. S. Milligan of Dundee, Scotland, had a strange mission to execute. Two of her grandchildren, a boy named David and a girl named Jeanette in far away Scotland, had petitioned her to bring back, among other things, a "Mountie". Upon hearing of her predicament, officers of the R.C.M.P. got in touch with her and invited her to their staff garden party. During the afternoon this photograph of her with two constables of the Force was taken and she says her grandchildren will be delighted with it. Mrs. Milligan thinks Canada is "just wonderful", and says she plans to return and settle here. Meantime, though the youngsters may be disappointed at not getting the real thing, at least their granny is not going home empty-handed.

THE R.C.M.P. MUSEUM

Closely interwoven, one being incomplete without the other, are the histories of the Royal Canadian Mounted Police and what used to be known as the Canadian North West Mounted Police. In vivid testimony of this fact stands the R.C.M.P. Museum within whose walls are innumerable mementos of the past. The Force's present-day activities are represented too, and the whole collection constitutes a unique record of great historical interest.

OF ALL the features of the Force, perhaps the most timeless is the Royal Canadian Mounted Police Museum at Regina, Sask.; here the visitor finds relics of a bygone era alongside souvenirs of our modern day.

A delight to the tourist, a priceless asset to historian and research worker, a spot sacred to the memory of duty well done, the museum is a place of reverie and study. A tour through its treasures with note-book in hand could result in a large volume on Western lore, for a story surrounds each exhibit and the list is long. * * *

YOU'LL see a map of the route blazed by the North West Mounted Police on their famous 1,959-mile march across the plains and back again—from Fort Dufferin (now Emerson), Man., to the Sweet Grass Hills in the shadow of the Rockies, with part of the Force continuing on to the Old Man river from there; also through a window you'll see on the barracks square one of the nine-pounders which was taken along on that trek—donated to the Force in 1874 by Queen Victoria, its history goes back to 1809, the year it was made, and this brass field piece saw service in Abyssinia before coming to Canada. It was believed to have been used during the Sudan campaign in which Kipling immortalizes the Fuzzy-Wuzzies.

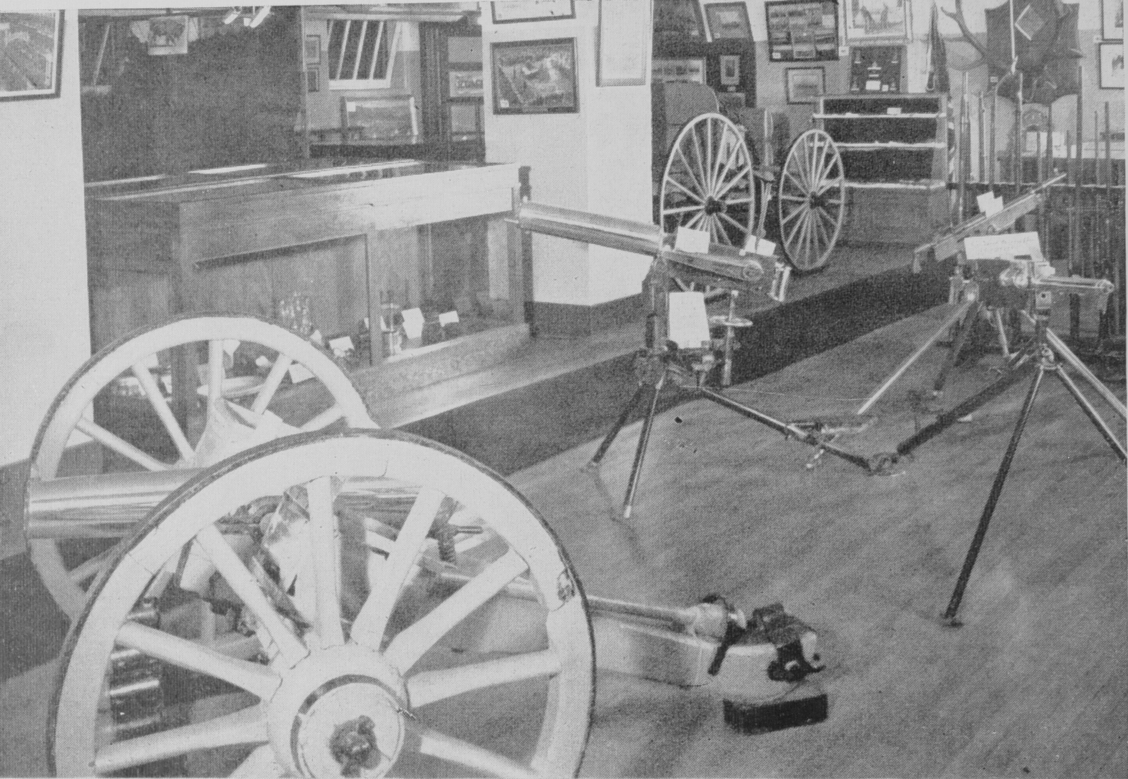
There is also a map of the Klondike and Indian river gold-fields drawn by W. J. Wallace of Dawson City in 1898—the only one compiled from actual survey; and another showing the N.W.

M.P. detachments and patrol routes in the Northwest Territories in 1888. This latter map, which in addition defines the boundaries formed by the Indian treaties and the lands apportioned as Indian reservations, is of special interest in that it represents the territories as they were in earliest times, while their hills, streams, lakes, woods and other physical features were still untouched by surveyors' township-and-section lines. Picturesque names like Eyehill Creek, The Nose, Sounding Lake, Cut Knife Creek, Five Blackfoot Hills, Red Sandy Hills and scores of others appear on it—names now largely lost and forgotten in the mists of antiquity; yet could they speak what epics of savage strife, mystery and romance might they unfold.

A fascinating collection of machine-guns includes the Maxim Nordenfeldt that guarded White Pass summit in the Yukon during the gold-rush years of 1898-1900. It was a tangible threat to the Soapy Smith gang which operated at Skagway, Alaska, and specialized in stealing the "takes" of individual sourdoughs on their way out with their hard-won gold and in fleecing the incoming *cheechako*.

A collection of firearms shows the evolution of the modern pistol right from a flint-locked Moorish pistol of the 17th century to the present-day Browning.

There are portraits of all Commissioners of the Force, some of them in oils: Lt. Col. G. A. (later Major Gen. Sir George) French, K.C.M.G., (1873-



To the right and pointing just off to the right of the camera in this interior shot of the R.C.M.P. Museum is the Maxim Nordenfeldt machine-gun which had been set up by the police on the White Pass Summit during the Yukon Gold Rush as a threat to the Soapy Smith Gang; an air-cooled model, it was made in London, Eng., in 1896. To the left in the centre of the picture is an 1895 water-cooled model of the same weapon. Both are .303 calibre.

1876)—for biographical sketch see 1 R.C.M.P.Q. 99; Lt. Col. J. F. Macleod, C.M.G., (1876-1880)—See 1 R.C.M.P.Q. 141; Lt. Col. A. G. Irvine (1880-1886)—see 2 R.C.M.P.Q. No. 1, p. 4; L. W. Herchmer (1886-1900)—see 2 R.C.M.P.Q. No. 4, p. 4; Major Gen. A. Bowen Perry, C.M.G., (1900-1923)—see 3 R.C.M.P.Q. 5; Major Gen. C. Starnes (1923-1931)—see 3 R.C.M.P.Q. 77; Major Gen. Sir James H. MacBrien, K.C.B., C.M.G., D.S.O., (1931-1938)—see 5 R.C.M.P.Q. 221; and the present Commr. S. T. Wood, C.M.G., who assumed office on Mar. 6, 1938—see 6 R.C.M.P.Q. 3.

In the gallery of oil paintings is one of Fort Whoop-Up, most important of the whisky trading posts north of the 49th parallel and the goal of the N.W.M.P. on their westward march across the plains in 1874. Situated at the confluence of the Belly and St. Mary rivers near the present site of the Blood Indian reservation, between Lethbridge, Alta.,

and Macleod, Alta., this fort was erected and maintained by U.S. whisky smugglers and desperadoes who carried on a nefarious traffic in liquor that utterly demoralized and impoverished the Indians of Canada's prairie tribes; a vast amount of the lawlessness in the North West stemmed from this source. When the police arrived at Whoop-Up they found it deserted, and the anticipated battle for its capture was never fought.

There's a scene, too, of the N.W.M.P. expedition crossing the Cypress hills in 1874, another of Wood Mountain police post done several years later, and a picture of members of the N.W.M.P. detachment at Banff setting out on patrol in the early 1800's.

Other historic oil paintings depict Fort Calgary in 1876, and Fort Walsh in 1878.

There's a photostatic copy of the celebrated Blackfoot Treaty which was signed Sept. 22, 1877. Known as Treaty

No. 7, it was negotiated by the Hon. David Laird, the serving and first lieutenant-governor of the Northwest Territories, and by Commr. J. F. Macleod, treaty commissioners, and signed by all principal chiefs of the Blackfoot Confederacy (Blackfoot, Bloods, Peigans and Sarcees), also the Assiniboine or Stony Indian tribes. Along with this exhibit is a photograph of Crowfoot, head chief of the confederacy, who in putting his name to the document declared:

"The advice given me and my people has proved to be very good. If the police had not come to the country, where would we be all now? Bad men and whisky were killing us so fast that very few, indeed, of us would have been left today. The police have protected us as the feathers of the bird protect it from the frosts of winter".

Complete sovereignty of the Canadian West passed to the Federal Government with the signing of this treaty.

* * *

A SHOW-CASE displaying items connected with The North-west Rebellion includes many rare photos: of Poundmaker; of Big Bear, who attempted to avert the Frog Lake massacre of Apr. 2, 1885; of Imasees, Big Bear's son, who instigated the massacre; of Chief Fine Day, leader of the Indians in the Cut Knife battle, May 2; and of other Indian warriors; of Riel, and of his prayer-book, hunting knife and autograph; of the graves of the massacre victims; of the plaque on the memorial cairn that commemorates the massacre; of Mrs. Theresa Gowanlock and Mrs. Theresa Delaney, two white women whose husbands were murdered in the massacre and who were prisoners of the Indians for several months; of John Pritchard and Adolphus Nolin, two half-breeds who befriended the two women in the Indian camp; of Joe McKay, N.W.M.P. interpreter who is credited with firing the first shot of the rebellion, on Mar. 26, 1885, and of

A corner view of the R.C.M.P. Museum which is the repository of many documents, trophies and other relics of historical interest.



the old fort at Battleford at the time of the insurrection.

There is a lock of hair from the scalp of Wandering Spirit (*Kapapamahchakwayo*), war chief and head soldier of Big Bear's band, who fired the first shot in the Frog Lake massacre, killing Thos. Quinn, Indian agent, for which he was later hanged. And there are two cart-ridges, found near Wolseley, Sask., of a type used in the rebellion.

A treasured curio is Poundmaker's war drum. Poundmaker, a strikingly handsome Cree, signed a treaty with the Canadian Government in 1876, but nine years later took up arms against the white man's intrusion; at Cut Knife on May 2, 1885, his followers held off Col. W. D. Otter's troops in an eight-hour battle. Poundmaker afterwards surrendered to Major Gen. F. Middleton at Battleford and was sent to the penitentiary for two years. In 1881 he acted as guide to Lord Lorne, Governor General of Canada, from Battleford to Blackfoot Crossing (see 11 R.C.M.P.Q. 203). He died suddenly at Blackfoot Crossing in 1887 while visiting his friend Crowfoot, by whom he had been adopted as a son.

There's a unique souvenir of a skirmish with the Indians 500 yards from beleaguered Fort Pitt on Apr. 15, 1885, in which Reg. No. 635 Cst. D. L. Cowan, whose photo is preserved, was killed; it is a bullet from the rifle of The Lone Man, Big Bear's son-in-law, that passed through the body of Reg. No. 925 Cst. C. Loasby and lodged in his clothing while he, Cowan and Special Constable Henry Quinn were on a scouting patrol—Loasby had the bullet mounted in a ring which he wore until his death in 1938. (See 7 R.C.M.P.Q. 280.)

There are Indian beads and silk work, a feather dress, gun case, knife sheath, and tobacco pouches, moccasins, mukluks, and leggings; the native-decorated buffalo robe of "Crop Eared Wolf", a minor chief of the Blood Indian tribe, which depicts on its reverse side sundry feats of scouting, horse stealing, and

scalping—of great age and tanned to an incredible softness, this exhibit is a fine specimen of the native historian's skill in depicting tribal history by the Indian sign language; an Indian tobacco can with sun glass, found in 1887; an Indian fish net from the Peace River district, woven from the inner bark of the willow tree (such handicraft is now believed to be a lost art); a Plains Cree Bible of nearly 500 pages, written entirely in syllabics by early missionaries; arrow heads, dog whips, coup sticks, war clubs and tomahawks; Chief Piapot's conjuror's rattle, and many antiquated rifles and other weapons.

* * *

A SHOW-CASE is devoted to the Dawson Patrol tragedy. Among other things it contains Insp. F. J. Fitzgerald's scarlet serge tunic, forage cap, spurs, Sam Browne and other accoutrements, and a photostatic copy of the last entry in his diary and of his will.

This patrol ranks as the most lamentable in all the Force's career and it wrote a story of heroic courage and endurance. On Dec. 21, 1910, Inspector Fitzgerald, Csts. G. F. Kinney (Reg. No. 4582) and R. O. H. Taylor (Reg. No. 4346), and S/Cst. S. Carter who had previously served as a constable (Reg. No. 2127), set out from Fort McPherson with a 15-dog team for Dawson, Y.T. An annual affair, the patrol had always been made from Dawson to McPherson, and this was the first attempt to do it in reverse. A heavy and lengthy snow-storm came up, and the patrol never reached its destination. The following spring the bodies of the four men were found and the inspector's diary told the harrowing tale. They had lost their bearings, their food gave out, and one by one the dogs were eaten; then one by one the men died until only Fitzgerald remained. He struggled on alone, but eventually death caught up with him too, on Feb. 14, 1911. In his last moments he scrawled this message with a piece of charred wood on a scrap of paper:

"All money in despatch bag and bank, clothes etc., I leave to my dearly beloved mother, Mrs. John Fitzgerald, Halifax. God bless all. F. J. Fitzgerald, R.N.W. M.P."

Other cases display the uniforms, in whole or in part, and equipment of noted officers of the Force, including: that of the late Supt. A. H. Griesbach, first man to enroll and first sergeant major in the N.W.M.P. and for many years before his retirement in 1903 officer commanding "G" Division, Fort Saskatchewan; that of the late Supt. J. M. Walsh, an original officer reputed for his tact and courage—the man who negotiated with Sitting Bull in 1876 and arranged a peaceable settlement of that explosive situation that might have resulted in one of the bloodiest pages of Canadian history (Sitting Bull regarded Walsh as a friend, and like his red-skinned brethren admired him for his indomitable will and bravery); that of the late Insp. John French, who was appointed to the Force on Mar. 30, 1874. Brother of the first Commissioner,

and the organizer of "French's Scouts" which rendered useful service during The North-west Rebellion, he was killed by gun-fire at Batoche on May 12, 1885.*

There's an exhibit relevant to the Great Bear Lake patrol which travelled 3,000 miles and was gone two years and four months. In 1913 two missionaries, Rev. Fathers Rouvier and Leroux of the Oblate Order, went into the barrenlands north-east of Great Bear Lake to establish a mission among the Cogmollock Eskimos. Early in 1915 they were reported missing, and in July of the same year Insp. C. D. LaNauze, Reg. No. 4794 Cst. D. Withers and Reg. No. 4961 Cst. R. Wight and an Eskimo guide started from Fort Norman on the Mackenzie river to investigate. The patrol wintered at Peace Bay, Great Bear Lake, and in May of 1916 reached Coronation Gulf. Patient questioning and investigation finally elicited information that the two priests had been slain by a pair of Eskimos who coveted their rifles. The Eskimos, Sinnisiak and Uluksuk by name, were taken to Herschel Island and

*EDITOR'S NOTE: The village of Batoche was captured on May 12, 1885, and not May 11 as is frequently supposed. Mr. A. N. Mouat of Victoria, B.C., a veteran of that campaign and an authority on the subject, gives this graphic picture of the circumstances in which Captain French met death: "In Appendix 'C', top of p. 27, to the report of Major General Middleton, presented to Parliament, the Commander-in-Chief states definitely the fighting days were 9th, 10th, and 11th, and adds the 12th. I also have my personal diary which deals with the fighting on the 9th, 10th and 11th; then on the 12th we charged the rifle pits that surrounded Batoche, and Captain French was killed inside Batoche's house. French and Private Chas. Bates, 'B' Co., 90th Winnipeg Rifles, were among the first lot to enter the house. Both went up the stairs to the second flat, Bates leading. At the top of the stairs, facing them, was a room the door of which was shut. Bates put his hand out to open the door, but French said 'No, my lad, I am first in here', or words to that effect. He opened the door, took a step toward the window but didn't reach it. He was shot, I believe, by a stray from the west side of the river where the rebels had rifle pits. Bates told me that French fell into his (Bates') arms and showed me exactly how

it all happened. There was mention made that French was shot by a half-breed, Donald Ross, but I know of personal knowledge that Ross was not near Batoche's house at the time. Five of us were the first to reach the centre of the village—one was a corporal of the 10th Royal Grenadiers, another 90th man and myself, and two privates of the Midlands. We got into a log storey-and-a-half house which had been a store. The Midlands went after the till, while the 10th corporal and two 90th men with their blood up were looking for the enemy. At the end of the store steps led upstairs, with a window at their foot. Outside the window was the half-breed, Ross. He fired at me as I started to go up the steps but luckily for me his bullet missed. The 10th corporal and the other 90th man, named Slowman, both fired at Ross, the two shots hitting him in the chest and bringing sudden death. It was not possible for Ross to have shot French and reach the place where he was killed. Captain French was a great favourite, a fine-looking dashing Irishman always in the lead. His men were good scouts from the Qu'Appelle District. My diary and Middleton's dispatches agree that French was killed on May 12, the day Batoche was captured".

thence to Edmonton, Alta., where they were tried, found guilty and sentenced to death in the autumn of 1917; the sentence was later commuted to life imprisonment. In 1919 they were pardoned and returned to Coronation Gulf. (See *R. v. Sinnisiak*, 6 R.C.M.P.Q. 32, for further particulars of this case; in his address to the Court, Crown counsel said that the trial was "a very extraordinary one, a very important one, a trial which is really historic, a trial which is absolutely unique in the history of North America".)

There are many striking examples of Eskimo industry, and other primitive *objets d'art*; Eskimo spears, harpoons, snow knives, and bows and arrows; two beautifully decorated, beaded caribou-skin dresses fringed with white-fox teeth; a model of a *komatik*, the Eskimo dog sled, and two of a *kayak* or Eskimo man's boat; an Eskimo stone lamp, and snow glasses to protect the eyes from winter glare; a rack of hunting equipment including a whale gun, a whale spear, a fish spear and so on; an Eskimo war drum, an Eskimo girl's bonnet; walrus ivory tusks carved in fantastic shapes by Eskimo craftsmen, and other articles of historical value from our Arctic archipelago.

There's a catapult which was found in 1927 near the bodies of three dead men in a cabin in the heart of Canada's great northern barrenlands. The previous year Jack Hornby and two youthful companions, Edgar Christian and Harold Adlard, had gone there to trap. Immense herds of caribou usually migrated along the Thelon river during certain seasons and it was from these that the trappers expected to procure sustenance. However, for some reason the caribou didn't come that year, and the three adventurers starved to death. Doubtless the catapult was used by the party to kill small game so as to save their ammunition for the caribou that failed to put in an appearance.

* * *

IN more gruesome strain are some murder instruments—claw hammers, knives, sawed-off rifles and shotguns, skull crackers, knuckle dusters and other fearsome-looking tools of the strong-arm fraternity; strands of the ropes used by the hangman to satisfy justice in sundry murder cases; a Chinese pigtail, severed from a prisoner's head before he was hanged; handcuffs and leg-irons of various patterns, some very old and hand-made; an "Oregon boot" or shackle which at one time was locked to the ankles of desperate criminals to prevent escape; illicit stills; counterfeit coins and bank-notes, and other articles of the counterfeiters stock-in-trade; opium pipes, lamps, scales and kindred paraphernalia used by drug addicts; a pair of iron tongs, seized from the Michaleko-Skopy gang, designed to hold witnesses who chanced along during the perpetration of crimes.

Several display cases contain items connected with various killings, one being the renowned hunt for Albert Johnson otherwise known as the Mad Trapper from Rat river, who ran amuck in the Lower Mackenzie river district and, eluding the law from Dec. 26, 1931, to Feb. 17, 1932, blazed a trail of murder and bloodshed before he was finally cornered and shot down. Johnson shot and killed Reg. No. 9669 Cst. E. Millen on Jan. 30, 1932, and wounded Reg. No. 10211 Cst. (now Cpl.) A. W. King, R.C.M.P., and S/Sgt. H. F. Hersey, R.C.C.S., while attempting to escape to Alaska. His axe handle, tea pail and snow-shoes all bear the marks of posse bullets. The case marks the first time in history that an aeroplane and a radio were utilized together to run down a criminal. (For a versification of this man hunt see 10 R.C.M.P.Q. 206.)

The head-board that originally marked the grave of Jerry Potts, famous police scout and interpreter (for a brief word picture of the life of Jerry Potts, see 9 R.C.M.P.Q. 427). This board is preserved in memory of Reg. No. 4584



Articles of uniform and equipment that belonged to the late Supt. J. M. Walsh, an 1874 N.W.M.P. commissioned officer. At top left is the old-style officers blue patrol jacket, and centre is an officers scarlet tunic; to the left of that is an officers wedge cap, and below the left sleeve of the tunic is an early issue pill-box cap; at top right is the old officers mess jacket which was worn over the officers waistcoat shown below it. Above the officers cavalry sword and scabbard are an officers dress sword-belt and pouch, and to the left of that is an officers sabretache.

Cst. G. E. Willmetts who was murdered Apr. 12, 1908, in the town of Frank, Alta. A four-year investigation resulted in the arrest and conviction on Apr. 2, 1912, of Fritz Eberts who was sentenced to be hanged but the sentence was later commuted to life imprisonment.

There are reminders of several other murders of R.C.M.P. constables killed in the course of duty at various times and places:

The death masks of Joe Poshnikoff, Peter Voiken and J. Kalmakoff—three Doukhobors known as the Benito Bandits —, and a blood-stained hunting knife and scabbard are in another show-case. Arrested Oct. 4, 1935, by Provincial Police Cst. W. Wainwright of Benito and Reg. No. 11582 Cst. J. G. Shaw of

the R.C.M.P., Dauphin, Man., as suspects in an attempted burglary, they made good their escape by murdering the two constables. In the chase that followed, Reg. No. 11326 Sgt. T. S. Wallace and Reg. No. 10946 Cst. G. C. Harrison of the R.C.M.P. were on October 7, three days later, killed near Banff, Alta., before the criminals were shot down. Without doubt this is one of the major tragedies in the annals of Canadian police history. (For fuller details, see 3 R.C.M.P.Q. 217.)

Photo of Reg. No. 12690 Cst. W. E. Rhodeniser, first R.C.M.P. dog handler to die in line of duty, and one of Reg'n. No. K24, Police Service Dog Tell who flushed the quarry—an Indian murderer named Nelson Sammy of the White Bear

Reservation near Carlyle, Sask. Rhodenisier was shot on Aug. 26, 1939, as he entered some bushes to capture the fugitive. The exhibit includes the black cap used in Sammy's execution in 1940. (See 7 R.C.M.P.Q. 123.)

The damaged hat worn by Reg. No. 11046 Cst. E. N. Gleadow of the Force's Esterhazy (Sask.) Detachment, when he was done to death in the morning of Oct. 11, 1939, by Ernest Flook, and the claw hammer that felled him. Flook, whom Gleadow had arrested on a charge of theft, was so well known locally that the constable apparently expected no trouble from him. When cornered by a police posse, Flook committed suicide. (See 7 R.C.M.P.Q. 220.)

There's a California State flag presented to the R.C.M.P. by Governor Olson at San Francisco in 1939 on the occasion of the Force's presentation of the musical ride at the Golden Gate International Exposition there.

 AMONG the mementos of World War II is one of the Japanese balloons that were used apparently in their experimental stages and proved to be more of a nuisance than a real danger to Canada. Its cargo was five incendiary bombs; though several were found, none wrought any serious damage.

Also, there is the uniform of Lieutenant Janowski, a German spy who early in the morning of Nov. 9, 1942, was rowed ashore from an enemy submarine to about four miles from New Carlisle, Que. Though he changed to civilian clothes, buried his uniform and took elaborate precautions to protect his identity, Janowski was found out and arrested. His equipment included a receiving and transmitting radio set, a rubber bag to store things in during burial, knuckle dusters, penknife, automatic pistol and eight rounds of ammunition, metal identification disc, and so on.

An interesting and artistic exhibit is the model of the R.C.M.P. barracks and square at Lethbridge, Alta., complete with flag, big guns, mounted troops—

painstakingly constructed by a member of the Force.

Another interesting model in the museum is that of the Norseman aeroplane CF-MPF, one of the first aircraft to be owned and flown by the R.C.M.P.

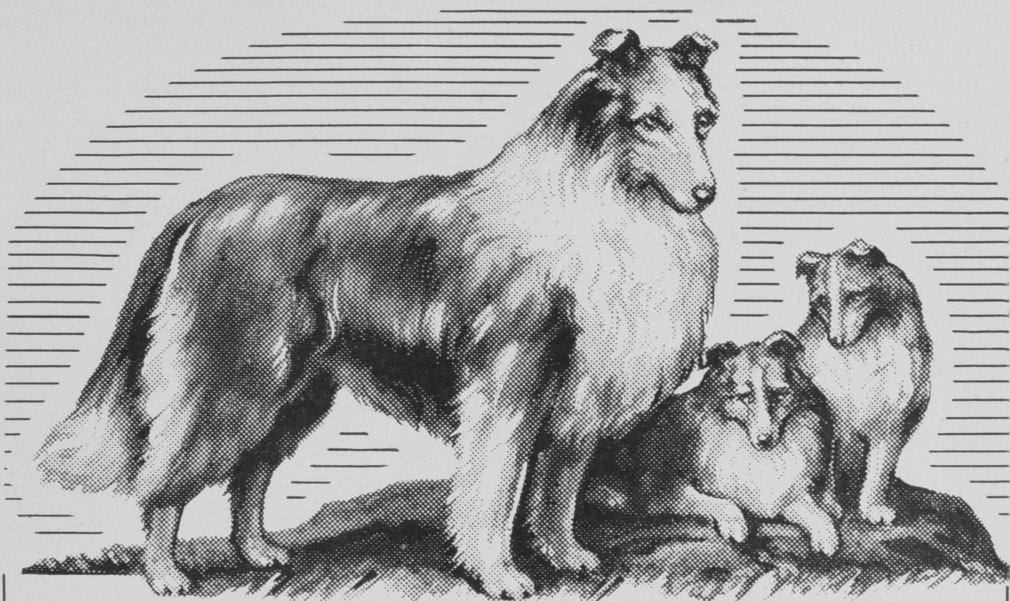
There's a model of the R.C.M.P. schooner *St. Roch*—only ship ever to traverse the North-west Passage both ways, or from east to west (for complete accounts of these voyages see 10 R.C.M.P.Q. 149, and 11 R.C.M.P.Q. 298).

Souvenirs of the *St. Roch's* 1944 voyage through the historic passage, are a tin of Ox-Cheek soup dated 1850 and a tin of carrots, both edible, found in a cache on Dealy Island that had been erected by Capt. H. Kellett of H.M.S. *Resolute* in the winter of 1852-53.

 THERE are specimens of the badges and buttons in vogue in the N.W.M.P., R.N.W.M.P., and R.C.M.P., and a set of gold cuff links fashioned by the N.W.M.P. blacksmith at Fort Cudahy, Y.T., in the early days of the gold rush, out of gold taken from Glacier Creek.

All this and much more is to be seen in the R.C.M.P. Museum, a show-place well worth visiting. Since the museum was started in 1934, its growth has been steady and encouraging; new items keep coming in from time to time, the odd one with an exciting story which goes back even beyond the Force's beginnings. The present accommodation in the basement of "C" Block, one of the oldest buildings of the 65-year-old barracks, is getting cramped as exhibits continue to pile up and soon larger quarters will be necessary.

In this "policeman's university" the recruit is introduced to Mounted Police traditions, the veteran is inspired, and we may be sure that as the years go by each member in turn will contribute something to the spirit that for so long has been the Force's greatest asset. No quarters are necessary for the traditions, because to a man the Force's members find room for them in their hearts.



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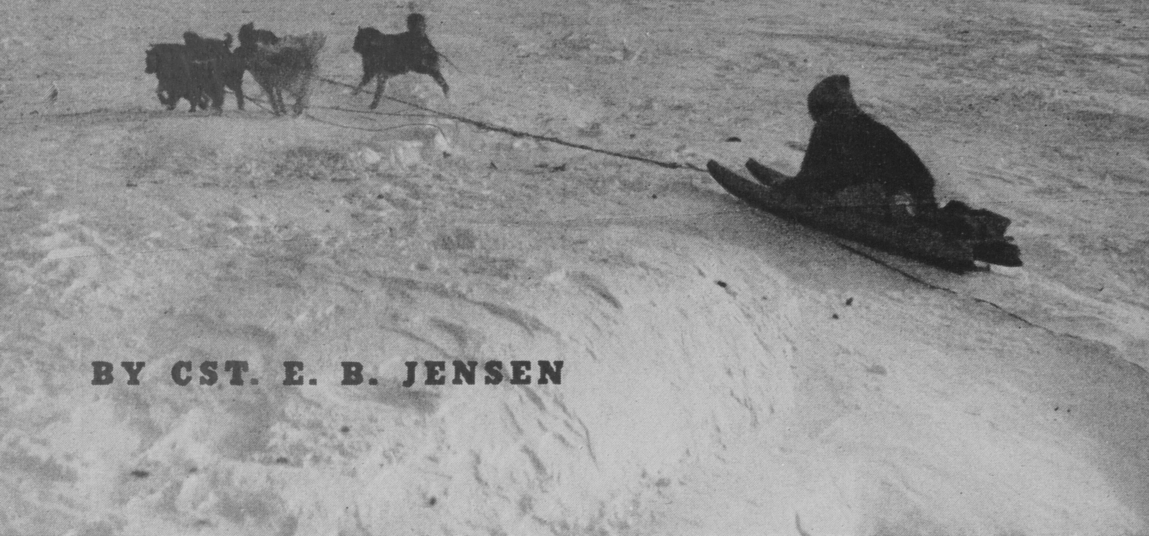
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Going Places

DOWN NORTH



BY CST. E. B. JENSEN

FROM time immemorial man's ability to get from place to place has been one of his biggest problems, but the different means he has devised for doing so have proved to be among his greatest boons. A yard-stick by which a country's prosperity and progress can be measured, machines for transportation can also become instruments of chaos and ruin, as was revealed in the last war. That they play a vigorous and important part in every-day life, whether it be on an international or municipal scale, or even in the "backwoods", is well known.

"G" Division of the Royal Canadian Mounted Police, comprising the whole of the Northwest Territories and the Yukon Territory, probably conforms more to the meaning of "backwoods" than does any other division of the Force, and this article, though written specifically on transportation in the Western

Arctic will, I think, be found to apply also to conditions in the Yukon and the Eastern Arctic.

* * *

THROUGH four decades of police work in the Western Arctic, the established forms of travel have undergone little or no change. In winter, dog teams are used; in summer the innumerable rivers and lakes bear most of the burden.

For over 40 years the police in performing their winter duties have depended almost entirely on dog teams to get them around. That is as it should be, of course, for it was the mode of travel used by the natives and until recently no alternative existed. These travel systems grew out of the natural conditions of the country—snow and ice in the winter, waterways in the summer. It can be truthfully said that if there is one

thing more than snow and ice in which the North abounds it is water. A mass of lakes and streams awaits the voyager's pleasure.

But the adaptability of dog teams to any terrain in the North was the basic reason why the Force decided to employ them. A slow method, compared with the modern machine on the speed-ways of the Outside, but a more effective one for the Arctic. Its greatest disadvantage is the dogs' susceptibility to distemper and worms and a comparatively recent affliction known as "fox sickness". Contracted from foxes, among which it takes a terrible toll, the fox sickness produces symptoms similar to those of distemper and, particularly in its final stages, the stricken animal becomes glassy-eyed and mentally deranged. As a preventive, dogs may be "inoculated" with distemper serum, but so quickly does the disease act that this treatment rarely, if ever, succeeds once the animal has been attacked.*

Yet, despite the ailments to which they are subject, and other arguments that the "dog has had his day", these faithful animals continue in the service of the police. A growing tendency favours mechanization in certain localities, but for some purposes dog teams will always be the only sensible form of transporta-

tion in many parts of the North. The dog's day definitely is not run, and under certain climatic and topographical conditions he must be relied upon "to get the boys there".

* * *

To meet its summer transportation needs, the R.C.M.P. has kept up with the times and today the average detachment boasts such "light" water transports as canoes and skiffs. Highly serviceable, these *multi-purpose* craft can be portaged easily and are used for fishing, visiting nets, freighting and patrolling. The outboard engine, or "kicker" as it is commonly known, is adaptable to both types, and not weighing much it can be readily taken over portages.

The kicker adds greatly to the efficiency of small boats and given proper care it will provide unfailing and speedy service. The models used in the Mackenzie District have a horse-power ranging from 3.4 and 8.2 to 22. The 22 h.p. engine is the newest addition to the kicker family and, being capable of hauling scows and barges, will prove to be of great use to the Force's river detachments. This powerful little motor will not, however, in my opinion be suitable for open lake fishing by our detachments on Great Slave Lake. For one thing it is not strong enough to weather out the "blows" that frequently, especially during the fall fishery, strike that lake.

The Columbia River Fishing Boat is ideal for lake and deep-river navigation, but because of its greater draught over the canoe and skiff it is limited to these waters. Powered usually by a 20 h.p. engine, and in heavier units like the Force's *Fort Smith* and *Resolution* by 35 h.p., in the interest of economy some of these boats are provided with sails so that when winds are favourable resort

**Editor's Note:* Since this article was written the unknown "Arctic dog disease" has been identified by the Dominion Animal Diseases Research Institute of the Department of Agriculture at Hull, Que., as none other than rabies. Findings of the department strongly suggest that the reservoir of infection is in foxes and other wild animals and that the epidemic is passed on to dogs through bites received by the latter when attacked, the sick dogs in turn affecting other dogs. Control measures are well advanced and vaccines have been distributed to R.C.M.P. detachments throughout the North.

Transportation ranks close to the top in the list of things that mark the progress of a nation. In the Canadian Arctic the modes of travel are changing and this article tells something of that transition.

can be had to Nature's engine. Used chiefly in an auxiliary capacity, sails also, of course, offer another means of getting there if the motor goes dead. As is the case with the canoe and the skiff, the Columbia River Fishing Boat is a double-purpose craft, used both on regular patrols and for the fall fishery during which time its weight and power are needed to carry the heavy catches.

This reference would be incomplete if the big "sisters" were left out—the Diesel-powered *St. Roch* and *Aklavik*. Ocean-going vessels, both are used for patrolling, as freighters, and to take supplies into remote detachments, and the career of the former is now commonly known.

Prior to World War II, the R.C.M.P. in the North made little use of aeroplanes. Apart from an occasional charter trip in an emergency and the annual appearance of the Force's own *Norseman* CF-MPF during the officer commanding's inspection, by and large the plane wasn't in great demand. Then came the war and with it, in 1942, a sudden vital interest in the Northwest Territories and its oil prospects at Norman Wells.

The pipe-line was laid from Norman Wells to Whitehorse in the Yukon, and throughout the Mackenzie a mass of fast technological equipment was introduced—cars, trucks, jeeps, cranes, aeroplanes (transport and fighter types), boats, scows, bulldozers. These innovations came in a never-ending stream, it seemed, until the project was finished and the United States Engineering Department started "pulling out" after turning the enterprise over to the Canadian Government.

Not until then was it realized how mechanized the North had actually become. In the country were units that could be used to great advantage. Why not? Transactions took place and today several R.C.M.P. detachments have the "mighty Jeep" on charge and find "him" of great year-round assistance.

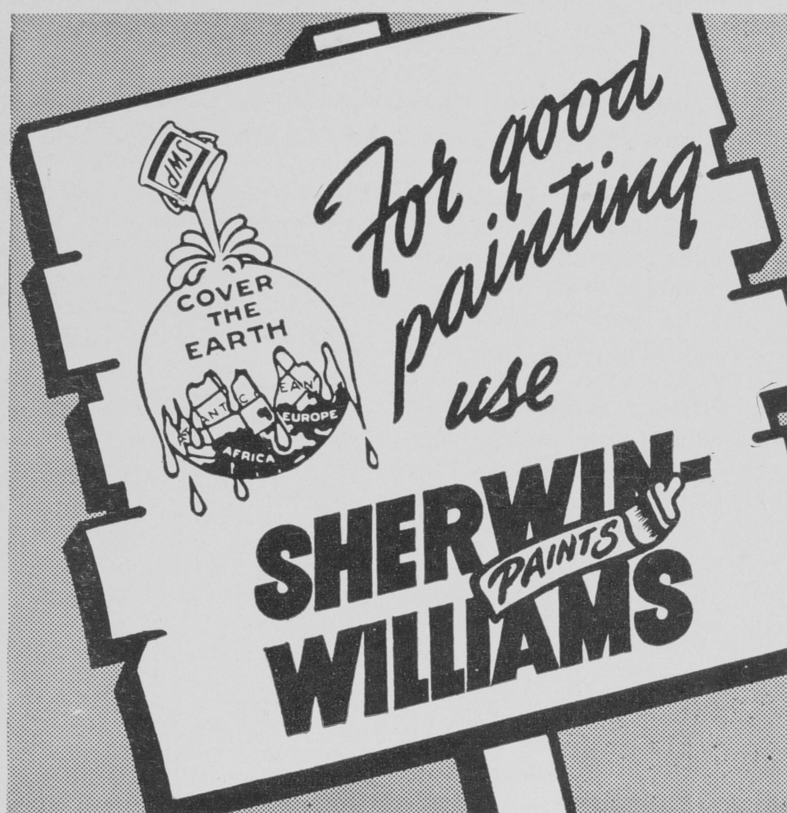
As the U.S.E.D. and the American Air Force moved out, in moved the Royal Canadian Air Force—an advent that in many ways was to prove particularly beneficial to the R.C.M.P. For instance, in mid-September, 1944, a terrific storm burst upon the Western Arctic coast at Tuktoyaktuk in the estuary of the Mackenzie river. The wind reached 80 miles an hour and caught the small schooner *Cally* in the open with ten persons aboard and her hold and decks loaded with freight.

The R.C.M.P. detachment at Aklavik didn't learn of the tragedy until two weeks later, by which time the season was so far advanced that an investigation by boat was impossible; ice had already formed in many parts of the sea and on the inland bays. As there was no snow, dogs could not be of help. One alternative presented itself—the aeroplane.

An R.C.A.F. Norseman equipped with floats responded to the call, and an investigation by air established that none had survived the ill-fated craft. By definitely ascertaining that no one was cast adrift on an ice floe or marooned on some part of the bleak shore, not only was the torment of "not knowing" eliminated but an early report made it feasible to wind up the decedents' estates promptly, some of which ran into huge sums and in which the Government held a share.

In the North, the aeroplane has played a leading role in other such incidents, and doubtless will continue to do so to an even greater extent.

The snowmobile may someday become the chief means of general Northern winter transportation. That improvements will eventually make it serviceable for many detachments seems certain. The hoary belief that "north of 60" is so cold that mechanized units can't be operated there has been proved false, if by nothing else than the results of Exercise Musk-ox (see *Polar Progress*, 12 R.C.M.P.Q. 51) and the experiences of the army and air forces in the dead of



winter. Admittedly, mechanical transports have their limitations, but so too have dogs and humans. The opinion is offered that in the operation of machines often as much if not more trouble is encountered in the so-called "sunny belts" as in the Mackenzie district.

* * *

To many in other parts of Canada, the North is little more than a vast wilderness populated mostly by a few natives. Until the war opened our eyes four decades went by with hardly a sidelong glance at this territory. Then suddenly we awakened to a great sprawling land lush with raw resources, saw industry spring up in a dozen or more places and forms to tap her potentialities and lay bare her treasures. There are many glowing examples. Yellowknife and its vicinity envisages the biggest gold mines on the globe; Norman Wells claims an equally glorious future for its oil, and on the shores of Great Bear Lake one of

the world's largest radium ore mines is proving up better with each passing month.

Yes, industrially and economically the North's future is ahead of it, and "G" Division of the Force, ever watchful, will keep pace with its progress. Thus old ways will go as the new beckon. Inevitably Vice follows Virtue in modernization trends. Where, as in the Arctic, information often is slow in reaching the authorities, it is highly important that a quick and expedient means of transportation be available. Delay may spell decay. Emergencies, crime, and such offences as the illegal trapping and poisoning of animals that of recent years were rife in the barrenlands all emphasize the Force's need for "going places" in the North with up-to-date methods. Whether it be to uphold the right or stamp out wrong, "G" Division will keep abreast of the times and look to the future in the matter of its transportation.

The Force and Literature

by T. MORRIS LONGSTRETH

A well-known author discusses the relationship between the Mounted Police and literature, and predicts that "the Force is in literature to stay".

WHEN Sir John A. Macdonald assembled the Mounted Police, he did not dream that he was giving a new theme to literature. Nor did the originals foresee the school of fiction they were founding. In those harsh early years it required a sturdy faith to assert a future for the Force. Nobody was prophesying fame, still less a tie-in with Shakespeare, the immortal Dickens, and Canadian literature.

* * *

PERHAPS the Shakespeare allusion needs clarifying. The Old-Timers' Column of the April, 1948, *Quarterly* carries a story of Reg. No. 4791 ex-Cst. H. Rosenkrantz, a Dane who joined the Force in 1908. Four years later, at his father's death, this man became Baron Rosenkrantz and returned to Denmark to take over the family estate. He kept in touch with Canada, however, revisited the West in 1938, and writes a most interesting letter about "the five damned years" of the German occupation. With the reticence becoming to a Mounted Policeman he leaves mention of the Shakespeare connection to another—John A. Gade, who reveals it in *All My Born Days*, a book of experiences while a naval intelligence officer in Europe.

Mr. Gade occasionally visited the Rosenkrantzes at Rosenholm, the family's castle in the north of Jutland. The castle rose from a lake and was surrounded by glorious beech trees.

Mr. Gade writes:*

"On one of my first visits I asked my host (an uncle of ex-Constable Rosenkrantz) jest-

T. Morris Longstreth is familiar to members of the Force as the author of *The Silent Force*, *Sons of the Mounted Police*, and *In Scarlet and Plain Clothes*. He has written a score or so of other books as well, and thus by experience and training is eminently fitted to make the original analyses which he sets forth in this fascinating article.

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ingly: 'I suppose you claim kinship to the Rosenkrantz in Hamlet?'

"Yes, I do", he answered so soberly that it puzzled me into continuing:

"You can prove it, I suppose?"

"Yes", he replied, 'I will as soon as dinner is over.'

"We walked down to the billiard room, where hung the Rosenkrantz family tree. Running his finger up through the generations, until he came to the time of Queen Elizabeth, he said, 'Do you see this Rosenkrantz?'

"Yes", I answered.

"Well, now run over one bracket. What is his cousin's name?"

"To my astonishment I read GYLDENSTJERNE.

"Those two cousins", he continued 'were sent to London on a naval mission, just at the time Shakespeare was writing his Hamlet, and hung around the alehouses and the court for a number of months. Shakespeare was of course hunting for good Danish names. He could not possibly have hit upon those two names and combined them, unless the two cousins had given him the suggestion.'

"I told the Baron he had proved his case."

The Mounted Police, though convinced, called another witness through force of habit before laying claim to any such unique pretensions as that they were related, through one of their number, to the cast of *Hamlet* and the Bard of Avon. Headquarters communicated with another Dane who is an old friend of the Force, Capt. John Hundevad, of Ottawa, editor-in-chief of *The Legionary*. He, at the age of 12, had spent a six-weeks' holiday at Rosenholm at the very time when Constable Rosenkrantz was assistant riding instructor at Depot Division, Regina. When Constable Rosenkrantz returned to his homeland he told young Hundevad, another keen horseman, so many exciting stories about Canada that he packed up and emigrated to the Dominion a few years later and—*found them true*. He had all the more reason for being convinced of the validity

of the Rosenkrantz deductions as to their contact with the living Shakespeare.

Just for fun I opened my *Hamlet* to see if Constable Rosenkrantz's ancestor foreshadowed any characteristics proper to a Mounted Policeman. I did not have to hunt far. There in Act IV, Scene 2, where Hamlet unexpectedly comes upon Rosenkrantz and Guildenstern "in another room of the castle", Rosenkrantz immediately says, "What have you done, my lord, with the dead body?"

Spoken like a peace officer!

* * *

THE Force's tie-in with the creator of Mr. Pickwick, David Copperfield, Mr. Micawber, and the Wellers, rests on official records, yet has the glamour of mystery.

Charles Dickens' third son and fifth child was born Jan. 15, 1844, and christened Francis Jeffrey. Later he was nicknamed Chickenstalker by his affectionate and doting father. For some unexplained reason he was educated on the Continent. He was brought back to England to go into business but could not stick it and left for India to visit his brother Walter, who died while Francis Jeffrey was on the way out. He joined the Bengal Police and became district superintendent in his 20's. At Charles Dickens' death in 1870, Francis Jeffrey, now suffering from sunstroke, returned to England. In spite of inheriting his father's gold watch, he was not always punctilious as regards time. He outstayed his leave in London and lost his commission in India. He came to Canada in the spring of 1874 and on November 4 of that year was appointed sub-inspector in the new North West Mounted Police, as the Force was then known, but "lost" a couple of days in Toronto. This lapse from punctuality cost the junior officer nearly \$200 as he had to defray the expenses incident to rejoining the Force from his own pocket.

However he shook down into the service and saw 12 years of active duty

which culminated in the half-breed uprising of 1885 and his defence of Fort Pitt, a police outpost on the north branch of the Saskatchewan river. The story can be read in all the histories. His gallantry was praised in the press and a medal awarded. Sir Henry Fielding Dickens, the last surviving child of the great novelist, shortly before his death 15 years ago, asked that this medal be placed in some museum connected with the Mounted Police and for the past five years it has reposed in the R.C.M.P. Museum at the Depot barracks.

Francis Jeffrey's increasing deafness and debility led to his being invalided in 1886 with a gratuity of 12 months pay in appreciation of his services. Three months later he was dead. His body lies buried at Moline, Ill.

The mystery begins when one starts to think about this man, so long in a responsible position, so little known. His father's biographers barely mention him. His brother officers found him an enigma. A few intimates called him "Dickie", but his manner is most often described as absorbed, almost morose. He had two confidants, an Irish retriever and a favourite shotgun. The most familiar picture given by his associates is that of a thin, smallish, heavy-bearded man with reddish brown hair strolling off on the prairie with these companions, neither of which could embarrass him with questions.

People persisted in asking why he did not follow in his father's footsteps and write books. When sufficiently goaded he had an answer to that. He would write one book, he said acidly. Its subject would be the prohibition-dry Northwest Territories, its title "Thirty Years Without Beer". It would have been a corker.

It is a commonplace that the sons of genius almost never exhibit the drive, the intensity, the quality of inspiration of the father. So one accepts Francis Jeffrey's differences, his saturnine moods in contrast to Charles Dickens' expan-

siveness and exuberance. Perhaps his coldness was a mask for sensitiveness. Perhaps his tendency to withdraw may have been a seeking of what William Penn called the "fruits of solitude". It must be difficult to be the offspring of one of the most loved and idolized men of your time. To Francis Jeffrey it may have grown intolerable.

Yet I think the mystery goes deeper than that. Why did Francis Jeffrey Dickens decline to talk about his father? Where was the natural pride in such a family celebrity? In a CBC broadcast three years ago, Mr. James McCook, now with the Canadian Press in England, pictures Charles Dickens' gold watch that "timed the pages of David Copperfield and marked the minutes as the Indians howled about Fort Pitt" as a drama of contrast which the elder Dickens would have seized with rapture. But the son disposed of the gold chain to a batman and the watch itself to an acquaintance. Did he feel no attachment to the heirloom? Or none to his loving father? And if so, why? Some psychoanalyst may have the answers.

* * *

WE come now to a literary connection that resembles a constellation in which the most distant star is Henry VIII's last (and only successful) wife, Catherine Parr, and the nearest is Reg. No. 12695 Cst. F. J. Bigg, the great-grandson of Catherine Parr Traill, a direct descendant of that Queen. Constable Bigg is thus doubly a Royal Mounted Policeman. And one of bluff King Hal's finger rings is said to be still in possession of the Strickland family, also descendants of Catherine Parr.

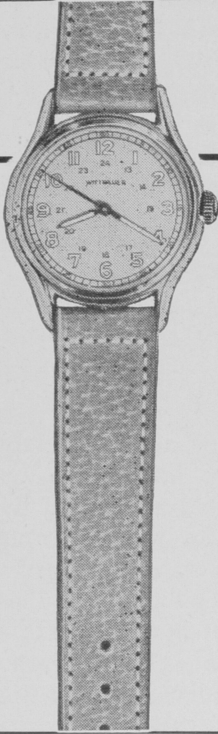
Mrs. Traill was one of nine children born to Thomas Strickland of Reydon Hall, Suffolk, England. The family was rightly called brilliant. Six of these nine won fame as writers, thus eclipsing the three writing Sitwells' current record. The two eldest daughters, Elizabeth and Agnes, wrote the well-known *Lives of*

the Queens of England. Three others of the six came to Canada and their books laid a solid foundation for Canadian literature. *Twenty-Seven Years in Canada West*, written by Lt. Col. Samuel Strickland, founder of the town of Lakefield, Ont., is a source book of information of the Huron District a century ago. Mrs. Traill wrote fiction, *Lost in the Backwoods*, first entitled *The Canadian Crusoes*, and very informative fiction it was. Her *Studies of Plant Life, or, Gleanings from Forest, Lake and Plain*, is a most interesting and attractive volume. Her *Cot and Cradle Stories*, dedicated to children and grandchildren alike, contains one story written at 16 and another written at 93!

Susanna Moodie, another Strickland, is probably the best known today, thanks to her *Roughing It in the Bush*, a work invariably included in any study of Canadian literature. It gives vividly the impact of the wilderness upon a refined woman and pictures the price of independence as of the middle of the last century.

The Strickland constellation contains two stars of the North West Mounted Police. D'Arcy Edward Strickland was appointed inspector on Nov. 15, 1891. Four years later he was directing the erection of Fort Constantine on the Yukon river. After five tremendous years of the Gold Rush days he went to South Africa, then back to the Canadian West where he died at 39 and is buried in the police plot of Fort Saskatchewan cemetery. He belonged to the empire-building wing of the Strickland clan.

A friend of Inspector Strickland was ex-Supt. John Douglas Moodie, who died recently at the age of 99. It might be inferred that this officer was related to Susanna Moodie, but he came into the Strickland orbit by marriage, his wife being a Strickland. In all likelihood he met her on one of his visits with Inspector Strickland to the latter's home at Lakefield.



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Constable Bigg reports that there are several other members of the Force now serving who are blood relatives of the Strickland family.

* * *

THESE instances of the Force's chance relationship to literature are mentioned for the record. Of far greater importance is the body of writing by Mounted Policemen that is slowly being built up.

It began early. Before the N.W.M.P. was ten years old Reg. No. 254 Sub-Cst. Jean D'Artigue had written *Six Years in the Canadian North West*. This French professor of mathematics served in the Force from 1874 to 1880 and then went back to Basses, Pyrenees, France, to write it. *Sergeant 331*, a privately-printed book, is the "Personal Recollections of a Member of the Canadian North West Mounted Police from 1879-1885", written by Reg. No. 331 ex-Sgt. F. J. E. Fitzpatrick.

Reg. No. 869 ex-S/Sgt. M. H. E. Hayne wrote *Pioneers of the Klondike*. But the best of these early books was by Reg. No. 1094 ex-Cpl. J. G. Donkin, and entitled *Trooper and Redskin*, Recollections of Life in the North West Mounted Police. This eye-witness account is vivid, humorous, and well-written.

Space permits mention of only four more titles culled from an extensive list of writings by Mounted Policemen. *Forty Years in Canada*, by ex-Supt. (Sir) Samuel B. Steele, K.C.M.G., C.B., M.V.O. *Mounted Police Life in Canada*, by ex-Supt. R. B. Deane; this record of 31 years service pulls no punches. *Policing the Top of the World*, by Reg. No. 9754 ex-Cst. H. P. Lee, an unexaggerated account of what actually goes on up there. *The Law Marches West*, by ex-Inspr. (Sir) Cecil E. Denny, Bt.

Three of these narratives were written by originals of 1874, and all of them by responsible men who had been on

the spot. They reveal the living details of times and ways which cannot be recreated by hearsay. They are amusing, scorching, sometimes bitter, sometimes nostalgic, but they are graphic and afford an unforgettable view of "the good old days". They may err in places but they greatly illuminate and must not be lost; nor need they be, now that science can reproduce the printed page so cheaply. R.C.M.P. Reference Library, at Headquarters, Ottawa, has acquired most of these books. But libraries at divisional headquarters could helpfully contain copies of every book that the Force has written about the Force. The list can be extended to include authentic writing by others who have not directly served, so that the constable who has begun Harwood Steele's *Policing The Arctic*, for example, in Regina, can finish it at Edmonton.

There is a reason for this that goes deeper than entertainment, deeper even than sentiment. The reason is that the Mounted Police and literature are inseparable and always will be. This is because the Force works with human nature, the stuff of literature. The Force touches life at every point. It deals with justice, maladjustment, crime, and death. It is backed by right, the greatest power in the world. From this backing it draws courage and integrity and farsightedness. Its personnel largely embodies youth and so it is particularly in a position to influence the young. It combines those elements that all men envy—physique, efficiency, power, and the necessity to venture.

Now literature is one channel of power and perhaps its deepest, therefore the Force cannot help but beget literature.

* * *

SO FAR, unfortunately, the literature by or about the Force has not been adequate, let alone great. Reg. No. 8874 S/Sgt. T. A. Culham, M.A., Ph.D., of the Force has recently written an en-

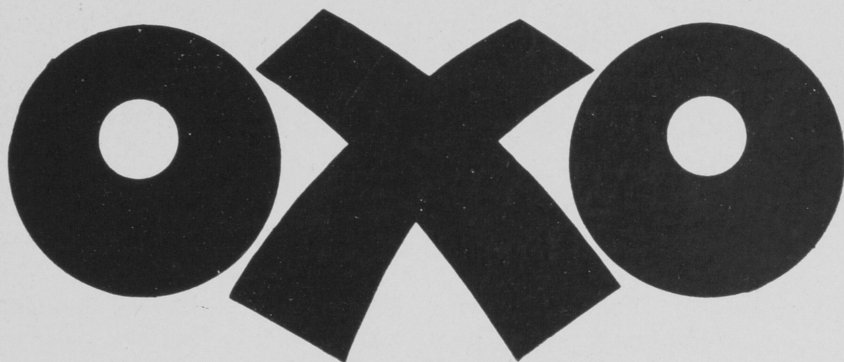
lightening thesis for his doctorate degree on "The Royal Canadian Mounted Police in Literature". His investigation, pursued by questionnaire, library report, and observation, confirms the sorry situation that we have surmised. His figures show that the public's reading about the Mounted Police is almost wholly fiction, and rather cheap fiction at that. The questionnaires reveal how lamentably these readers had been misinformed about Mounted Police life, its routines and reasons for being.

If the Force were a myth, like Sherlock Holmes, the inaccuracies and misconceptions instilled in continents of readers would not matter. But the Force, at first useful, then important, and now of national stature, cannot afford to be misunderstood any more than Parliament or the Supreme Court can afford to be misunderstood. The growth of Mounted Police usefulness until it has become an essential and reassuring part of the country's well-being is an object lesson of what can be accomplished by singleness of purpose when that purpose is good, and when men are intelligently led. It is important that people, in Canada and out, should know, precisely and accurately, what is going on. Probably literature will be the informer, given time.

Great literature takes time to grow. It has a life-cycle like everything else. It begins with an accumulation of people's deeds, emotions, thoughts. Out of this age-long accumulation a legend grows. Then some genius is fired by the legend and writes his "Iliad" or "War and Peace" and greatness is given form to outlast its origins.

Already the Mounted Police has reached the second, legendary stage. The legend, though far from satisfactory, is everywhere recognized. I need not even mention its three words which the Force deplures. But it is a start. Now that the Mounted Police work deepens in motive and expands in scope the legend will take

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on weight and correct itself. The jack-daw writers who carry off bright threads of the police story to weave their pulp sensationalism will be superseded by some authentic genius who will gather the adventure and the misadventure, the greatness and the littleness, the humour and vanity and the supreme rightness of the last three-quarters of a century, into some magnificent portrayal that is worthy of the Force.

It will shock the Force no doubt, for genius is never quite as we would like

it, never quite welcome at first encounter. But at least something great will have come out of all this great endeavour, like from like. In its Youth and the Police movement, that inspired effort to capture the imagination of the nation's youth, the Force has taken the surest way to see that this forthcoming writer is rightly informed. Perhaps this very minute he is in grade school listening breathlessly to some authority in uniform. It's my guess that the Force is in literature to stay.

Literary Renaissance

OUR culture now goes a little deeper than game preserves and fish hatcheries. It may pay, in this mechanized age, to be picturesque. But to accentuate the few medievalisms in our midst is as deluding as to try to turn our Royal Mounted into an army of "Rose-Maries".

ARTHUR STRINGER, poet and novelist,
at the Canadian Authors' Association 1948 convention.

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VARIETIES

The Calgary Stampede

BY

CST. W. F. G. PERRY



THE smell of frying bacon and the chant of cowboys halt you as you stroll down the street. You start across to a chuck wagon hitched outside a hotel and just in the nick of time scamper to the side-walk to avoid being run down by a fast-riding cowboy on a spirited buckskin. A gaudily-bedecked Indian gazes at a lumbering stage coach lurching by. The clop-clop of horses' hoofs mingled with the jangle of spurs and the occasional bark of a .44 leaves no doubt in your mind as to your locality. No, it isn't 1848—it's July, 1948, and pardner, you're in down-town Calgary, Alberta!

For seven glorious days each year the Old West reigns supreme and people from every part of North America converge excitedly on the foothills city to witness this most colourful Western event—The Calgary Stampede.

Hitching posts adorn the buildings. Feed and water troughs are set up on

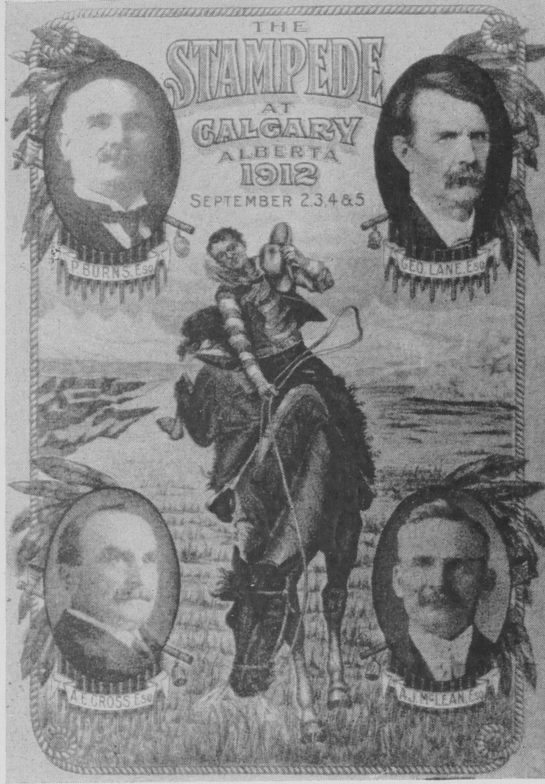
the main streets. Western orchestras play loudly from hayracks, and cowboys and cowgirls, old-timers and Indians join with tourists and residents to make merry. Everywhere Western regalia is worn. Stores feature cowboy clothing for all. Horses and coaches are in prominence and the spirit of frontier friendliness infects everyone.

The Calgary Stampede is no tender-foot extravaganza, no show-off place for drug-store cowboys. It's a hard-bitten, down-to-earth, honest-to-gosh exhibition of the finest horsemanship and frontier culture on earth. It features competitions for world and international championships in bareback bucking, saddle horse bucking, roping, racing and kindred achievements so close to the Western heart.

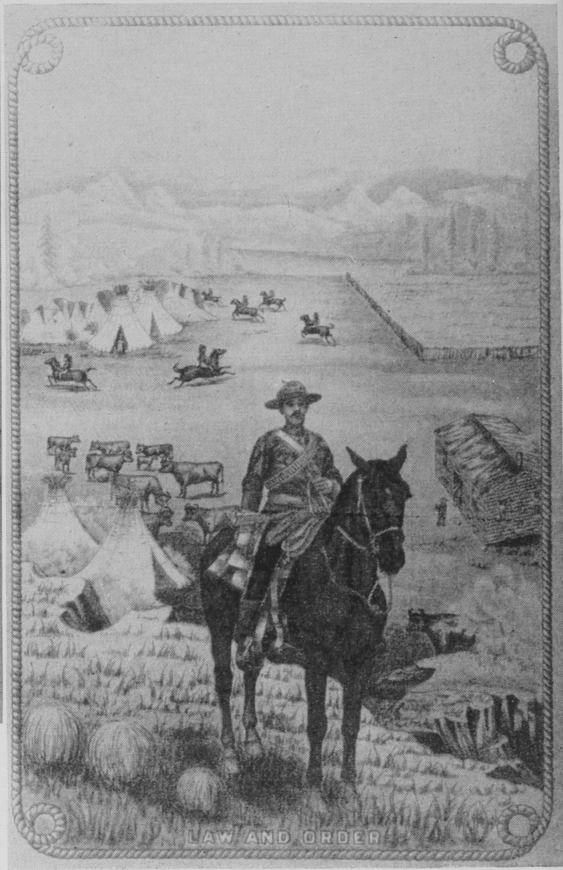
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THOUGH the first Calgary Stampede, as such, took place in July, 1912, the stampede's origin goes back to the

For a hectic week every July, cowboys in picturesque ten-gallon hats and Indians in traditional beaded buckskin flock from all parts of Canada and the United States to the Calgary Stampede, world's greatest rodeo display of daring and skill. Founded by four foothills' ranchers, this renowned annual event has continued with unabated popularity since its inception in 1912. And the Mounted Police, founders of cow town itself in 1875, have participated regularly in one way or another.



Front cover of Calgary stampede program, 1912.



early 80's when the West was dotted by only small communities and large ranches. Proud indeed was the ranch that could boast of a crack bronco buster or a deft roper.

Soon the fame of some cowboys spread, and others, intent on showing their skill, would challenge all and sundry to compete. Often the contests were held on the open prairie, with just two rival ranches competing. The wildest animals available were used, and the cowboys would demonstrate their skill to a fighting finish.

Then gradually the contests were arranged so that a large number of competing ranches could participate, and dates before the fall round-up were set aside for them. By natural growth American and Canadian rodeos sprang up, and some of the best cowboys made it a summer occupation to travel from one rodeo to another, living on the prize money they won.

Calgary became the focal point of the Western Canadian competitions. That

was natural, for it is situated in the heart of the cattle country. Yet this was not the only reason. In 1884 an exhibition was mooted in the editorial columns of the young and lusty *Calgary Herald*, and two years later one was held at Calgary to demonstrate the productivity of the Western farm and encourage recognition of the West as an integral part of Canadian economy.

These continued and were so successful that a permanent site was obtained by purchasing 94 acres of land, now practically in the centre of the city, for exhibition purposes. Buildings were erected and, though there is little record available of cowboy competitions, we know that with the gathering of ranchers to view the exhibits, talk turned to boasting of the prowess of ranch-hands, and boasting called for "put-up or shut-up" tactics. Thus Calgary became the Mecca for stockman and trail herder bent upon

proclaiming his abilities to the cowboy world.

In 1901 to coincide with the visit to Calgary of the Duke of York, later to become King George V, the first stampede was organized. In 1912 four prominent Calgary citizens guaranteed prize money and expenses for a full-fledged stampede by depositing \$100,000 to the credit of the stampede association. This sum is said to be the largest paid out for any stampede up to that time.

The 1912 stampede was an outstanding success and the forerunner of the present-day stampede. Typical of the Old West, the program printed for the occasion contains 64 pages of information pertaining to the stampede, to Western life, and a consolidated history of the North West Mounted Police. It is interesting to note rule No. 1 governing behaviour and so forth:

"Any person showing the effects of too much liquor cannot assist or compete in any event".

A range-land dictionary was included to acquaint the greenhorn with the Western vocabulary, while Charles M. Russell, noted Western artist, personally exhibited his paintings and drew sketches that later became famous.

Interesting too is the fact that the bucking contests and relay races embraced competitions for cowgirls, and old-timers relate that many a good demonstration was executed by the "weaker sex".

Prominent also were the Indian events. Of course the Indians had full rights to compete in the open events with all comers. And they did well. But special activities were arranged for them only, and Indian displays and pageants were presented.

Prizes included: First in each of the cowboy and cowgirl bucking horse contests and in the cowboy steer roping contest—\$1,000 and a fine saddle; steer bulldogging gave the winner \$500 and a fine saddle, as did bareback bucking horse

"Jitterbugging" in the cowboys bareback bucking horse contest with surcingle.

(Photo by Harry Befus, Calgary Herald)



riding and cowboy fancy roping, cowboy trick and fancy riding and cowgirl relay race contests. Second and third prizes were in proportion. Total prizes for the major events amounted to \$14,700, and there were prizes for minor events as well. The cowboy who made the fastest time in roping, whether his aggregate roping won him a prize or not, received an additional \$500. Recognition was given to the best roping horse by awarding its rider \$200. The best bucking horse won its owner \$100 and the animal was bought by the committee for a further \$300.

* * *

TODAY the Calgary Stampede shows the result of 36 years of trial and error in its smooth-running, high-tension operation. It is patronized by people from every part of this continent, and the most famous cowboys of our day are on hand to compete.

Competitions for the following titles are held: North American Champion Bucking Horse Rider; Canadian Champion Bucking Horse Rider; North American Champion Calf Roper; Canadian Champion Calf Roper; Champion Bareback Bucking Horse Rider; Men's Wild Steer Riding Champion; Boys' Wild Steer Riding Champion; Champion Wild Steer Decorator; Wild Cow Milking Contest Champion; North American Champion All-round Cowboy; Canadian Champion All-round Cowboy.

Hundreds of entries are received, and a continuous six-day show is required to determine the leaders.

These competitions are staged by cowboys from all over the Great West—by men who come from American, Mexican and Canadian ranches, and by Indians of the various tribes. Interest is keen, and every precaution is taken to ensure that the best riding material and the finest sportsmanship prevail.

Where do the bucking horses for the stampede come from? That's an interesting subject. About 300 are used

throughout the show. Highly important to any Western rodeo is the calibre of its bucking horses. To get the most savage animals procurable, scouts tour the range lands months in advance. Some 20 minor rodeos in Alberta, Saskatchewan and British Columbia, held prior to the Calgary Stampede, provide a reliable means of estimating the capabilities of bucking animals and cowboys regard them as useful preliminaries to the "big event". Upon proving their ability by putting on a good show, many of the animals are purchased from small owners and each is tested with a 300-pound dummy, known to cowpokes as "Sammy", which is placed on the backs of the selected beasts to see whether a rider will always cause them to buck.

The animals selected are placed in large corrals and fed three gallons of oats a day to pep them up. Contestants draw for them and, if in the opinion of the judges an animal fails to put on a satisfactory performance, a "re-ride" is allowed.

The action as the horses leave the chutes with their riders is thrill-packed. Frequently riders are injured and occasionally one is killed. As often as not the horses succeed in throwing the rider who must be quick to avoid the flailing hoofs as the animal continues to buck, roll and sunfish until he is "hazed" into a corral by outriders. Sometimes an animal injures itself; sometimes, after dislodging the rider it plunges into a dead run and crashes into a fence or other obstacle with such force it breaks its neck.

Anyone familiar with Western lore and song will recall the names of such famous horses as Midnight, Five Minutes-to-Midnight (so-called because he was almost identical to Midnight), Fox (later called No-Name), Cyclone, Steamboat, Stand Clear, Tumble Weed, Bassano and Home Brew. These animals were Alberta-bred, though much of their fame came to them under American skies. And there is a host of others.

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For steer-roping, steer decorating and wild-cow milking events, wild cattle are herded in from the open range. Early stampedes featured animals from Mexico, but now they come mainly from Canadian and American ranges. Often the cowboys find themselves on foot in the arena with a vicious steer after them. The crowd gets its fill of excitement as other cowboys try to haze off the maddened pursuer or a fast pick-up man rides by and whisks the pursued up behind his saddle.

The cowboys who compete in the annual stampede are a class unto themselves.

Those who have risen to fame inside the corral have attained a niche of their own in the story of our Canadian West. "Nigger John" Ware is probably the most famous of the old Calgary school. Also deserving of mention is the late Emery Lagrandeur, one of the few cowboys who made a qualified ride on Fox. Men like Clem Gardiner, Pete Lagrandeur, Bob Carry, Guy Weadick and Frank Sharp are dear to the hearts of the stampede enthusiasts.

Pete Knight who came from Crossfield, Alta., is known in Western song for his deeds. He came up the hard way, against odds and bad luck to become one of the most famous of cowboys—not only in Canada, but in the U.S.A. Recognized as the undisputed champion bucking horse rider of the present generation, he was killed in a bronco-busting contest at Hayward, Cal., on May 8, 1937, on a horse called Slow-down. In



A 1925 Calgary Stampede float, bearing original 1874 members of the Force, commemorates the founding of the foothills city 50 years before. *Left to right:* ex-Csts. G. M. Steele (regimental number 18A), R. E. Steele (18), J. Herron (913), F. A. Bagley (247), and G. C. King (304). Mr. King subsequently served many years as Calgary's first postmaster and is believed to have been the first member of the N.W.M.P. troop to set foot on the site the city now occupies.

tribute to his popularity and accomplishments, a full-length motion picture of a first-class type is to be produced in the near future on his life.

* * *

THE cowboy realizes that his prowess alone does not win the roping and decorating contest, and is the first to admit that without his cow pony he would be lost. Born of range-land stock in most cases, the cowboy's horse is the cowboy's perfect companion, and without him few, if any, cowboy classics could be provided. His value depends on his intelligence and training, and a good one sells for as much as a fine race horse.

On the range the cow pony carries its master through large herds of cattle in a quiet manner to avoid frightening them and causing a stampede. Aware of

what is wanted it will twist and turn with a running steer to allow its rider every opportunity to use both hands for roping, and it braces itself and holds the lasso tight by backing up slowly when its rider dismounts to throw the steer.

In the arena the cowboy's horse displays the same intelligence without needing to be reined, and the best one gets an award for its master, judged on its own merits.

In many ways the most spectacular event of the whole stampede is the champion chuck wagon contest. This competition between outfits is staged in heats. A chuck wagon, which as most of us know is the wagon carrying food and other necessities that follows the trail herders or cowboys at round-up time, is drawn by four fast horses in a race that

requires not only speed but skill and nerve to win.

All the wagons are arranged in the infield of the arena and set out behind them are tent poles and canvases, under each of which is a cook stove. Four outriders mounted on fast saddle ponies hold in position the wagon horses of every competing unit and, when the signal is given, throw the stove, canvas and poles into the wagon box. This done, the driver weaves his team in a figure eight around two barrels and then hits the mile track at a dead run with the outriders hard on their tail.

The light rattling wagons often collide and frequently there are bad spills; the entire race is one of great hazards and narrow escapes. To qualify, all outriders must cross the finish line with their outfits, and points are lost for various infractions.

These races are staged each evening, leading up to the eliminations and final championship. The keenest rivalry

exists, for actually it is a contest between ranches. Fine-spirited horses are used and the sight of them galloping all out over the course beggars description. To Calgary go sole honours for originating this type of race which now is very popular throughout the West.

* * *

WESTERNERS have a special fondness for the Mounted Police whose reputation and prestige have grown steadily since they trudged across the prairies in 1874. Recognition was accorded the Force at the inception of the Calgary Stampede by featuring a coloured picture of a Mounted Policeman on the stampede program. Some mention of the Force invariably is included and the custom has long been followed of detachment members dressed in "review order" camping at the stampede grounds each year.

A full-sized stuffed buffalo adorns the outside of the Mounted Police hut which is made of whitewashed logs, while the

Chuck wagon race, Calgary stampede.

(Photo by Harry Befus, Calgary Herald)



inside is occupied by an old-type wooden cell, fur robes and regulation equipment that never fail to evoke curiosity. A visitors' register is kept and in it are thousands of names. Adjacent to the Indian camp, the hut serves as a temporary detachment from which supervision is maintained over the Indian tribes that assemble during the week. The Mounted Police have on occasion ridden in the stampede parade, and it has been said that the parade never seems complete in the absence of such a contingent.

At an old-timers' hut, ranchers and residents forgather to relive the old days and compare experiences. There is also a stampede post-office, and a special *cachet* stamps all mail sent from the grounds. Such letters are sought after by stamp collectors the world over.

Of course the agricultural fair, with its fine display of livestock and industrial exhibits and the regular midway with its shows and rides, is held in conjunction with the stampede. Fancy riding and roping are demonstrated each day before the grandstand audiences, and numerous

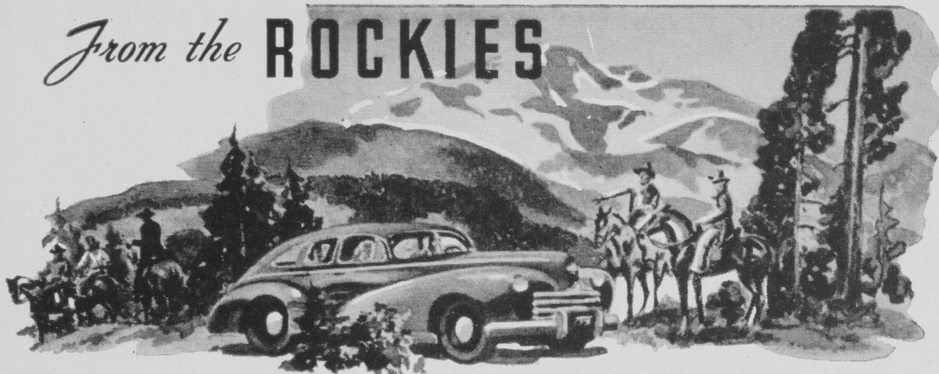
other attractions all lend variety to the stampede program. Seating capacity for upwards of 17,000 persons is available.

Last year, an additional event was added—a stampede queen contest with candidates for election sponsored by various civic groups. The chosen maiden is provided with full Western costumes in modern fashion, and after her reign at the Calgary Stampede she is sent to American rodeos, and also travels to Madison Square Gardens, New York City, as the Calgary Stampede envoy. This feature is being continued and eligibility for the nominations has been widened to embrace candidates from other Alberta centres.

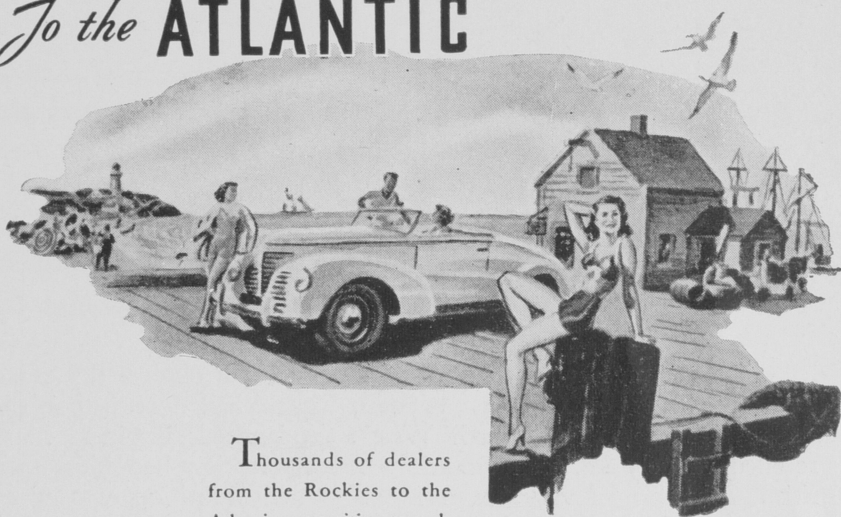
From the big down-town parade that officially opens the week to the superb fireworks of the last evening, the stampede is a spectacle unequalled in Canada. Tickets are reserved many months ahead of time and thousands of dollars are lavished on the event. Truly the Old West will never die as long as there is a Calgary Stampede.



From the **ROCKIES**



To the **ATLANTIC**

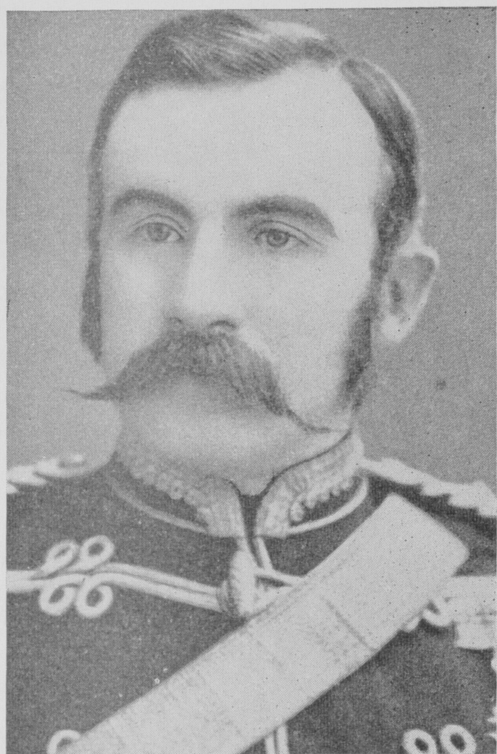


Thousands of dealers
from the Rockies to the
Atlantic are waiting to wel-
come you at the friendly
sign of the White Rose.

STOP *at the*
SIGN of the
WHITE ROSE

"The pick of them all!"

CANADIAN OIL COMPANIES, LIMITED



First Commissioner
George Arthur French, appointed Oct.
1, 1873; resigned Oct. 7, 1876.

A Short History

1873

BY JOHN

The full tale of the Force's 75 years' service cannot be told within the compass of a magazine article. The author, as official historian of the R.C.M.P., terms this a summary in which he touches only briefly upon

TO THE average Canadian mind of the early '70's, Western Canada, "The North West", stretched vaguely between Ontario and British Columbia—a veritable *terra incognita*, an unknown land. The great territorial monopoly of the Hudson's Bay Company, granted under charter by Charles II of England, became, in 1870, the property of the Dominion of Canada, 200 years after the affixing of the royal signature to one of the most generous and mutually profitable covenants of all time. And a young but far-seeing statehood centred at Ottawa hurdled a thousand miles of wilderness to assume an enormous accession—an immensity of virgin soil, a region of magnificent promise to the settler.

Hitherto, occupation of the north-western plains had rested upon the savage; barter and exploration had gone forward by sufferance of the natives; the log trading-fort had become an accepted attribute of Indian life. In the nature of

selective choice, the era of initial conquest had drawn upon those best fitted to its needs; but in 1867 a more ambitious conception had blossomed, an enlightened transition was visualized, a new conquest was launched, intimately bound up with the scheme of a great confederation.

Three years after the initial fusion of Canadian interests in the East, the Province of Manitoba was created in the

*Mr. Turner, historian of the Force since 1939, died at Ottawa, Ont., June 28, 1948. He had been engaged in writing a chronological history of the Force, dealing with the organization in all its phases from its inception. His writings also include contributions to outdoor publications in Canada and the United States. At one time he was on the staff of the *Canadian Geographical Journal*, for which he wrote on history and wild life, and until his death was conservation editor of *Rod and Gun*. Born in Toronto, Ont., in 1880, he was educated at Lakefield Preparatory School, Lakefield, Ont., and at Trinity College, Port Hope, Ont. During his lifetime "Pete", as he was called by those who knew him best, travelled both the beaten paths and the out-of-the-way places of

of the Force

1948

PETER TURNER

the milestones in the history of the old North West Mounted Police, the Royal North West Mounted Police, and the present-day Royal Canadian Mounted Police.

West—to be included in the Dominion. British Columbia was soon to follow. Pushing wide the main gateway to the plains, the ambitious town of Winnipeg sprouted from the embryo of old Fort Garry, and a land of extraordinary promise loomed beneath Western skies.

Plans for the linking of East and West by a transcontinental railway were born. But before the rich resources of the recently-acquired realm could be devel-

Western Canada, gathering folklore and other material for stories. A close friend of the late Commr. A. G. Irvine and of the present Commr. S. T. Wood, C.M.G., he was also well acquainted with numerous old-timers in the prairie provinces and former members of the N.W.M.P., R.N.W.M.P. and R.C.M.P., and before his appointment as official R.C.M.P. historian he specialized in historical articles about that part of Canada he loved best—the West. A sportsman all the way, he won the Canadian championship for trapshooting in 1905, was a veritable encyclopedia on hunting, fishing, camp lore, Canadian birds and animals, and for many years belonged to the council of the Canadian Conservation Association.



Present Commissioner
Stuart Taylor Wood, C.M.G., appointed
Mar. 6, 1938.

oped, a new order was needed throughout what had always been an enormous Indian battle ground and buffalo pasture.

Incidental to the transfer of the Western country from the Hudson's Bay Company to Canada, a semi-native opposition, under the leadership of the impetuous, 24-year-old Louis Riel, flared on the Red River near Fort Garry. Barely was that uprising suppressed by the Red River Expedition in 1870, than startling stories began to filter eastward. Lawless adventurers were debauching the red men of the plains as a means to an appalling reign of robbery. Tribes were being inflamed against tribes, Indians against whites. In fact, the tidings from the "Far West" were sufficiently substantiated to warrant prompt official action; the new conquest called for precautionary and courageous planning.

It became the duty of the young Dominion to furnish to the Western realm an adequate measure of the national authority, an efficient security for

settlers and natives, and a guarantee of protection for the proposed railway.

At this time, the American frontier directly south of the Canadian plains displayed a diametrically marked contrast to Saskatchewan country in the field of Indian trade. South of the line brazen defiance of civilized amenities found ready tolerance. Often, as against the ethics followed by trading interests in the North, methods took the form of ghastly inhumanities. Along the Missouri river, frontier heroes, fortune-hunting outcasts of both sexes, expungers of the law, side-armed sheriffs, desperadoes, murderers and degenerates, in short a majority of the white population, constituted a blunt and bloody spearhead that had sunk deeply into the vitals of the West. Concurrently, a long and uncompromising campaign waged by the United States Government in an attempt to subdue the Indians of the trans-Mississippi was in full swing. The only Indians deemed worthy of consideration were generally conceded to be dead ones. Shady characters with loose gun habits and callous insensibilities were commonplace. To a great extent, Montana was a land wilfully unmindful of the Decalogue. But, be it said, not all the good men belonged to the Canadian side, nor all the bad to the American.

Fort Benton on the Upper Missouri, less than 200 miles below the Canadian line, had grown to be a rough-and-tumble slattern of a place, a rendezvous for the evil, the indifferent and—in the minority—the untainted precursors of organized settlement. Formerly a stronghold of the American Fur Company, now an ungoverned, unshackled supply point at the head of steamboat navigation, the place had fallen to a group of free traders who, recognizing no international boundary (it being as yet unmarked across the farthest plains), had fostered a reign of outlawry that was spreading ominously across the southwestern portion of the Canadian West.

Between the Saskatchewan and the

Missouri, a traditional ferocity among the tribes of the Blackfoot Confederacy toward all comers had long challenged and withstood the establishment of trading posts by the Hudson's Bay Company. The widely-reputed terrors of the plains—the Blackfoot proper, the Bloods and Peigans, all speaking the same language, and the Sarcees, an adopted ally—were notorious for their hatred of intrusion. But despite their inherent antagonism, these Indians were now being systematically victimized from the south by lead and liquid poison.

With remarkable effrontery and daredevil courage, the consuming "Battle of Civilization" in North America was assailing its last major objective. Buffalo robes were the El Dorado. Less-sought skins of other animals and even the persons of young squaws were not despised, while the small wiry horses of the Indian, procurable by fair means or foul, held variable values. For all of which, simple commodities—blankets, antiquated firearms, trinkets, tobacco, and such—were traded to the red men. But gunpowder and liquor held the stage.

The establishment, in 1868, of Fort Hamilton (later to bear the appropriate appellation of Fort Whoop-Up) and the subsequent erection of smaller liquor posts such as Stand-Off, Slide-Out, Kipp, High River and Sheep Creek, north of the boundary and immediately east of the foothills of the Rockies, had presaged a state of lawlessness that promised evil to the Canadian scene. With the Hudson's Bay Company's influence removed, the Montana trade began to spread far northward above the U.S.-Canada line, as well as eastward to the Cypress Hills. In sheer defiance of the laws of Canada and the United States, brigandage straddled and controlled the border country. Unlimited liquor portended utter ruin of Canada's Indians of the plains. Uninterrupted rum-running, bare-faced robbery, unprovoked bloodshed were the common usages of an unpreventable free licence.

The reports were so serious that the lieutenant-governor of Manitoba assigned an officer to examine the conditions. His finding was that the entire North West was "without law, order or security for life or property", and it was recommended that a civil magistrate or commissioner, after the models existing in Ireland and India, be appointed; that a well-equipped force of from 100 to 150 men, one-third to be mounted, be formed, also several government posts established, and Indian titles to the land extinguished by treaty.

The commanding officer of the Canadian Militia was also dispatched upon a Western reconnaissance. He reported that a large military force was not required, but that the presence of a certain force would provide safety, prevent bloodshed and preserve order. Among the locations he recommended was one in the Porcupine Hills, near the Rockies, to keep watch upon the international boundary. Regarding the uniform to be worn, he stressed the importance of the time-honoured British scarlet; it would gain the respect of the Indians, who had learned to trust the soldiers of H.M. 6th Regiment of Foot, formerly stationed at Fort Garry.

Meanwhile Hudson's Bay Company officers and church missionaries made vigorous complaints; a veritable plague of illicit traffickers swarming across the border was demoralizing human life. Smallpox had also come from the south and was taking its toll of the Indians of the plains.

Early in May, 1873, the inroad of alien despoilers seeking the last great Indian wealth of the plains culminated in an outburst of frontier depravity such as Canada could not and would not countenance. On Battle Creek in the Cypress Hills, primordial man was suddenly confronted by a wave of civilization gone berserk. Blood-lust and liquor ran hand in hand. A hapless camp of inoffensive Assiniboines, wrongly accused of stealing horses, was set upon and butchered

by one of the Benton gangs. But even before word of this wholesale blood-letting came eastward, matters were progressing at Ottawa.

* * *

ON April 28 (1873), a resolution introduced by the Prime Minister, Sir John A. Macdonald, in proposal of a bill "respecting the Administration of Justice and for the establishment of a Police Force in the North West Territories" was communicated to His Excellency the Governor General and recommended to the consideration of the House. On May 3, possibly the very day the Assiniboines in the Cypress Hills were being slaughtered, the bill was presented, and in due course was debated, given the prescribed three readings, passed by the Senate, and adopted.

May 23 was one of those bewitching days that with the approach of summer shed their benisons along the Ottawa Valley. On "Parliament Hill", 2,000 miles distant from the outrage on Battle Creek, a leisurely calm filled the legislative chamber of the Commons. Within the last several weeks there had been some acrimonious and politically-prophetic tilting over the engrossing topic of the proposed transcontinental railway, but apart from that, the work of the House had fallen into humdrum routine. The Treasury benches were full, pages flitted here and there with notes. His Excellency, the Earl of Dufferin, approached with dignified tread and took the chair. Under the Royal Assent, given on that quiet and humble afternoon on the banks of the Ottawa, 75 years ago, the North West Mounted Police became a living, sentient organism.

When the revolting details of the Cypress Hills massacre became known, indignation flared on the front pages of the Eastern press, and arrangements for the guardianship of Canada's far-flung acquisition were speeded up.

It was a strenuous period for the young Dominion. The Fenian raids of 1866 and '70 had drawn heavily upon the

Treasury. Because of the enormous outlay involved, the future of the trans-continental railway was obscure. The demarkation of the western boundary between the United States and Canada was being carried forward under armed escort by an international boundary commission (it had barely reached the neighbourhood of the Pembina Mountain in Southern Manitoba). A severe trade depression prevailed, and revenue was limited.

Nevertheless, a complete plan for the organization, equipment and distribution of the authorized constabulary was proceeded with. Only competent horsemen of sound constitution, good character, between the ages of 18 and 40, were to be enlisted. All had to be able to read and write either English or French. The command was to be divided into troops. The commanding officer was to hold the position of "Commissioner". Service was to be for at least three years.

It was to be a semi-military body, the immediate objective being: to stop the liquor traffic among the Indians; to gain the Indians' respect and confidence; to break them of their old practices by tact and patience; to collect customs dues, and to perform all duties such as a police force might be called upon to carry out. Sometime later an act was passed prohibiting the importation or manufacture in the North West of all intoxicating liquors, and a Board of Indian Commissioners was appointed to deal with treaty-making and such general policy as might be laid down by the Department of Indian Affairs.

The authorized strength of the Force was 300 men, but it was decided, for the time being, to form only three troops of 50 men each, these to proceed westward that autumn (1873) over the so-called Dawson Route from the head of Lake Superior.

* * *

IN late October, the little command reached Red River, and quarters were assigned them 20 miles downstream

from Winnipeg at the Lower Fort Garry, or "Stone Fort", proffered by the Hudson's Bay Company. Toward the end of the year, a young British officer, Lt. Col. George A. French of "B" Battery and the School of Gunnery, Kingston, Ont., officially assumed the office of Commissioner.

During the winter the men trained hard, preparing for the gruelling journey across the plains the following spring. From the Stone Fort the first patrol was made in bitterly cold weather after some whisky traders on Lake Winnipeg.

The Commissioner soon realized that the Force would have to be well prepared before launching westward, for beyond the farthest point reached by the Boundary Commission, the country was practically unknown. Convinced that 150 men were not enough for the task, he recommended further recruiting, to bring the strength to the full 300. The move was officially authorized, and in the spring of 1874 three additional troops, with some spare men, left Toronto. Instead of travelling by the lakes and Dawson Road, this second group made the westward journey by rail through Detroit, Chicago and St. Paul, by permission from Washington, to a point in North Dakota, a few miles below the Manitoba boundary. When they recrossed the line, they were joined by those who had wintered at the Stone Fort.

Before this, a small detachment, the first in the history of the Force, had been stationed at the Hudson's Bay Company post of Fort Ellice, 300 miles north-west of Winnipeg, on the main cart trail to Fort Edmonton. At the time, this point was favoured as a site for headquarters.

At Dufferin, just above the Canadian line, the newly-levied policemen made good use of the Boundary Commission headquarters. Here it was found that the three Troops "A", "B" and "C" from the Stone Fort were short of the re-



Lower Fort Garry or "Stone Fort", which served as N.W.M.P. Headquarters throughout the winter of 1873-74.

quired strength, due to careful weeding out, and men from "D", "E" and "F" were transferred to make up the deficiency; others who seemed unequal to requirements were released.

On the second night at Dufferin a terrific thunder-storm swept upon the camp. Tents were blown away, wagons overturned, and most of the horses stampeded over the prairies for many miles. All but one were recovered, but valuable time was lost in rounding them up. The season was getting on; and the Blackfoot country was 800 miles away.

All necessary arrangements were pushed forward. The spirit of adventure, the zest of recognized danger provided the urge to press on.

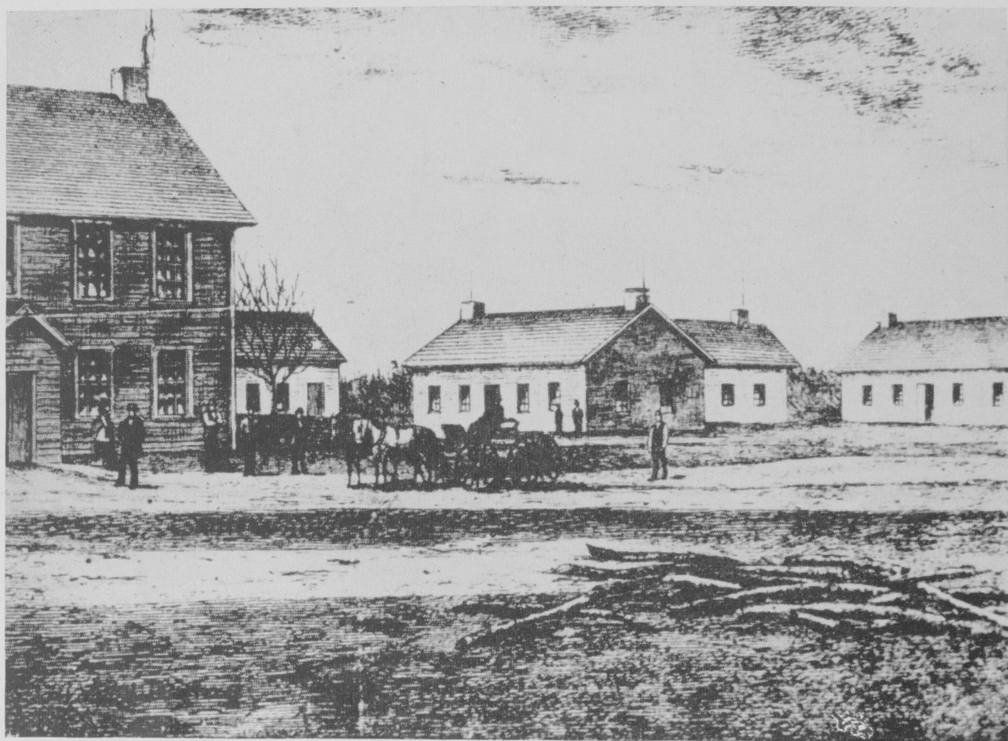
On July 8, 1874, the entire Force, with the exception of a small staff remaining at Dufferin and the detachment previously sent to Fort Ellice, turned to its exacting task. To the clatter of accoutrements, the dull thud of hoofs, the wail of greaseless Red River carts, each troop took its place in the line. It was a scene never before depicted on the silent plains. Two hundred and seventy-four eager faces, not counting guides

and cart-drivers, were set toward the West—a mere handful of men to patrol 300,000 square miles of virgin territory. A great experiment, built on sheer confidence and inspiration, had begun. Henceforth, if all went well, there was to be no further brigandage, no "Wild West", in Canada.

Day after day, the diminutive army of riders, ox-carts, wagons, cattle for slaughter, two field pieces and two mortars, portable forges, wheeled kitchens, mowing machines and other equipment, flouted all discouragements and difficulties. To make the best of it soon became an essential part of duty. Often strung out for miles, the cavalcade pushed doggedly on its way. Bit by bit, the long grind left its impress, yet these first rough experiences disclosed an endurance that augured well.

Fort Whoop-Up was reported to be at the junction of the Bow and Belly rivers, but, at long last, the liquor traders' main stronghold could not be found.

With provisions all but exhausted, with horses staggering mechanically forward, the red-coated command turned



Dufferin (now Emerson, Man.) which served as N.W.M.P. Headquarters during the summer and winter of 1874-75. This picture was taken in 1877.

southward near the junction of the Bow river with the South Saskatchewan toward the Sweet Grass Hills near the international boundary. Many horses and oxen had succumbed along the way. Immense herds of buffalo were on every side. Hard-bitten and trail weary, everyone from Commissioner to bugler was reduced to unsundering stamina to see it through. Sheer nerve energy kept the column moving—that and the enthusiasm of adventure. By late September they had traversed a vastness of stark and silent desolation, throughout which there were living probably not more than 100 white people.

A veritable realm of savagery lay on every side. On the plains north of the 49th parallel, about 30,000 Indians hunted buffalo, waged inter-tribal war, and enjoyed primordial opulence. In addition to the Blackfoot, Peigans, Bloods and Sarcees, wandering bands of Plain Crees,

Assiniboines and Saulteaux occupied the country. Except for the widely-separated Hudson's Bay Company posts along the north, a few half-breed settlements and some itinerant missionaries, the red men were the only inhabitants of the interminable grasslands. The Boundary Commission had completed the marking of the international boundary to a point in the Kootenay, having joined their work with a similar survey carried out a few years previously from the Pacific Coast.

Upon reaching the Sweet Grass Hills, "D" and "E" Troops were instructed to travel slowly eastward to winter at the headquarters post, and being within easy reach of the big supply centre of Fort Benton on the Missouri, Commissioner French and Asst. Commr. J. F. Macleod, leaving the Force encamped, proceeded southward with a small escort to purchase supplies and horses and communi-

cate by wire with Ottawa. At Benton it was learned that plans had been changed; arrangements were made for headquarters' barracks to be erected on the Swan River near the Hudson's Bay post of Fort Pelly, north of Fort Ellice.

From Benton, the Commissioner joined the returning troops, and after a long and arduous journey via the southern slopes of the Cypress Hills and across the valley of Qu'Appelle, reached Swan River. The barracks were incomplete and winter had set in. As a consequence, an officer and one troop were left in charge and the rest returned to Dufferin (later Emerson). In four months a round trip of 1,959 miles had been achieved and not a man had been lost.

* * *

MEANTIME, under the command of the assistant commissioner and guided by a remarkably efficient, half-Peigan plainsman picked up at Benton—one who was destined to be a faithful

servant of the Force for many years—"B", "C" and "F" Troops pushed north-westward through a country teeming with buffalo to a site on the Old Man's river near the foothills of the Rockies. On the way they came across Fort Whoop-Up—almost deserted. The Missouri whisky-traffickers had been warned by some buffalo hunters that a large number of men wearing red coats and drawing two cannons were approaching from the east.

By mid-October the building of Fort Macleod—the first outpost of constituted authority in the farthest West—was begun, and a fortnight later, "A" Troop which had branched northward from a point less than midway of the main line of march from Dufferin, found temporary quarters in Fort Edmonton, the principal Hudson's Bay Company post on the North Saskatchewan.

The 150 men on the Old Man's river in the heart of Blackfoot-land were

Crossing the Dirt Hills during the great march of 1874.



completely isolated and without hope of reinforcements. Their inexperience, the unknown strength and disposition of the Indians and the lawless activities of border freebooters involved possibilities of danger.

Winter swooped down ere the first make-shift buildings were completed. As yet, no one had opposed the establishment of the little fort. But the immense panorama on every side gave ample evidence that the long arm of constituted authority had reached a land "beyond the world". A sense of lonely, unending distance prevailed. The Old Man's river from the Rocky Mountains flowed nearby; groves of tall cottonwood along the banks alternated with meads of withered pasture; to the north-west, the forests of the Porcupine Hills stood out in dark contrast to the white summits of the mountains.

It was an ideal location. Building material and fuel were close at hand. In the broad bottoms hay could be gathered in the summer season. Deer, elk and smaller game frequented the river brushlands and the foothills. Countless buffalo and antelope promised a bountiful supply of meat, and the river teemed with fish.

Western Canada's destiny rested upon that little company of ragged horsemen. Before the country could be settled, peace with the Indians had to be manoeuvred; the lawless traders had to go.

Fortunately, the task was approached with utmost foresight and a minimum ostentation. No great generals, no regiments of soldiery, no merciless cavalry, no prodigious munitions of war, no armed oppression. Just tact, courage, understanding and diplomacy. Assistant Commissioner Macleod had already made up his mind that firm and cordial relations alone would prevail, that honesty and perseverance would be the watchwords of the Force. A whole army could not allay an aroused Indian temper; a mere handful of fair-dealing and fearless

men might plant the seeds of peace and concord.

The chief objective of the Force was now obvious—to make life and property secure; to establish law and order—and while preparing for winter, the pioneer policemen lost no opportunity to deal sternly with the hardened vendors of "fire-water", or to introduce Indian and freebooter alike to civilized procedure and authority. From the very first, the Indians were not slow to sense the meaning of the scarlet tunic. In due course, *Maitiens le Droit*, "Maintain the Right"—the motto of the Force—became a recognized tenet of the plains, an open passport to security.

Native chiefs visited the small outpost, first in timid curiosity, then in full confidence of Canada's integrity. Barbarity and civilization met, and when at last the tall, lithe figure of Crowfoot, head of the Confederacy, rode up surrounded by his dusky retinue, the stage was set. Dismounting and advancing cautiously to where Assistant Commissioner Macleod waited to receive him, the "King of the Plains", displaying an impressive dignity, cordially shook hands. On that day, Dec. 1, 1874, Canada's ship of state was safely launched upon the broad prairie ocean of the West!

The calibre of Canada's Mounted Police was early established and imperishably maintained. Soon, discipline in its most extreme requirements was accepted without complaint. Love of adventure was the moving force among the men, and from the outset there existed an unfailing *esprit de corps*.

By 1875 the Force was firmly planted. The bordermen responsible for the Assiniboine massacre in the Cypress Hills, two years before, were rounded up for trial. Close to the scene of their murderous outrage, 160 miles east of Fort Macleod, Fort Walsh was built and in no time was as busily occupied as the parent post. In the north, Fort Saskatchewan was erected, 19 miles from Fort Edmonton; and Fort Calgary sprang up where



Swan River barracks in 1875. N.W.M.P. Headquarters 1875-76.

the Bow and Elbow rivers meet, midway between Forts Edmonton and Macleod.

That spring the Commissioner and headquarters staff moved from Dufferin to Swan river establishing on the way several subordinate posts in communication with Winnipeg, whence a telegraph line was being built. The North West Territories Act, passed at Ottawa, established a lieutenant-governor and N.W.T. council. In the Force itself there was a notable absence of strong-arm methods; no swaggering; only a steady persistence to make both white men and natives law-abiding citizens.

During the Force's first year, though many disruptions and evasions of the law were inevitable, it was soon felt that the restraining influence of the North West Mounted would be unyielding. In the summer of '75, rumours spread that the French half-breeds near the Hudson's Bay post of Fort Carlton on the North Saskatchewan were contemplating a separate government. The commanding officer of the Canadian militia was about to set out from Winnipeg on a tour of inspection, particularly of the Force. The Commissioner and 50 troopers accompanied him from Swan River, and at Fort Carlton the authority of the Crown was at once made apparent. The rumours died and disappeared like frosted leaves.

Major General Selby Smyth and his police escort proceeded westward, visited Fort Saskatchewan, then turned southward to Fort Macleod where he held council with the great Chief Crowfoot and a large number of Blackfoot. Crowfoot expressed great satisfaction

with the presence in his country of the red-coated horsemen. With remarkable understanding this untutored statesman of the plains applied his discerning foresight toward peace as unremittingly as he had directed the welfare of his people in war. Macleod's firm forbearance and friendly counsel had worked magic.

Subsequently, the commandant reported: "Too much value cannot be attached to the North West Police; too much attention cannot be paid to their efficiency".

The East was confidently wooing the West. Save for occasional disruptions, the whisky traffic was a thing of the past. Fort Whoop-Up, the erstwhile headquarters of law-breakers from the south, was bridled and broken. It became a headquarters for supplies. The ability, character, tactfulness and courage of the N.W.M.P. had proved equal to the task.

The experiment—for such it was—was eminently satisfactory. The orderly procedure followed by a mere handful of determined men stood out in contrast with the armed clashes, misunderstandings, enmities and subterfuges south of the international boundary. Not that the task confronting Commissioner French, Assistant Commissioner Macleod and their six troops of mounted men was any sinecure; the very nature of the undertaking called for incredible efficiency. But a new day had dawned from Red river to the Rockies.

* * *

EARLY in 1876, the Sioux, the most powerful tribe in all the north-western States, appealed to the Blackfoot to cross the border and join them against the U.S. cavalry regiments. They

promised booty and said that the combined forces would later turn northward, wipe out the Mounted Police and all white settlers. The offer was spurned, but was made again, and again refused. The Blackfoot maintained they were on friendly terms with the "Red Coats" and the "Great White Mother". The Sioux then threatened to invade the Blackfoot country. But Crowfoot was adamant, and was informed that if the Blackfoot were assailed the Mounted Police would fight to protect their realm. Hearing of the dignified warrior's loyalty, Her Majesty Queen Victoria forwarded her grateful thanks to him.

Soon afterwards, the most ghastly clash between white men and red in all the history of the West stirred the civilized and Indian worlds.

In June, 1876, the long and bitter warfare between the U.S. Army and the Indians of the plains culminated on the Little Big Horn river, 300 miles south of the Cypress Hills. What was probably the largest Indian camp ever assembled on the North American continent resulted, composed almost entirely of Sioux and Cheyennes, under the leadership of the already renowned medicine man and necromancer Sitting Bull. Below the border, treaties had been disregarded by the feverish white invasion from the east, especially in the Black Hills of Dakota where gold had been discovered. The Sioux, on the defensive, were driven this way and that. Finally, they decided to make a stand. In that historic battle a fine military organization and one of the most picturesque and courageous officers—Major Gen. George A. Custer, of the 7th U.S. Cavalry—were needlessly sacrificed.

The result was cumulative. The great republic's indignation was stirred to the depths. The Sioux, now scattered to the winds, turned northward to Canada for refuge. The first band of them crossed the international boundary to pitch their lodges 100 miles east of Fort Walsh. Further camps arrived, and in

the spring of 1877, Sitting Bull and his immediate following appeared near the little police outpost at Wood Mountain.

More than 4,000 alien Indians soon occupied Canadian soil, and their coming marked the doom of native opulence—the extermination of the buffalo.

A supreme test confronted the Force. On the one hand, officers and men were continually called upon to pacify the Canadian Indians and prevent a union with the new-comers; on the other, to prevent the Sioux from spreading to the Blackfoot hunting grounds. But again, the loyalty of Crowfoot, staunch friend of Assistant Commissioner Macleod, together with a tireless and tactful handling of the situation, saved the day.

Shortly before the coming of the Sioux, Macleod was appointed to command the Force when Commissioner French resigned. Because of the general unrest along the border country, 100 men from the northern posts were transferred to Forts Macleod and Walsh, and Fort Macleod became the Headquarters. The security of life and property along the hundreds of miles of wild and treacherous boundary rested upon 214 officers and men.

Patrols from Fort Walsh and the sub-post at Wood Mountain, near the camps of the Sioux refugees, maintained the utmost vigilance, and Sitting Bull and his following were warned that they must live peacefully while in Canada. When U.S. commissioners visited Fort Walsh to negotiate with Sitting Bull for his return to his own soil, they and the Mounted Police were disappointed. Sitting Bull liked Canada better.

Four powerful and influential elements now bore directly upon the human life of the Canadian plains—the Hudson's Bay Company along the North Saskatchewan, the Sioux under Sitting Bull near the international boundary, the Blackfoot confederacy toward the west, and the North West Mounted Police everywhere.

With the disposal of Rupert's Land to the Crown, the Hudson's Bay Company, though still exercising a highly important service in the supply trade, ceased to occupy a position of authority; the Sioux were undesirable visitors and an ever-present danger; and though the white man's code had in most cases become the pattern of Indian life, the Blackfoot Confederacy still held the country bordering the foothills.

It was the aim and duty of the Mounted Police to reach a legal and lasting understanding with Crowfoot and free the country of the burden of Sitting Bull and his alien thousands. The seat of the Territorial Government was temporarily established at Swan river, under the Hon. David Laird, and shortly afterwards moved to Battleford.

* * *

SHORTLY after the establishment of the Province of Manitoba in 1870, treaties were made with the Indians adjacent to the Red river; and, in 1874 and '76, the way having been paved by the Force, the Crees, Assiniboinés, and Saulteaux surrendered large portions of territory. But some 50,000 square miles, occupied by the Blackfoot, Bloods, Peigans, Sarcees and Mountain Assiniboinés remained to be dealt with.

In view of the Sioux influx, the Government early in 1877 decided to delay no longer in bringing the entire North West within the legal scope of the administration. Lieutenant-Governor Laird and Commissioner Macleod were nominated to negotiate with Crowfoot and his brother chiefs. A great ceremony took place at the Blackfoot Crossing, on the Bow river, east of Fort Calgary. Amidst this last great assemblage of barbaric splendour, details were completed bearing upon the most important Indian treaty in Canadian annals. Proud chiefs, picturesque in their "war-bonnets" dominated the scene as they strode or rode silently through the throngs; but Chief Crowfoot, tall, straight as a lance, keen of eye, noble of feature and beautifully



Second Commissioner

**James Farquharson Macleod, C.M.G.,
appointed July 22, 1876; resigned Oct.
31, 1880.**

clad—the lord and master of the Confederacy—was by every comparison the most noteworthy and attractive. All the resplendencies of Indian finery were on parade—headaddresses emblematic of valour and distinction, smoke-tanned war-shirts of wondrous texture, moccasins of intricate workmanship and decoration, painted symbolical robes, human-hair trophies from scalps of victims; head-bands, armlets, bracelets, garters, necklaces of bear-claws and elk teeth, ermine trimmings, fringes of otter and fox, and, not the least, war shields of buffalo hide decorated with brightly-coloured pigments and in many cases with a replica of the sun—the symbol of the red-man's God.

The influence of the scarlet-coated riders was magical—the Force was regarded as the friend of all, and no one in all the thousands of copper-coloured Stone Age people doubted that the police represented the Great Mother's authority fairly and squarely.

After signatures had been affixed by the representatives of the Government

and the Indian dignitaries, Crowfoot testified to the belief and faith his people had in the Mounted Police: "If the police had not come to this country where would we all be now? Bad men and whisky were killing us so fast that very few of us would have been left today. The police have protected us as the feathers of the bird protect it from the frosts of winter". Chief Red Crow of the Bloods testified in behalf of his following: "Three years ago, when the Mounted Police came to my country, I met and shook hands with Stamix Otokan (Macleod) at the Belly river. Since that time he has made me many promises, and has kept them all—not one of them has been broken. Everything that the Mounted Police have done has been for our good".

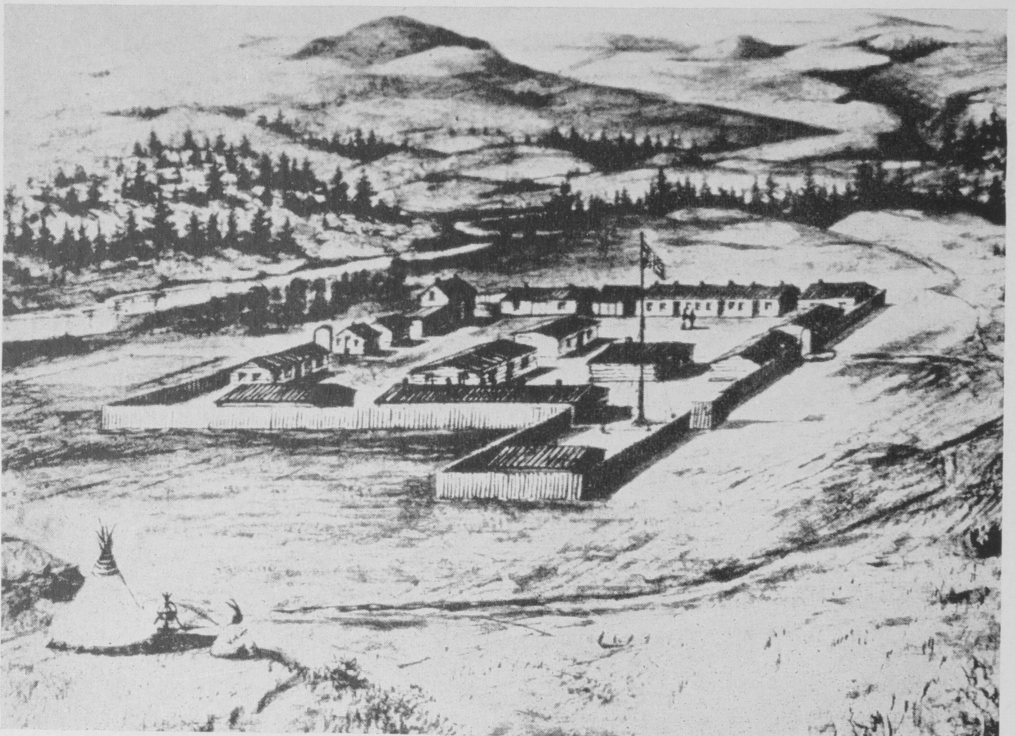
With the signing of this treaty in 1877, complete sovereignty of the plains passed to the Dominion Government.

The North West had come to be something more than a geographical area.

The great transition from buffalo ponies to ploughshares was carried out wholly under Mounted Police surveillance. The laws of the Dominion, or, as the Indians often termed them, "the words of the Great White Mother", were entirely administered by the Force.

And in countless ways officers and men performed their multifarious duties. Smuggling was checked, stolen stock returned to rightful owners; horse thieves, gamblers, murderers—all who participated in crime—were run down; prairie fires attended to; customs dues collected; victims of winter blizzards succoured; starvation and other forms of privation overcome; illnesses and accidents innumerable allayed; mails carried; insane persons taken in; lost travellers found; weddings and funerals arranged; and, as settlements spread, mining, lum-

Fort Walsh, N.W.M.P. Headquarters—1878-82, reproduced from a pencil drawing by a trusty guard undergoing imprisonment in the guard-room.



ber, and railroad construction camps kept under strict observation.

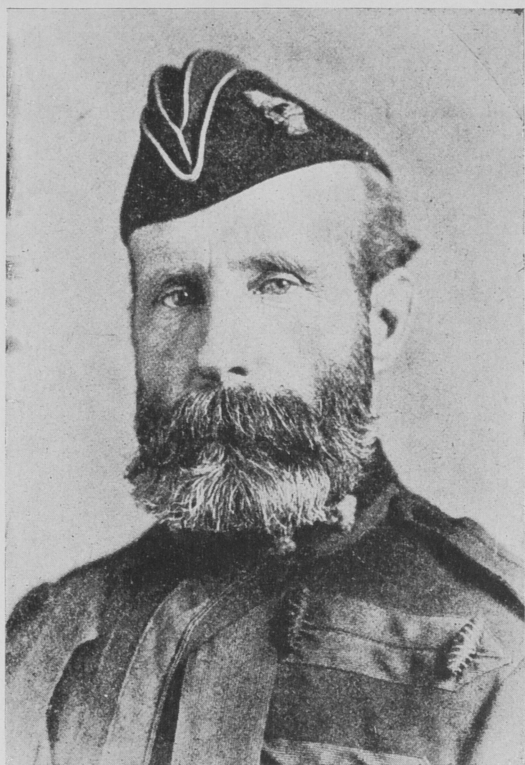
In 1878-79, Fort Walsh became the Headquarters of the Force. It was the natural result of a constant restlessness among the younger element in Sitting Bull's following, and possible resistance to control among the other Indian bands in and about the Cypress Hills. For the command at Fort Walsh, slim enough at best, would be better able to keep pace with the situation. It also became necessary to increase the strength at Wood Mountain and maintain potential reinforcements at Fort Macleod outside but near the chief danger zone.

No more picturesque pages appear in Western history than those of the next few years, when the change from the old order to the new in and about the hills was taking place. And by no means the least onerous duty was to see that Sitting Bull's Sioux did not use Canada as a base of operations against a friendly country, where an almost continuous condition of Indian warfare prevailed. Besides, there was a constant rumour that a Blackfoot-Cree-Sioux axis was being advocated by several native agitators.

* * *

IN 1880, Commissioner Macleod, whose name was a byword for fair and fearless administration, became a stipendiary magistrate for the Northwest Territories, and Lt.-Col. A. G. Irvine, the assistant commissioner, was elevated to the command of the Force. Incidentally, about this time, the term "Troop" gradually gave way to "Division".

The following year there were two outstanding events. The Marquis of Lorne, Governor General of Canada, escorted by Mounted Police, made a tour via the northerly posts, to Fort Calgary and Fort Macleod, and southward to Montana; and second, through the unrelenting efforts of the police and the helpful sagacity, at the 11th hour, of a prominent French-Canadian trader in the Wood Mountain district, Sitting



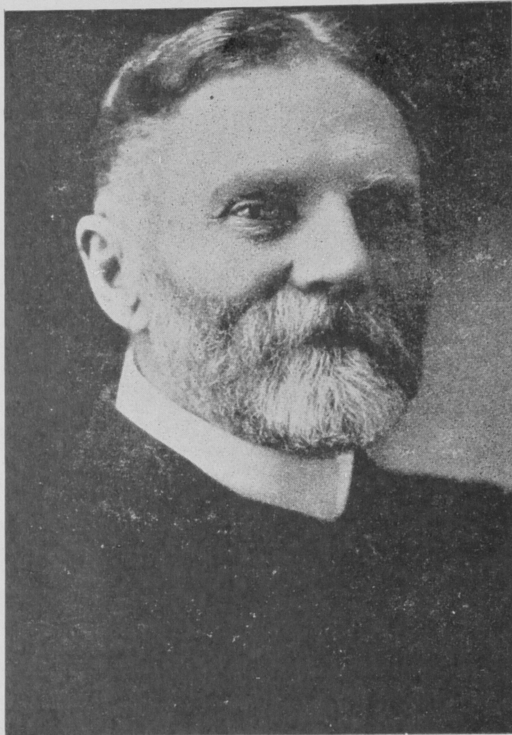
Third Commissioner

Acheson Gosford Irvine, appointed Nov. 1, 1880; resigned Mar. 31, 1886.

Bull was prevailed upon to give himself up to the U.S. authorities.

After the great chief's surrender, the border posts of Macleod, Walsh and Wood Mountain became less important, and it devolved upon the Force to move the various Indians to allotted reserves, well away from the boundary.

Meanwhile the construction of the Canadian Pacific Railway was forging ahead, a natural corollary of the N.W. M.P., and the Commissioner advised the Government to arrange for permanent headquarters on the line of steel at a more central site. An increase in the personnel was also urged. Accordingly, late in 1882 a new headquarters post was under construction near the Pile-of-Bones Creek (the Wascana), on the C.P.R. at a point henceforth to be called Regina, which also became the governmental capital of the North-west Territories. Soon afterwards, the local activities of Fort Walsh were transferred northward to Maple Creek and Medicine Hat on the transcontinental track.



Fourth Commissioner
Lawrence William Herchmer, appointed
Apr. 1, 1886; retired to pension July
31, 1900.

The same year, the North West was reorganized into the Provisional Districts of Alberta, Assiniboia, Athabasca, and Saskatchewan. The strength of the Force was increased from 300 to 500, and the important innovation of a training depot for Mounted Police was established at Winnipeg (later transferred to Regina).

The alchemy of time had brought great and good changes, chiefly attributable to the firmness and square-dealing of the Mounted Police. But most of the erstwhile buffalo hunters were in sorry straits—the days of easy meat were no more. Barbed-wire had reached the prairies!

The Force was entering the second phase of its work. Thus far the task had been one of organization and location, and to a great extent experiment. In this, an achievement was attained beyond the most optimistic dreams of those responsible for the formation of the red-coated custodians of the law. The greatest accomplishment was the conciliation of the

Indians, coupled with the suppression of the iniquitous liquor traffic.

The way had also been paved for Indian treaties and land reservations. But the settlement of these threatened to be serious. Indians resented the encroaching influx of white settlers. Another problem was the assistance to be given in making the treaties with the various bands, including the distribution of rations and other help incidental to the disappearance of the buffalo. Members of the Force now acted as customs collectors, postmasters, issuers of marriage licences, justices of the peace and magistrates. Horse stealing, an outstanding "virtue" of Indian life—to them it was fully that—had been greatly suppressed. Due to the watchful eyes of the Force and the respect for the law so ably and quietly inculcated, murders had been few; there was little serious crime.

Though the Sioux problem was disposed of, the Force found itself confronted by many and ever-increasing demands. The forging westward of the railway alone called for constant supervision and protection; the construction gangs, often a violent lot, repeatedly resented what they considered to be exploitation by their employers. Strikes occurred; liquor smugglers attempted to find a ready market for their wares; Indians grew suspicious of the white man's designs.

But to the credit of the Mounted Police, general order prevailed.

The second Riel Rebellion broke out in 1885. The services of the Mounted Police were utilized in many ways throughout the campaign, starting with the skirmish of Duck Lake, when the police, assisted by volunteers from Prince Albert, were the government forces. And upon the mounted constabulary fell the final chapter—the round-up of the Indian leaders who had joined the half-breeds in rebellion. Louis Riel was hanged at Regina.

Lord Lansdowne, the Governor General of Canada, made a hurried trip

through the West that autumn under police escort, visiting the Blackfoot and Blood Reserves, meeting the chiefs in friendly council about the time the last spike of the C.P.R. main line to the Pacific Coast was driven.

Then another jump in the strength of the Force occurred, this time to 1,000 men. In 1886 when Commissioner Irvine resigned, Lawrence Herchmer, of the Indian Department, was appointed to succeed him. A number of new officers were also brought in.

Increasing immigration into the North West saw new settlements springing up everywhere, and with the changing conditions an extensive system of patrolling was inaugurated; small detachments were established and a close and regular supervision of all points maintained, working out from strategically located posts. The swelling population added to the crime calendar, calling for rigid and special attention.

The Force extended its field of operations in keeping with its traditional policy of preceding new settlements. Long Patrols were made into the Peace River country and along the Mackenzie.

* * *

THEN came rumours of gold discoveries in the Yukon. A police detachment went there in 1895, and when the famous "rush" which rever-

berated round the world got under way, the Mounted Police were already well established and prepared. Ample records show how well they succeeded.

The orderly settlement of the North West during the decade following the rebellion of 1885, permitted a gradual reduction in the Force's strength, but the Yukon needs took up some of the slack. In 1898 the strength harboured around 750 all ranks.

At Regina, Medicine Hat, Calgary, Macleod, Edmonton, Battleford, Prince Albert, Saskatoon and other points, villages and towns were developing; the enforcement of law and order became greater and more difficult.

Within a period of 25 years constitutional authority had been firmly rooted; the last Great West had been won by patience and forbearance coupled with tolerant cooperation. The whole aspect of life upon the plains had altered. Ranch houses and corrals dotted the landscape where Indians had warred and buffalo wandered. On virgin meadows domestic cattle followed the time-worn trails. Far and wide, the red-coated corporal and the picturesque cowboy came and went. A pioneer railway spanned the plains, throwing out branches this way and that; wires carried tidings from the outside world.

Throughout all this, no portion of

N.W.M.P. stables and artisan shops at Regina, N.W.T., 1883, which was Headquarters of the Force from that year to 1920.



the plains remained beyond the reach of the law.

Rapid developments followed one upon the other. Immigration increased; new settlements and mushroom villages sprang up; wheat-farming augmented the cattle industry. Many Indians turned to farming and ranching under government instructors. And in everything the Force helped, directed and influenced the multiplying citizenry of the plains. The entire West was settling down to a more varied form of life.

The North came steadily within the orbit of activity. In 1897, the most intensive activity was under way, but a detachment of 32 Mounted Police under Superintendent Bowen Perry, with 27 horses, were able to take part in London in a great procession celebrating Her Majesty Queen Victoria's Jubilee.

Following the great gold rush, a conglomeration of all classes of people infested with criminal gangs faced the little force of red-coated men in the Yukon. Stirring incidents followed, but owing to strict vigilance and activity, murders and other major offences were surprisingly few.

One of the outstanding chapters in the records of the Mounted Police was written here—an epic that called for the utmost in courage and determination. Detachments were placed on the Chilcoot and White Horse Passes on the Alaskan border; the Union Jack was hoisted and the collection of customs begun, though the boundary line was of doubtful location.

A patrol going overland from Edmonton took a year to negotiate the 1,600 miles of forest and mountains to the gold-fields.

A Yukon judicial district was established, and in 1898 there were 12 officers and 254 men doing duty in the district, despite the fact that the personnel of the Force had fallen to less than 700. The Commissioner was forced to ask for an increase of 100 men, which was granted.

Headquarters for the Yukon District was now Dawson City. Skagway, on the U.S. side of the Yukon-Alaska boundary, had earned the title of "the roughest and toughest place on earth", the hang-out of the notorious "Soapy" Smith and his following of ruffians. Dyea was no better, and Sheep Camp, at the foot of Chilcoot, seethed with robbery and murder. But, in the face of the most exacting conditions, the police prevailed, often extending their operations across the boundary with the tacit approval of the U.S. authorities.

The duty of carrying mails to the scattered gold camps was undertaken, 64,000 miles being covered in a single year. Meantime, patrols introducing boats and dog sleds branched out to Lesser Slave Lake, Fort Resolution, Fort Simpson and other remote points.

War broke out in South Africa in 1899, and 245 members of the Force were granted leave of absence to enlist in the 2nd Canadian Mounted Rifles and Strathcona's Horse, both under the command of officers of the Mounted Police, and almost entirely officered by actual or former members of the Force. Many honours were bestowed, and for the first time the Victoria Cross found its way to the red-coated men of the West. Two were awarded the C.M.G., three the D.S.O., and three the D.C.M. Some gave their lives.

Upon their return, many of the seasoned Westerners retired, including Commissioner Herchmer, who had commanded the rifles and who relinquished the commissionership in 1900, to be succeeded by Supt. A. Bowen Perry.

Following the Boer War, settlers streamed into the West. More than 300,000, most of them inexperienced, took up prairie homesteads. The annals of the Force attest to the adventure, hardship and dogged perseverance undergone by the "Riders of the Plains" in administering to the countless needs of the new-comers.

THE modern era had begun. Events followed events to add to the meritorious part already performed by the Force in building up the Dominion and broadening still further the field of its own usefulness. Striking changes were made in the uniform; all equipment requiring pipe-clay was discarded, the white helmet gave way to the Stetson hat.

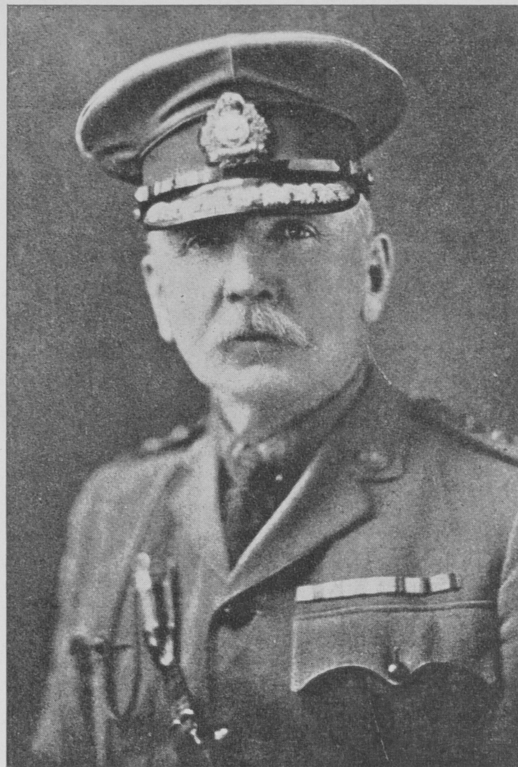
In 1901, the Earl and Countess of Minto made an extended journey from post to post, all arrangements and escorts being attended to by the Force; and when the Duke and Duchess of Cornwall and York visited Canada on a world-wide tour, the red-coated officers and men were constantly in attendance. The same year, the Yukon strength was again increased—to about 300; and in remote portions of the North, the sphere of contact with the wilderness was extended.

In 1903 several posts were opened in the sub-Arctics. The police distribution now reached from the international boundary to the Polar Sea and from Hudson Bay to the Alaskan border. With the succeeding years, the duties became even more onerous.

The records display a splendid, if at times tragic, devotion to duty, and the profound respect for the Force that grew up with the years received official recognition in 1904, when the prefix "Royal" was bestowed by King Edward VII to mark the brilliant and steadfast services rendered. Simultaneously, the Earl of Minto became the first Honorary Commissioner.

At this time there were eight divisions of the Force, each with a headquarters post, embracing in all 84 detachments. And, as there were now some 350,000 people in the entire field of operations, the work was widely scattered. British rights to the Arctic Archipelago had been transferred to Canada some years before, and northern whalers and Eskimos made the acquaintance of the Force.

In 1905, by direction of Sir Wilfrid Laurier, the Prime Minister, the Provin-



Fifth Commissioner

Aylesworth Bowen Perry, C.M.G., appointed Aug. 1, 1900; retired to pension Mar. 31, 1923.

ces of Saskatchewan and Alberta were created to form with Manitoba a triple division of the plains. The Force continued its duties in the provinces, the local governments sharing the cost. The Mounted Police had virtually raised the West from infancy to manhood.

That year, the customary tour by the Governor General brought Lord and Lady Grey to the plains, and again the Mounted Police provided escorts and made all arrangements.

Evidence of the distances that patrols often had to travel during this period is borne out in the files. Such an instance was that of an inspector, who with a corporal and three constables left Fort Saskatchewan on a morning in early June, headed northward to Fort Resolution on Great Slave Lake, crossed the vast, unfriendly wilderness to Hudson Bay, employed Eskimo dogs to Churchill, and eventually reached Lake Winnipeg in the following spring,—3,347 miles.

In 1904-05, a superintendent, staff sergeant and three constables sailed from Halifax in the steamer *Neptune* for the North. Following the Labrador coast, they crossed Hudson Strait, inspected several whaling stations, traversed Hudson Bay and established the post of Fullerton, returning the following summer, during which season a post was erected at Prefontaine Harbour, on the most northerly tip of Quebec.

At the same time, an annual winter patrol was inaugurated between Dawson City and McPherson in the Yukon. The Government called for a trail between Peace River and the Yukon (the precursor of the Alaska Highway¹ of today), and the Mounted Police drove a well-marked route through forests and deep valleys, across countless streams and summits of mountain passes.

Highwaymen held up a C.P.R. passenger train near Kamloops, B.C., in 1906, and orders were given to find and arrest the robbers. The surrounding country was a forbidding one, but, after some shooting, orders were obeyed in the best traditions of the Force.

And so the tireless and never-failing work went on.

In 1911, Canada's red-coated riders with their matchless horses were the cynosure of millions of people as they shared in the Guard of Honour at the Coronation of His Majesty, King George V, in London.

The activities of the Force grew apace. The Canadian Criminal Identification Bureau, operated by the R.C.M.P. under the Department of Justice, was instituted. The bureau in course of time became a clearing house for all criminal information, operating in cooperation with all law enforcement bodies at home and abroad. The perpetrators of 44 murders were confronted within a period of 12 months by the unremitting Nemesis in scarlet and gold.

The Commissioner pleaded for more men. The call was promptly met, and with the total strength at 763, two new detachments were established in the Yukon, two in the Mackenzie River District, including Herschel Island on the Arctic Coast, one on Hudson Bay and 20 at various other locations.

A Royal North West Mounted Police Veterans' association was formed in Vancouver in 1913. Among other things it was ready to serve Canada when called upon, to assist all ex-members of the Mounted Police and to further in every way possible the parent body.

EARLY in the Great War period of 1914-18, the strength was increased to 1,268, afterwards to fall to 929. In 1916, several hundred ex-members of the Force were enrolled in the army for duties abroad; some had completed their service as policemen or had purchased their discharge. This left the strength well below the authorized number. So many were anxious to enlist for overseas service, the Prime Minister, Sir Robert Borden, found it necessary to issue a message that the service of the Force was more essential than ever. The strong arm of the Mounted Police could not be spared. Many additional responsibilities inseparable from war-time conditions were at hand.

However, in 1918, the Government gave consent to men of the Force to go overseas as units. "A" Squadron, as it was termed, proceeded to France, and shortly afterwards, "B" Squadron left for Siberia. Previous to this, owing to the additional calls arising from the war, the Government requested the three prairie provinces to forego their agreements for the services of the Mounted Police.

Relieved of many duties in Saskatchewan, Alberta and Northern Manitoba, the Force was enabled to give more attention to 1,900 miles of international boundary, and to the alien population. The strength fell to 656, but despite the

¹See *The Highway to Alaska*, 13 R.C.M.P. Q. 320.

reduction, 26,356 patrols covering more than 800,000 miles were made.

Intensive work was done in the North, and marvellous travelling often under the most difficult conditions was carried on at a time when British armies were making a desperate stand in France. Several hundred additional men were recruited into the Force, but so heavy were the war demands that the strength fell to 303—practically down to the number of the “Originals” who had struck across the plains in 1874.

The Government then resolved upon a new and permanent establishment, an extension of jurisdiction, and a strength of 1,200. Operations were extended to British Columbia for Federal matters only.

The energies of the organization now crowd the records. Concurrently with the return of “A” Squadron in 1919, a general strike broke out in Winnipeg. Strikers assumed control of all public services, including the post office, fire and city police departments. Public order went completely out of hand. Mounted Police were called to restore order. It was soon accomplished, and with the arrest, trial and conviction of the leaders, following the memorable “Battle of Market Square”, a serious threat which indicated a spread to other points in Canada was quelled.

The guidon of the Force bore “North West Canada, 1885”, “South Africa, 1900-02”, “France and Flanders, 1918”, and “Siberia, 1918-19”.

* * *

THE field of operations was extended to cover the whole of Canada in 1919, and in 1920 provision was made for absorption of the Dominion Police at Ottawa, the transfer of Headquarters from Regina to Ottawa (to be known as “A” Division, and a change in the title to “Royal Canadian Mounted Police”, of which H.R.H. the Prince of Wales became the Honorary Commandant.

At this time, the Force entered a new territory east of Hudson Bay—murders



Sixth Commissioner

Cortlandt Starnes, appointed Apr. 1, 1923; retired to pension Aug. 1, 1931.

had been committed on Baffin Island in 1920—and the following year a detachment was established at Port Burwell on an island in the Hudson Strait, and one at Pond Inlet in the Eastern Arctic. An Eskimo was even made a special constable in the Force.

Henceforth, the R.C.M.P. was to be the only Federal police force in the Dominion, entrusted with the enforcement of all Federal statutes, as well as any provincial police work required through agreement with the provinces concerned.

In 1921 the Force entered the anti-narcotic campaign, and travel by aeroplane was first used. In 1923 Commr. A. Bowen Perry retired with the rank of major general, to be succeeded by Asst. Commr. Cortlandt Starnes. The strength was dropped to 1,148 by Government orders.

Some famous Arctic patrols added to the lustre of Mounted Police history in 1922-24. Like the Indians of the plains, the Eskimo accepted the firm, cooperative

hand of authority. A detachment was established at Craig Harbour in Ellesmere Land, the most northerly outpost of its kind in the British Empire at the time. Mounted Police officers and men travelled into the Arctic on the Canadian Government steamship *Arctic* and the Hudson's Bay Company's renowned *Nascopie*.

Patrols reached out from the outpost of Pangnirtung on Baffin Island to relieve hunger-stricken Eskimos; others covered the entire Cumberland Gulf coast line to investigate murders among the natives. Arctic travel by the R.C.M.P. became commonplace, and the North saw many remarkable achievements under almost impossible conditions.

In 1926 an officer of the Force made a 975-mile patrol from Craig Harbour to Axel Heiberg Island along the forbidding, ice-bound west coast of Ellesmere Land, and later established a detachment on the Bache Peninsula less than 800 miles from the North Pole.

In 1928 the Arctic waters witnessed the appearance of the 80-ton patrol vessel *St. Roch*, built in Vancouver for the Force's Northern service. Patrols entered Coronation Gulf and the Anderson river in the Arctics, and in the following year one of the most famous was a 1,700-mile trip through the northern islands about the time when far away in London, England, a special detachment was giving a display of horsemanship at the International Horse Show.

The Force took over all the provincial duties in Saskatchewan, Alberta, Manitoba, New Brunswick, Nova Scotia and Prince Edward Island. The Preventive Service Branch of the Department of National Revenue was absorbed by the Force. A small detachment went to Buenos Aires, Argentina, in 1931 to act as guard at the British Empire Trade Exposition.

The same year, Major Gen. (later Sir) James H. MacBrien became Commissioner, and under his leadership the Force was fully modernized.

Gradually, the strength was increased to 2,500. During 1932-34 the Marine Section² became a constituent part of the Force in Preventive Service work; this department cooperated with the U.S. Coast Guard, and waged an intensive war against smuggling of all kinds, as well as the traffic in opium and other narcotics. Rum-runners on the St. Lawrence river learned to their sorrow that the Force meant business.

During this period also, a Mounted Police Museum was established at Regina. The Finger-print Section was enlarged. All matters relating to the enforcement of the Migratory Birds Convention Act throughout Canada were transferred from the Department of the Interior to the Mounted Police. In 1933, the first number of *The R.C.M.P. Quarterly* appeared.

Following a "Musical Ride" by members of the Force at Madison Square Garden, New York, in 1934, an American publication remarked: "No police force in the world has a more enviable record than that established by what we used to know as the North West Mounted Police. A background of over 60 years of faithful service and unfailing attention to duty has woven a glamour about them which was undimmed by their appearance at 'The Garden'".

Precipitated by about 1,400 relief camp strikers from farther west on their way to Ottawa, a serious riot at Regina occurred in 1935. A report of a commission sent to investigate stated: "In our opinion Colonel Wood, during all the time the strikers were in Saskatchewan, acted with care, discretion and moderation. . . . During the riot they (the Mounted Police) acted with courage and marked restraint, often amidst circumstances of the greatest danger to themselves, notwithstanding they were repeatedly engaged in repelling attacks

²See *The Marine Section of the Force*, 11 R.C.M.P. Q. 192, and *The R.C.M.P. Marine Section in War*, 12 R.C.M.P. Q. 54, for a detailed story of the R.C.M.P. Marine Division in war and of its re-establishment as an integral part of the Force's peacetime organization.

which were characterized by viciousness, brutality and a disregard for human life”.

Commissioner MacBrien was knighted by King George V in 1935.

During 1936, police motor cars covered approximately 7,000,000 miles in the course of law enforcements and other duties. The strength grew to 2,717 officers and men, of which 217 belonged to the Marine Section. With horses now largely subsidiary in the activities of the Force, automobiles, large and small craft on Maritime waters, and dogs for Northern patrols came more and more into use.

Headquarters at Ottawa were moved into the imposing nine-storey Justice Building, which was designed with the fullest consideration for the Force's needs.

In 1937 a crime detection laboratory was established at Regina, and two years later a similar one was set up at Ottawa. Science became an important aid in Mounted Police service. This most essential branch was destined to be as well equipped as any in the world. In addition to crime detection, it provided in the curriculum of recruits an intensive training in forensic medicine, ballistics, photography, finger-printing, handwriting, plaster casts and moulage, restoration of numbers on metals, lock-picking, glass fractures, etc. Test tubes, microscopes and other scientific media were henceforth to help largely in the work of the Force.

To help cope with smuggling on the Atlantic Coast, the Aviation Section³ came into existence. A well-equipped Photographic Section also was organized.

Meanwhile, 38 members of the Force, chosen from all divisions, were called to Regina and trained for the formation of a detachment under Asst. Commr. S. T. Wood to represent Canada at the Coronation of Their Majesties King George VI and Queen Elizabeth. The favourable



Seventh Commissioner
Major Gen. Sir James Howden MacBrien, K.C.B., C.M.G., D.S.O., appointed Aug. 1, 1931; died in office Mar. 5, 1938.

impression made in the great coronation procession was overwhelming.

His Majesty became Honorary Commandant of the Force. The Governor General, Lord Tweedsmuir, travelling under police guidance and protection, visited the Arctic. The R.C.M.P. Reserve⁴ which consisted of officers and men who had previously served in the Force was extended to consist of men not necessarily having former service. The first copy of the *R.C.M.P. Gazette* appeared.

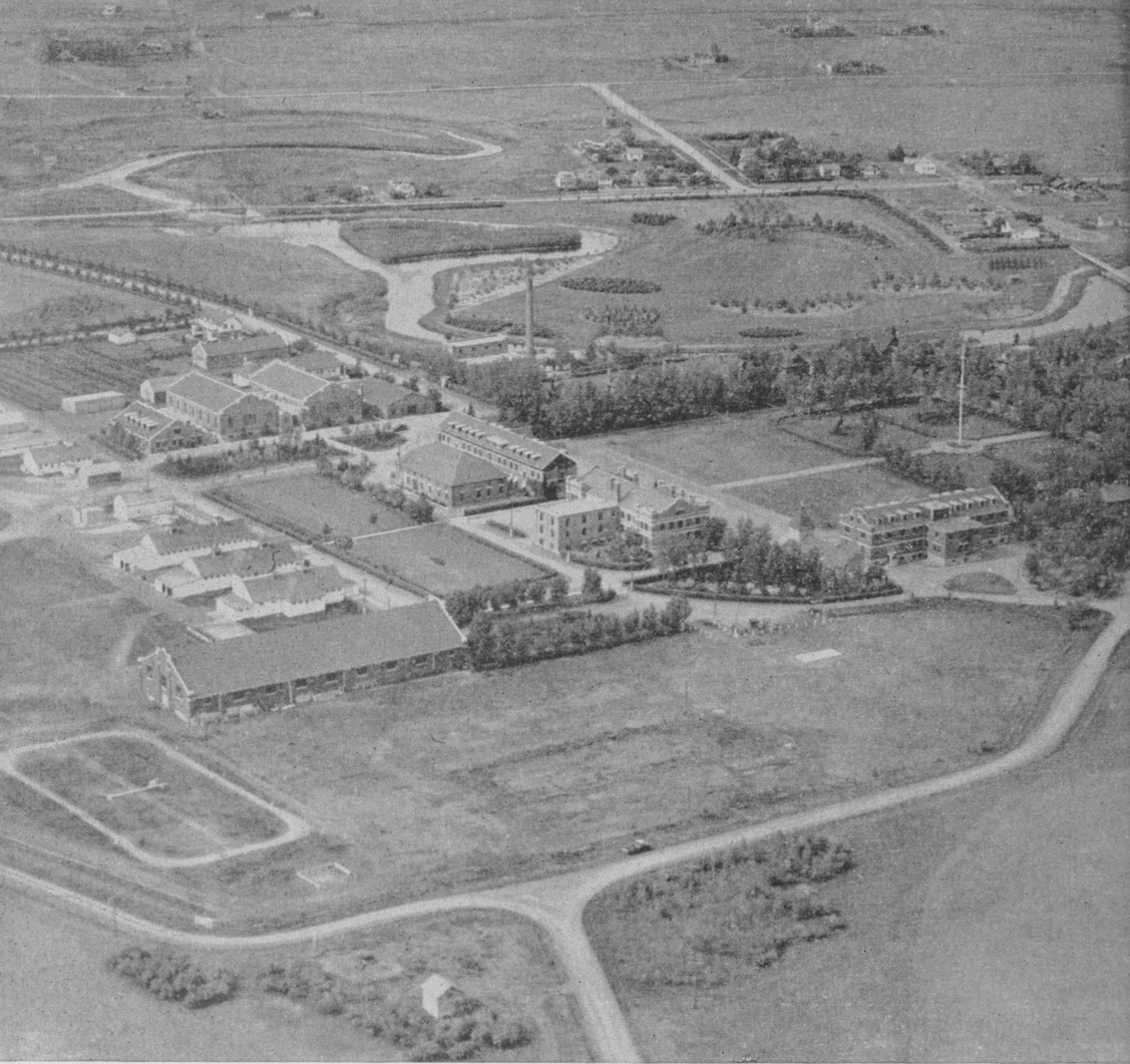
Following the sad and untimely death of Sir James MacBrien in 1938, Assistant Commissioner Wood was appointed to the command.

UPON his accession to the highest office in the Mounted Police, Commissioner Wood took steps to form a band⁵ which would redound to the credit of the Force, both musically and

³See *The Aviation Section of the Force*, 13 R.C.M.P. Q. 306, for a detailed story of the section's history, re-establishment after the war, and its present activities.

⁴See *The R.C.M.P. Reserve*, 12 R.C.M.P. Q. 287.

⁵See *Bands of the Force*, 8 R.C.M.P. Q. 155 *et seq.* and 265 *et seq.* for a history of the Force's bands.



R.C.M.P. barracks at Regina, Sask., today. They house the administrative offices of "F" Division which polices the province of Saskatchewan and are the Force's main training centre.

as an adjunct to the universal respect Canada's red-coated constabulary enjoyed.

It was a fitting climax after 65 years of faithful and exemplary service that the Mounted Police should participate prominently in the first visit of British Sovereignty to Canada. In 1939 the Royal Tour of Their Majesties King George VI and Queen Elizabeth to Canada and the United States was an outstanding event, and thanks to the R.C.M.P.—Commissioner Wood and an escort were on the Royal Train throughout the entire tour—a remarkable freedom attended the Royal couple.

In its multitudinous duties, involving operations by land, sea and air, the Royal Canadian Mounted Police had spread their direct supervision over the northerly half of North America, a land as large as the whole of Europe. Posts existed at all interior strategic points, with divisional headquarters in the larger cities. Except in British Columbia, Ontario and Quebec, provincial police duties were now carried out by the R.C.M.P. in addition to Federal service everywhere.

In the summer of 1939, a musical ride was given by request at the Golden Gate International Exposition in San Francisco.

A Los Angeles publication commented: "The R.C.M.P. musical drill captivated the crowds. . . . The presence of the Canadian troopers engendered the finest brand of patriotism and created a new sense of friendliness towards our good neighbours across the boundary".

For some time prior to 1939 it had been apparent to the civilized world that the international situation in Europe was heading toward a crisis. Dire uncertainty darkened the future. In Canada there was a marked activity in Government departments, and the R.C.M.P. undertook new and important work, especially in conjunction with the Department of National Defence. Preparation was made throughout the Dominion to ensure co-operation of provincial authorities and private corporations against sabotage should hostilities arise, and for the protection of public utilities, the safeguarding of vulnerable points, transportation and communication.

* * *

ON Sept. 3, 1939, the British Government declared war against Germany, and with the announcement of a proclamation in Canada on September 10, declaring that a state of war existed from that date, R.C.M.P. responsibilities multiplied tremendously. In anticipation of such a possibility, the Force had already planned for public security. Besides surveys of bridges, canals, dockyards, etc., contact was made with large corporations. Plans for detection and apprehension of alien enemies were completed.

The strength of the Force was increased by re-engaging as many ex-members and pensioners as possible, as well as a large number of war veterans to guard bridges, canals, etc. Eternal vigilance, a byword in the Force, was now a war essential. Alien registration was taken up, and promptly upon the outbreak of war all known Nazi agents were arrested by the Force and placed in internment camps.

Soon after the outbreak of war, No. 1 Provost Company, R.C.M.P.⁶, was sent overseas. Lt. Gen. A. G. L. McNaughton expressed the wish that they be the senior provost company in the Canadian Corps and also stated that the honour rightly belonged to the R.C.M.P. Soon, not a road or highway in south-eastern England was unknown to members of the company.

So heavy became the additional duties and responsibilities of the Force that the entire trained personnel was working to the limit, and it was seen that any more calls upon it would seriously affect the efficiency of the organization. However, with the entry of Italy into the war in June, 1940, swift action was possible because of previous preparations.

The Intelligence Branch, including the Anti-Sabotage Section, called for the highest pitch of efficiency; there were also continual duties in assisting the Foreign Exchange Control Board, the control of censorship, checking and reporting of all kinds, registration of all firearms, etc. The Defence of Canada Regulations necessitated the most intensive work. The Finger-print Section experienced a large increase of work. Air raid precautions were given the closest attention, while industrial and other disturbances called for constant surveillance.

In addition to Federal and provincial jurisdiction, and fulfilling duties attendant to wartime, the Force was now policing some towns and municipalities—eight in Saskatchewan, three in Manitoba, and one in Nova Scotia. The largest amount of work in the history of the organization was being performed; the strength was pushed to the limit as new wartime regulations were constantly enacted. But the usual work—enforcement of the Criminal Code, the provincial statutes in six provinces, and many other urgent and important duties—was also attended to with grim determination.

⁶See *Battle-dress Patrol*, 12 R.C.M.P. Q. 102, for an outline of the activities of No. 1 Provost Company (R.C.M.P.), Canadian Army.



R.C.M.P. Headquarters, Justice Building, Ottawa. The Force's headquarters was moved to Ottawa from Regina in 1920.

Not the least, were a number of serious industrial disturbances in mines and industrial plants that were contended with successfully. Both the trained and untrained personnel rose to the occasion.

To facilitate the handling of its ever-increasing duties the R.C.M.P. in 1940 installed a prairie radio system which forms the nucleus of the greatly enlarged network⁷ in use today. The value of radio in police work is now well established. An inter-divisional hook-up makes for higher efficiency and better co-ordination all-round, and the Force has found it a wonderful asset in various ways.

⁷See *Radio in the Force*, 13 R.C.M.P.Q. 222, for the detailed story of the use of radio in the Force.

St. Roch made two historic voyages through the North-west Passage⁸—from Vancouver to Halifax, June, 1940-October, 1942; and from Halifax back to Vancouver, July, 1944-October, 1944—, the only vessel ever to make the trip from west to east and the only one to conquer the passage both ways. The achievements of that staunch little vessel belong in the front rank of Northern explorations and adventures.

Result of the Commissioner's reporting several years before that as the Force had about 40 mares he deemed it

⁸See *East Through the North-west Passage*, 10 R.C.M.P. Q. 149, and *Our Return Voyage Through the North-west Passage*, 11 R.C.M.P. Q. 298, which tell respectively of *St. Roch's* two historic voyages through the North-west Passage.

advisable for it to breed its own stock to overcome the difficulty of securing the right type of remount, 720 acres of land, including the site of historic Fort Walsh, were purchased as a breeding station for horses, and for grazing purposes. In addition 2,305 acres were leased from the province of Saskatchewan.

Toward the close of 1944 the R.C.M.P. Personnel Department⁹ (now called section) came into being, and it has proved to be an asset in many ways. One of its chief functions is to select suitable recruits and assist in placing them according to their ability and the type of work they will be most interested in. It classifies every man and indicates where he can serve most usefully and contentedly, be it on detachment, doing detective work, clerical assignments or in laboratory technician activities. By thus testing applicants for aptitudes and abilities, the section protects the welfare of the individual policeman and promotes the general efficiency of the Force.

It is a busy section. Six years of warfare left their mark on the Force; recruiting was at a standstill and members with pensionable service were "frozen" to their jobs if their health permitted to help the Force through that trying period.

As a consequence the Force today is much below strength. At present a concerted drive for recruits is in progress, and it is in this field that the Personnel Section plays an important part.

The most up-to-date methods of crime prevention and detection are employed. A great forward stride in the field of preventive policing was taken in the

autumn of 1945 with the inauguration of a movement¹⁰ to encourage and foster more friendly relations between Canada's youth and the police, and to building good citizenship. In all, members of the R.C.M.P. have already addressed close to a million young persons in the schools, and the project has won ever-widening approval with the passing of time.

* * *

THE Force's history is that of Canada's great expansion. As in a building, its soundness depended on the materials used and the integrity of its builders, its honour on those who live within it. The men who gained the Force's prestige and traditions came from many climes and walks of life. Those from the two dominant tides of Canadian manhood have contributed greatly to an essential unity, and, equally worthy of their faithful and exemplary devotion to duty, they have earned and won the deep respect of their countrymen—not only for the part they played in the past, but for services today in the cause of law, order and good citizenship. The fact that this year the Force celebrates the 75th anniversary of its birth is a tribute to the builders, their faith and integrity. It is testimony too that if the Force is to endure, the components of its structure must remain equally durable and strong.

To relate fully the story of the Mounted Police from the days of pagan chivalry to this modern day of marvelous and bewildering development would require no inconsiderable volume. This little resume touches only on the more salient facts.

¹⁰See *Youth and the Police*, 12 R.C.M.P.Q. 33, for the story of how this program took hold once it got under way.

Still Best Policy

SHIFTINESS never pays. One lie leads to another, till the victim of this vicious tendency becomes discredited and shunned. The important thing is to be scrupulous in small matters as well as great; holding nothing too trivial to be dealt with otherwise than in the spirit of sincerity, honesty and fair dealing. Reliability is one of the chief assets which any one can possess.

Hamilton Spectator

⁹See *R.C.M.P. Personnel Department*, 12 R.C.M.P.Q. 121, for a short history of the section since its inception.



Patrolling Canadian Inland Waters

BY CPL. W. E. F. BELL

(Photo by George Frederic, Kingston Whig-Standard)

AMONG the craft obtained from the Naval Service by the R.C.M.P. Marine Division at the time of its re-organization in the latter part of 1945 were 13 of a type known as H.D.P.C.'s, or, to give them their full name, Harbour Defence Patrol Craft. Of sturdy construction and designed to withstand considerable rough treatment, they are powered with 225-h.p. twin Kermath engines and have a cruising speed of about 12 knots. Though not great this speed can be maintained for satisfyingly long periods.

To fit these boats for police requirements some structural alterations and minor modifications were effected, and

A broader overall glimpse of R.C.M.P. Marine Division activities and functions is to be seen in *The Marine Section of the Force*, 11 R.C.M.P.Q. 192, and *The R.C.M.P. Marine Section in War*, 12 R.C.M.P.Q. 54.

Pictured above is *Carnduff*, a "Detachment" class patrol boat of the R.C.M.P. Marine Division.

the engines and other mechanical equipment received a thorough overhaul. Then late in the spring of 1946, with stores and crews aboard, the renovated vessels, save for some already at Vancouver, B.C., and one to be kept for local duty, left Halifax, N.S., for their various destinations.

Their work, before the war essentially coastal, was now extended to include much of the St. Lawrence river and the Great Lakes in Canada. Also before the war, the Marine Section's small boats had occasioned extra difficulties due to the fact that their engines and equipment were not standardized. Under the new plan all engines and equipment are alike and with spare parts available at the Halifax base, major repairs and changes can be made without undue delay; in an emergency even an entire engine can be rushed to the point of break-down.

Several hundred miles of international boundary pass through the great inland waterways now patrolled, and a lot of careful planning went into the new program. Formerly if police work in the area comprising the Great Lakes and adjacent waters required the use of watercraft, boats were hired or some such expedient resorted to; but under the present system R.C.M.P. patrol boats manned by trained police personnel are based at strategic points and available at all times.

A gratifying feature of this arrangement is that it forges yet another link in the strong chain of amicable border relations that exist between Canada and the United States. Among other things the United States Coast Guard can now look to the R.C.M.P. Marine Division for cooperation when incidents involving infractions of the law occur in Canadian waters.

* * *

THE duties call for a working knowledge of the laws applicable to the region in question, so as a preliminary step the N.C.O.'s detailed to take charge of the boats were given two weeks' intensive training at R.C.M.P. Headquarters, Ottawa, Ont. As part of the course, they studied legal questions that might arise and were taught the rudiments of the most tactful and diplomatic way of circumventing complications.

Their practical start, after that, was marked by the inevitable "setting in" process—getting acquainted with the personnel of the detachments with whom they would be dealing, and learning the topography and peculiarities of a district entirely unfamiliar to them. Though the essentials of police work are the

same regardless of locality, environment usually colours the method of applying those essentials. This is especially true of border localities, where law enforcement calls for the exercise of firmness coupled with extreme tact and courtesy. Yes, the men of the Marine Division had much to assimilate, and the 1946 season was given over largely to "learning the ropes".

As the magnet of one of the world's greatest tourist and vacation trades, the incomparable natural attractions of the Great Lakes' regions are a priceless Canadian asset. Every year thousands of visitors cross the boundary to enjoy themselves in Canada. Often many of them take their ordinary everyday way of life for granted, are prone to bring some of that way of living with them, and the result is that frequently they unknowingly break our laws. It goes without saying that care should be taken to ensure that these unwitting offenders are not made to feel embittered or ridiculous. It may be that in the words of Mr. Bumble "the law is a ass" in certain circumstances, yet it behoves the policeman not to be asinine in his manner of enforcing the law.

The 1946 activities pointed to a need for augmenting the inland water patrols and accordingly two small cabin cruisers were assigned for that purpose. It is perhaps of interest to note here that some of the boats are of a design that enables them to operate where the depth of the water and the location of shoals are known only from local experience and not through hydrographic survey. Of a draft so shallow that they can run in two feet of water these vessels have a keel whose under side is aligned in such a way that when the launch is

From the coastal work to which they were at first confined, the Detachment Class Patrol Boats of the R.C.M.P. Marine Division have a widened scope in recent years that includes patrolling part of the Canadian inland waterways system. In their new environment, these small craft cooperate closely with local police detachments in maintaining law and order.

beached its weight is absorbed without placing any strain on the hull. In addition the usually-exposed propellor and rudder are grouped so as to assure their maximum protection. The engine controls are arranged to permit the helmsman to use the ahead to reverse gear lever with either hand, while a foot accelerator regulates the throttle, thus providing perfect control of the launch at all times.

The year 1947 saw our boats *Carnduff*, *Tagish*, *Cutknife*, *Chilcoot*, *Kenora* and *Fort Francis* at various points in Ontario. In the spring of that year their respective crews had joined them at Halifax and following an interval of preparation the boats had been launched from winter quarters and made ready for immediate use.

Duties embrace maintenance of the Customs Act, Excise Act, Canada Shipping Act, Immigration Act, Indian Act, Migratory Birds Act, Fisheries Protection Act, Illegal Commercial Guiding Regulations, also assistance to shipping and boats and to the general public. In short, anything and everything connected with the upholding of law, peace and justice. The fire-fighting and life-saving provisions of the Canada Shipping Act and those governing the inspection of passenger-ferry-service craft come in for special attention. The public, both Canadian and visiting American, on the whole have cooperated, and, once advised of the legal requirements, most operators and owners expressed pleasure at having a definite standard to go by.

Much of the work, particularly such routines as policing regatta courses and so on, is of a congenial nature and cast in a setting of sunshine, gay crowds and free holiday spirit. Some duties, on the other hand, are less agreeable. To cite an instance, there is the pernicious practice of baiting the haunts of wildfowl, which consists of showering swamps and

marshes with grain. Birds are attracted by the thousands to these places, and with several hunters under cover the set is ready for the slaughter. These "sitting ducks" fall easy prey—some have even been shot by hunters in cabin and hotel windows; if such breaches of the Migratory Birds Act were to continue unchecked they could well lead to the almost complete destruction of Canadian wildfowl life.

To check a suspected area adequately is to go over it literally foot by foot with a sieve. After wading into the water the searcher must reach down with the sieve and scrape up and screen some of the mud from the bottom. If even a trace of grain is found, the vicinity is promptly "plastered" with signs closing it off from hunting and the owner advised or, if suspected, taken into custody.

The humorous side of this screening process, with its aching backs, cold wet feet and fingers nipped by early frosts, has yet to be seen by members of the Marine Division, especially as someone else always gets the ducks.

Assistance has been rendered to persons lost on the lakes or in danger of being watched. Now and then an attempted rescue fails, but usually the endangered parties are brought back to safety. The sort of tragedy the new service helps avert is exemplified in the case of three boys who got caught far out from shore one Sunday evening. The weather was cold and blustering when the Mounted Police received the call from frantic parents, and to quote the *Kenora Miner & News* news item ". . . within 15 minutes the R.C.M.P. boat was ready with the officers and one parent who acted as guide, and some five miles down the lake, in the murky night, the three boys were found trying to paddle their way home round the shore line, as far as possible from the bitter wind".

Loud in its praise of this extension of the Marine Division's scope, the Kingston *Whig-Standard* has given unstinted space to articles on the division's work related to duck hunting, routine patrols and illegal entries into Canada.

In one instance, fortuitous circumstances enabled two men of the Marine Division to arrest a man after his attempt to hold-up a local drug store.

Then there is the case of the grain exchange executive who, with his wife and daughter aboard, ran his boat high and dry on rocks in an exposed and lonely spot. One of our craft got them off and safely back to town, none the worse for their experience.

But not all rescue attempts end so satisfactorily. For example, a Detroit man who had gone out fishing failed to return and was never found, though his boat bottom up and minus its out-board motor was located drifting on the Canadian side of Lake St. Clair by our men. Planes from a nearby U.S.C.G. air service base conducted a two-day search from the air to no avail.

While on patrol the Marine Division boats keep in constant touch with their base by radio telephone, either direct or through one of the various U.S.C.G. bases. In this way, should matters requiring amphibious law enforcement tactics demand it, quick cooperation with land detachments is assured.

Not long ago a patrol ventured into unknown fast-running water below a power dam to retrieve the body of a young girl which had become wedged between rocks close up under the flume. It was a ticklish job, but cool nerve and intricate navigation accomplished it.

Occasionally the monotony of daily patrols is broken by a long trip. About a year or more ago a 140-mile patrol to a place on Shoal Lake seldomly visited by outsiders, to check over a nearby Indian reservation, resulted in the arrest of 13 Indians for drinking. They were taken to Kenora for trial, which meant that four policemen in a boat had three times their number in prisoners for two whole days. As usually is gratifying in such cases, two white men who had supplied the liquor were convicted as well as the red men.

Often the daily tasks of the Marine Division men in inland waters are humdrum, sometimes they are enlivened by incidents with a humorous or educational twist, and there are those that embrace tragedy. But whatever their nature they always afford the mental satisfaction that comes with carrying law and justice to otherwise inaccessible spots.

* * *

THOSE members of the R.C.M.P. Marine Division who for a while have deserted the salt water for the fresh "... have felt the sting of the driven spray, with never a taste of salt, that lifts from the face of the inland seas, when the wind-borne gods cry 'Halt'". They have encountered different conditions, had new experiences, and met and made new friends. With them into the hinterland have come their beliefs and opinions, and the resulting exchange of thought and viewpoint is bound to be of benefit all round. In fact this may not be the least of the fruits shown by the foresight and vision of those responsible for enlarging the Marine Division's jurisdiction.

Veterans' Picnic

AN beautiful Stanley Park, Vancouver, B.C., on Sunday, Aug. 1, 1948, "A" Division of the R.N.W.M.P. Veterans' Association, the Ladies' Auxiliary and friends enjoyed the most successful annual picnic to date. Races, ladies' tug of war, good eats, good companionship and reminiscent chats, all piled up to make the day a memorable one for the attending old-timers. President H. A. Stewart and his hard-working committee were deeply gratified with the result of their labours, pleased that all had such a good time.

Old-timers' Column

"A" Division, R.N.W.M.P. Veterans' Association Observes Anniversary

"Seven eighty-nine, Weeks, J.W.F." The roar of applause that greeted this announcement shook the walls of the hotel in Vancouver, B.C., where the 35th anniversary banquet and roll-call of "A" Division, R.N.W.M.P. Veterans' Association was held in the evening of June 19, 1948. The creases in "Jimmy" Weeks' face deepened into a wide grin as he glanced sideways at his two comrades of The North-west Rebellion days, C. H. "Charlie" Baker (regimental number 1188) and Judge J. A. Forin. Seated together at the head table, these three old-timers provided one of the high lights of the colourful reunion.

Among the founders of the association present were F. F. McPhail (2606), Major F. Bayliss (2810), W. S. Jealous (3035), C. R. Filtress (3095), J. J. Westaway (3507), K. C. Story (3917), F. Corby (4219), F. W. Squires (4300), and E. L. Howard (4722), and greetings were received from another association original, W. Dean (2288) of Black Diamond, Alta. Those mentioned, plus the more recent

members, their ladies, and many well-wishing friends, gathered round the tables to the number of 178—an all-time high.

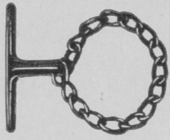
Introduced by Chairman H. A. Stewart (6461), who is divisional president, Dominion President Julien Nash (4762) joined E. A. Simmons (7741), past president, in paying tribute to the splendid work which the Ladies' Auxiliary did during the year. Mr. Nash, who had flown from Calgary, Alta., for the occasion, in a commemorative address reviewed the history and progress of the association since its formation in 1913 and made a strong appeal for increased membership, suggesting that recently-retired members of the R.C.M.P. be approached with this purpose in view.

The success of the banquet was due in great measure to the Trojan efforts of Secretary Corby of the division, and looking at the present healthy membership of the association one sees a living testimony to the many years of faithful service he has given to this worthy organization.

In addition to those already referred to, the attendance record lists the following names: Mrs. F. F. McPhail, Mrs. F. Bayliss, Mrs. W. S. Jealous, Mrs. K. C. Story, Mrs. F. Corby, Mrs. E. L. Howard,



Ex-Insp. R. C. Bowen smiles down on three older old-timers—
left to right: "Jimmy" Weeks, "Charlie" Baker and Judge Forin.



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Mrs. H. A. Stewart, and Mrs. E. A. Simmons—all wives of attendants already mentioned; Capt. and Mrs. R. G. Mathews (2012); J. R. and Mrs. Manson (2121); E. Harris (2435); W. E. Peirce (2553); ex-Insp. and Mrs. W. J. D. Dempster (3193); R. W. and Mrs. McLeod (3238); C. R. Sibbald (3248); ex-Supt. G. C. P. Montizambert (3466); J. F. and Mrs. Meagher (3536); W. L. and Mrs. Lawton (3556); B. D. and Mrs. Firth (3580); J. and Mrs. Hazzard (3582); C. McKenzie (3641); G. D. and Mrs. Ferris (3772); A. E. Mosses (4558) and his two daughters; B. Chapman (4659); P. Rose (4708); ex-Supt. and Mrs. H. N. Trickey (4718); D. Withers (4794); ex-Insp. R. C. Bowen (4829), on "B" Division Executive; W. G. Wells (4833) of Portland, Ore.; ex-Insp. F. T. Evens (4977); ex-Supt. W. W. Watson (5003); H. C. and Mrs. Randle (5092); J. B. and Mrs. Rogan (5207); ex-Supt. G. Binning (5320); P. Reddyhoff (5394); W. and Mrs. Ward (5495); M. Smith (5512); F. Anderton (5694); E. G. Newnham (5715); W. D. and Mrs. Smith (5726); H. D. and Mrs. Gibbs (5742); H. J. Clark (5856); A. L. Chinn (5960); M. W. Gallagher (5986); H. J. E. Williams (6077); C. H. and Mrs. Clarke (6158); F. B. Pearson (6298); M. and Mrs. MacLean (6299); J. P. and Mrs. Coulson (6391); J. L. N. and Mrs. Ellis (6522); L. H. Brine (6632); E. Tutin (7576); C. W. P. and Mrs. Hare (7590), vice-president "A" Division; J. R. and Mrs. O'Reilly (7633); A. G. and Mrs. Beale (8033); A. H. and Mrs. Johnston (8058); J. Leatham (8773), secretary "B" Division; W. H. and Mrs. Shaw (8779), and Miss Shaw; S. and Mrs. Floyd (9254); J. R. Paton (9261); E. G. and Mrs. Fox (9523); W. A. and Mrs. Demond (9789); W. H. and Mrs. Stevens (10229); ex-Supt. and Mrs. W. Mortimer (10425); P. Hecker (10830); E. F. X. and Mrs. Kusch (11049); A. Batts (11311); K. S. and Mrs. Jensen (14261); and A. J. S. and Mrs. Band (14606).

Guests included: R. Barnett; G. E. Berke; Mrs. E. H. and Mrs. T. H. Bolderson; Miss M. Campbell and guest; W. Clements; Mrs. L. Crisp; H. S. Edgcombe; Mrs. W. Fieldhouse; A. W. and Mrs. Filtness; Mrs. H. M. Fowell and Miss G. Fowell; J. W. and Mrs. Francis; D. and Mrs. Heyward; J. Hood; R. G. and Mrs. Keene; E. L. and Mrs. Knott; W. Lewis; Mrs. C. H. Luce; W. E. G. and Mrs. Macdonald, editor *Scarlet and Gold*; C. and Mrs. Miller; Mrs. F. E. McBride; J. McCulloch; Miss E. Gill; F. V. McGillicuddy, on "B" Division Executive; C. A. and Mrs. Ramsay; H. and Mrs. Reeder; N. H. Remnant; Mrs. C. H. Rowson; Mrs. C. Smith; Mrs. O. Snowling; Mrs. B. J. Stangroom; Miss M. Swelberg; G. and Mrs. Unwin; Mrs. R. Warrior; Mrs. C. A. W. Whitehead, and E. Wilding. Supt. J. Healey (6420), Officer Commanding R.C.M.P. "E" Division, and Mrs. Healey; Sgt. E. Scott, associate editor R.C.M.P. *Quarterly*, and a reporter from the Vancouver *Province* were also present.

Ex-Supt. F. W. Schutz Honoured

For outstanding service to Norway, when large numbers of her Air Force personnel underwent training in Canada, the Norwegian Consul, Mr. Hercules Worsoe awarded on behalf of his government, the King Haakon's Cross of Liberation to Air Vice-Marshal K. G. Nairn, C.B., A.E.A., and ex-Supt. F. W. Schutz who during the war while second in command of the R.C.M.P. at Toronto was most cooperative

in the establishment and training of the Royal Norwegian Air Force at Camp Little Norway.

The ceremony took place at the consul's residence in Vancouver on July 3, 1948.

Kamloops Train Robbery Recalled

The pen of Reg. No. 4385 ex-Sgt. K. G. Murison, now an inspector with the C.P.R. Department of Investigation, Winnipeg, Man., grows reminiscent as it pays tribute to Reg. No. 3186 ex-Sgt. P. G. Thomas who died at High River, Alta., on Dec. 3, 1946:

"'Tommy' has gone to a well-earned rest, to join his old pals. His life, from his first Reveille to his last Lights Out, was full of experiences and, I believe, happiness—and, what is more important, respect from all who knew him.

"With his passing the little band of R.N.W.M.P. who set out to capture George Edwards alias Bill Miner, William 'Shorty' Dunn alias John Grill, and Lewis 'Scotty' Colquhoun—the notorious train-robber gang of 42 years ago—has dwindled sadly. So far as I know the only surviving members of that patrol are ex-Corporal Tabuteau, ex-Sergeant Browning, now living at New Westminster, B.C., and ex-Inspector Peters, now of Victoria, B.C."

At 11.30 in the night of May 8, 1906, three men held up the C.P.R. westbound Imperial Limited near a small wayside station called Ducks, a few miles from Kamloops, B.C. Bristling with guns, and cool and calculating in mien, the desperadoes had boarded the train by way of the blind baggage and compelled the engineer and fireman at gun point to uncouple the mail car from the remainder of the train. The passengers were thus stalled in their cars on the main line while the front section was run down the grade a few miles for the purpose of dynamiting the safe.

However, due to faulty judgment on the part of Miner, the ringleader, this daring coup in the fastness of the mountains turned out to be a hopeless failure. Miner slipped up on information that the train carried \$100,000 destined for San Francisco earthquake victims, whereas that train had passed through safely hours before. Reputed to be the first organized train robbery in Canada, it was but natural that criminals from south of the international boundary should be suspected, for such depredations were not uncommon there.

An intensive search of that vast unsettled region of British Columbia ensued, and in response to a request from railway officials a detachment of N.W.M.P., from "E" Division, set out from Calgary, Alta., on May 11 to join in the hunt.

Reg. No. 2566 Sgt. J. J. Wilson was in charge of the small party which was made up of Sergeant Thomas, Reg. No. 3561 Sgt. T. M. Shoebottom, who with the rank of superintendent died in the service, Reg. No. 3754 Cpl. J. C. Stewart, Reg. No. 3429 Cpl. C. R. Peters, Reg. No. 2858 Cst. J. T. Browning and Reg. No. 4287 Cst. J. H. Tabuteau.

"I don't think any of us stationed at Calgary at the time", writes ex-Sergeant Murison, "will forget the thrill of seeing them off. A few days later, on the 13th, a further thrill awaited nine of us constables: we were ordered west with horses, under the late and beloved Insp. Frank Church who, accompanied by a Corporal Walker, had come on from Regina with orders to proceed (all policemen 'proceed') to Penticton so as to intercept the bandits should they head south. Soon after our arrival there, however, the welcome news was furnished us that the culprits had been captured."

When Sergeant Wilson and his men reached Kamloops in mid-afternoon of May 12, Commr. A. Bowen Perry got them in a hotel room and instructed them as to the best course to take, pointing out that the British Columbia Provincial Police had narrowed the search down to a vital area south of the railway. They were provided with a poor lot of untrained local horses and rode south out of town in a driving rain. At midnight they came to the Blackburn ranch, a distance of 20 miles, made camp, and were away again by daylight. They struck out for Douglas Lake, 85 miles south of Kamloops, and stopped to inquire at every ranch on the way. The country was scrubby, with clumps of willows and fairly flat, and they reached the lake about 5 o'clock that evening, May 13.

Wilson was of the opinion that the fugitives were somewhere between Lakes Chapparan and Salmon and Campbell Meadows, the vicinity where they had last been seen. Before the sun rose next day, the 14th, the patrol left for Chapparan Lake. There they met up with B.C.P.P. Cst. F. Fernie who reported seeing three men on foot with packs on their backs whom he thought might be the wanted men. Guided by him, the Mounted Police party galloped the seven miles to the spot indicated but found no one there nor any telltale tracks. Two of the wanted men were known to be wearing hob-nailed boots while the other was thinly shod in smooth-soled shoes. Fernie wasn't sure which way they had been going.

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Fernie then departed for Douglas Lake, while the Wilson patrol spread out and worked its way toward Quilchena. At about 1.30 p.m. after going about a mile and a half Corporal Stewart suddenly waved his hat, the pre-arranged signal that the quarry was close. Wilson, Stewart, Shoebotham, Peters and Browning thereupon converged toward a thin curl of smoke in a thicket and, upon nearing it, dismounted. Advancing, now very cautiously, they surprised three men eating lunch.

Wilson asked questions but received unsatisfactory replies. Finally he accused bluntly: "You answer the description given of the train robbers and we arrest you for that crime".

"We do not look much like train robbers", smiled the oldest of the strangers.

Just at that moment one of his companions (subsequently identified as Dunn) rolled over on the ground and shouted: "Look out boys, it's all up".

He opened fire. Wilson covered the man who later proved to be Miner, and Peters kept the third member, Colquhoun, in line, while the other three policemen pursued

Dunn who plunged for cover in the bush. Shots were exchanged, then abruptly Dunn threw up his hands and fell into a ditch. "I'm shot", he cried.

He was quickly disarmed and had to be hauled out of the waist-deep mud of the ditch as a bullet had gone through one of his legs. After the wound was bandaged, captors and prisoners repaired to Douglas Lake ranch where the wounded man's leg was cleansed and dressed. Later at Quilchena the wound was attended by a Dr. Tuthill of nearby Nicola.

The prisoners were escorted to Kamloops on the 15th, arriving there that evening in a downpour, and were lodged in the provincial gaol.

"Being young and a trumpeter—without honour or value to anyone but myself, as it were—", continues Inspector Murison, "I was ordered to Kamloops for duty. When I saw the celebrated criminals—and a more nondescript trio I had never seen, nor have I since—they were everything bad men should not be. Dunn, happy-go-lucky, fat, wounded, and full of stories; Colquhoun, a former school teacher, tall, stooped and taciturn, and finally the redoubtable Bill Miner, a quiet little man who said nothing."

Miner and Colquhoun were both born in Canada. Miner, in his heyday, preyed upon stage coaches conveying gold to Denver,

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Col. He invariably apologized to the passengers for the inconvenience to which he put them. At the time of his arrest he was in possession of a .38 revolver identified as the one belonging to the express messenger on the C.P.R. transcontinental which had been held up at Mission Junction, B.C., in September, 1904, and robbed of \$7,000. He was also wanted for various crimes at different places in the U.S.A.

Convicted of Robbing His Majesty's Mail he and Dunn were sentenced to life imprisonment in New Westminster Penitentiary, Colquhoun to 25 years. Miner escaped in August of 1907, Colquhoun died there, and Dunn was eventually released. All three are long dead; Miner is supposed to have died at San Quentin, where he had previously undergone a lengthy stretch.

"I had", concludes our correspondent, "many more experiences with the late ex-Sergeant Thomas in other cases. Notably I remember the Haney Bros. Hold-up, which occurred at approximately the same spot as the Kamloops escapade. I always felt that Mr. Thomas was a type all his own—dapper, suave, an extremely efficient peace officer who adorned with many admirable qualities the magisterial position which he held at High River for some 14 years."

Four Horsemen

Of all the officers of the Force who received commissions during the regime of the North West Mounted Police—1873-1904—, it is interesting to note that only four survive. Former Commr. A. Bowen Perry, C.M.G., now residing at 1255 Devonshire, Vancouver, B.C., whose appointment dates from Jan. 24, 1882, had his commission before the other three. Next comes ex-Supt. G. B. Moffatt of 931 Transit Road, Oak Bay, Victoria, B.C., who was promoted inspector on Sept. 1, 1883, but who had previously served in the ranks with regimental number 189 from June 17, 1878, to June 17, 1881. Ex-Supt. Gilbert Edward Sanders, C.M.G., D.S.O., 3014 Glencoe Road, Calgary, Alta., came into the Force as an inspector on Sept. 1, 1884. And lastly, ex-Supt. R. Y. Douglas, of 45 Roseberry Street, Ottawa, Ont., the junior among the appointees, who was not named until the post-diluvian day of May 20, 1902.

BOOK REVIEWS—By J. C. Martin, K.C.

FORTRESS NORTH, by Ella Jacoby Walker. Thomas Allen Limited, Toronto. Illustrated by the author. Pp. 382 and notes. \$3.50.

The author of this book is the wife of Dr. Osman James Walker, Professor of Chemistry at the University of Alberta. Her book—it is obvious that she has developed a considerable pride of place—is the history of her home city, Edmonton, told in a series of episodic chapters overlaid with fiction. The founding of the fort by the fur traders, Christmas at the factor's house, the setting-up of the first church, the first school, the first newspaper—these are but a few of the events with which she deals; for police (and other) readers, the arrival of the North West Mounted Police in October, 1874, makes a good story of perseverance and of difficulties overcome.

Each episode is complete in itself and the connecting threads of fiction, broken often by a generation or longer in time, are so slight that the work should be classed, not as a novel, but rather as a collection of short stories.

The writing is done in a simple, straightforward style which makes for easy reading, but this is said with one reservation. Mrs. Walker has done much research and she is careful to verify her references. Nevertheless it is fair criticism to say that the reading is hampered by the notes. If the author intended to write history, the notes are a proper aid to the student; if her primary purpose was to write fiction, the story does not need to be bolstered by references to authority, if the background is authentic, as here it is. It is possible of course to point to the same method among the classical novelists, Sir Walter Scott for example, but inasmuch as it interrupts the continuity of the reading, it is none the less an impediment.

In her characterizations, Mrs. Walker is much more successful in depicting women than men. Of the latter, Tomison Grant, Dominion land agent, newspaper man and trapper, whom romance twice passed by, most nearly comes alive. Among the women, she has created a vivid, sensitive and appealing character in the girl Miette.

It is impossible to say that the book is without defects, but in spite of them, it is

of more than local interest. The author shows a genuine literary gift and, since it appears that she has chosen her field, it may be expected that more, and better, work will come from her pen.

POLICE EXAMINATIONS, by Rollin M. Perkins. The Foundation Press, Inc., Brooklyn, N.Y. Pp. XIII and 495. \$4.50.

This book is supplemental to its author's *Elements of Police Science* which was reviewed in a previous issue of *The Quarterly*, and is intended primarily for the use of instructors and others concerned with police examination. A chapter contributed by Helen D. Telford and John I. Howe analyses and compares different methods of testing candidates—by interview, by intelligence tests and by written examinations, but the body of the work is devoted to written tests. These, with question and answer, cover a wide range of police work, and in this respect, as well as for the advice regarding the conduct of examinations, the instructor will find the book a valuable aid.

The same may be said from the student's side, for each of us can remember how useful it was, in preparing for examinations, to have a set of old papers upon which to base a review of the work covered by our instructors. Regarding this collection, it is necessary to repeat the caution given in our review of the author's earlier book and given now by him in the preface to this one, that where questions of law are discussed, the student should make sure that the information given coincides with the statutory law in force in the jurisdiction in which he is working. For example, on page 90 it is stated that the owner of an automobile might be convicted of manslaughter following a fatal accident if, at the time, he was riding in it and it was being driven by his chauffeur or by a friend and he was aware that it was being driven in a grossly negligent manner. This statement should be compared with the Ontario case of *R. v. Antony*, 80 C.C.C. 390, in which both driver and owner were charged with manslaughter and convicted of dangerous driving under s. 285 (3) of the Criminal Code—a verdict which, as to the owner, was set aside on appeal upon a consideration of the special provisions of that subsection and of Code s. 951 (3).

POISONS, by Vincent J. Brookes and Hubert N. Alyea. D. Van Nostrand Co. Inc., New York. Pp. 198. \$3.50.

Sergeant Brookes is a man of varied attainments both as a trainer in defence organizations during war-time and as a member of the New Jersey State Police, but it appears that, throughout his experience, his chief preoccupation has been with the public safety. During the war years he was director of a number of Nurses' Emergency Schools, and he acted also as an instructor in the use of protective equipment. For some years now he has been supervisor of the first aid and life-saving division of the Traffic and Education Bureau of the New Jersey State Police. Mr. Alyea is Associate Professor of Chemistry at Princeton University.

Together the two have produced a book which may well form part of the policeman's working library. It lists the chemical properties of many substances of which the human body is intolerant, tells the symptoms by which their presence may be recognized, and gives the antidotes and treatments by which they may be counteracted. There are chapters on industrial hazards such as chronic poisoning from the inhalation of toxic gases or irritant dusts, and there is a chapter, perhaps most interesting of all to the general reader, on poisoning from food, from plants such as mushrooms, sumac and poison ivy, and from snakes and spiders.

Aside from the broadly informative nature of the book, its great value lies in the convenient arrangement of the material. In cases where death has supervened and haste therefore has become less imperative, the policeman can get the assistance of the scientific laboratory which is part of the equipment of a modern police force. Sometimes, however, he is called upon to act in the emergency created by a case of attempted suicide, or even of more sinister implication, where it is still possible to avert a fatal result. This book will tell him, in a practical form well adapted for ready reference, what steps he should take in such a case, and the chapter on Poison Investigation will give him valuable help if it is necessary to follow up the matter.

The authors' interest in the public safety has led them to go somewhat beyond the

stated scope of the book to add a chapter on special techniques, including artificial respiration, the use of gas-masks and inhalators, and the emergency treatment of shock.

In a short foreword, Col. Charles H. Schoeffel, Superintendent of the New Jersey State Police, has written that "publication of this book is made by the authors as a public service". From that point of view they may feel a just satisfaction in their work.

RANGER: Sea Dog of the Royal Mounted, by Charles S. Strong. Illustrated by Kurt Wiese. The John C. Winston Company, Toronto. Pp. 247. \$2.50.

There are three elements which a book for boys must have—action, suspense, and a happy ending. Given these essentials, a boy is likely to forgive the author if, in the manner of the late G. A. Henty, he works a bit of instruction into the narrative. This tale has all four elements, for Mr. Strong has scattered through it a good deal of the history of Arctic exploration.

The story tells how the men of the *St. Roch* found a white Samoyede dog adrift amid the Arctic ice in a blood-stained kayak, how he and Roger Carter, the trader's son, became part of their expedition and shared in its dangers and adventures. There was mystery in the blood-stains, in the circumstances of the finding, and even in the presence of the dog, because the Samoyede is an Asiatic breed. How Ranger helped the Mounted Policemen to solve the mystery, and how it all ended, is for the author to tell, although perhaps the reviewer may say that in the end the *St. Roch* sailed proudly into Vancouver, having completed in one season the voyage from Halifax through the North-west Passage.

Inasmuch as the skipper and crew of the *St. Roch* are introduced into the story in their own names, it must be taken that "any resemblance between the characters and persons now living" is the reverse of coincidental. To them, the author pays his respects very handsomely.

If you have a boy of cub or scout age you cannot go wrong by putting this story into his hands. I cannot imagine the boy to whom it would not appeal. In fact, you might even enjoy reading it yourself.



**"NUGGET" GIVES A BRIGHT, LASTING
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NUGGET SHOE POLISH

HILL-TOP TALES, by Dan McCowan.

The Macmillan Co. of Canada Ltd., Toronto. Illustrated from photographs. Pp. 257. \$3.50.

This is a book which, it may be said at once, is both interesting and entertaining. Its 26 chapters tell much of the development of the Rocky Mountain country of Canada, and of the explorers, traders, scientists, missionaries, railroad men and others who have left their imprint upon it. There is a chapter devoted to the ghost towns which were once booming mining communities, another to a pioneer woman, Catherine Schubert, whose memory is perpetuated by a monument at Armstrong, B.C., and, by way of contrast, a chapter recounting some of the most sensational cases with which the Mounted Police have had to deal in the region.

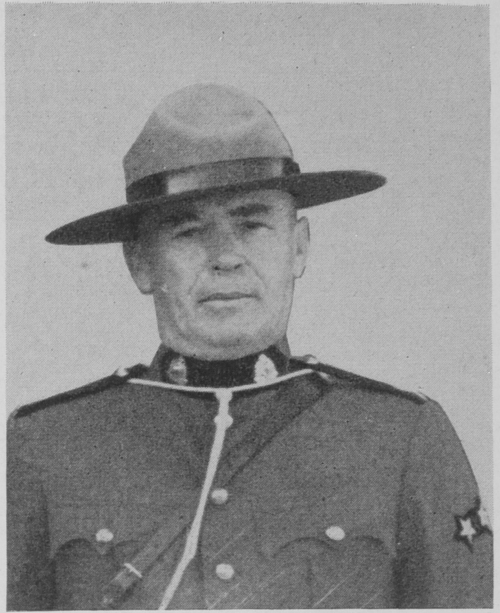
There is even a chapter on trail cookery which gives reason to believe that the author himself could put together a tasty

mulligan for a camp supper. Something of the kind he has done with the varied fare which he has combined in this book. The solid food is spiced with humour and salted with his own kindness, so that one who partakes of it is likely to come back for a second helping.

Mr. McCowan appears here both as naturalist and historian. In these roles he is too well established to be open to criticism for the matter of the book, but, as for its manner, the case is different. He writes in a style which is unaffected and very readable; it is unfortunate that he is in so great a hurry to get on with his story that sometimes he becomes careless. For example, a thing is unique or it is not—it cannot be "most unique", nor even "very unique"; a lawyer, appearing in Court, acts as "counsel", not "council". And surely it was not necessary for him to make a chapter heading of so threadbare a *cliche* as "dirty work at the cross-roads".

Corporal Lyssey

by S/SGT. A. M. SPRENGER



Cpl. N. Lyssey

SAGACIOUS and philosophical, Corporal Nicholas Lyssey, whom Death took by the hand on Sunday, May 30, 1948, and led over into the Great Beyond, was respected, liked and admired by all who worked with him through the years. Perhaps an outward testimony of his greatness was to be found in his funeral, for as his comrades in the Force and the many friends who knew him thronged the church to honour his remains, one mourner remarked that the cortege and attendance was the largest the city of Winnipeg has known in years.

Nick was no ordinary man. Recorded in the archives of the Force as regimental number 11555, he was a former member of the Manitoba Provincial Police which he joined in 1930, and he came over to the Royal Canadian Mounted Police upon its absorption, on Apr. 1, 1932, of the provincial organization. His linguistic versatility—he was fluent in most European languages—was a boon to law enforcement that not only spelled the undoing of numerous criminals but proved to be an invaluable aid to detachment men in different ways.

Born in Austria in 1896, Nick received his early education in various schools in Europe, including Franz Josef College in Poland. Before entering his chosen career, he was manager of two motion picture theatres in Winnipeg and following that was active in real estate dealings.

No one knows better than his close associates the great worth he was to the Force, because of his keen mind, his profound knowledge of central European cultures, and his deep insight into the characters of Canadians whose origins were traceable to the countries of his own earlier travels.

Nick was naturally friendly, and from the beginning of his police service he and the writer formed a companionship that took Death to break. As time went on our duties lay along different routes and our opportunities for friendly discourse became fewer. Yet the bond of friendship was every bit as strong.

And then toward the end, there was talk of headaches which persisted but would undoubtedly go away. Diagnosis eventually drew the blackest of pictures and brain surgery offered only very faint hope for his recovery. The risk was grave—but anything to be rid of those agonizing headaches. The fatal day; the surgeon's knife, and finally, though the operation was successful, some 30 hours afterwards Nick departed on his last patrol.

For the loyalty and true friendship he gave us, and for the inspiration his integrity and honour instilled, we who knew Nicholas Lyssey bow in humble reverence. His memory will long remain green with us, and in the fulfillment of time who is there to say that reunion will not be a blessed fact? Meanwhile the world is a better place because of men like Nick, and his leaving it leaves it the poorer.

Obituary

Reg. No. 5765 ex-Cpl. Walter Kingston, 63, died at North Battleford, Sask., May 2, 1948. He served in the R.N.W.M.P. from Dec. 16, 1913, to Dec. 19, 1917, in the Saskatchewan Provincial Police from Dec. 17, 1917, to May 31, 1928, and in the R.C.M.P. from May 31, 1928, to June 16, 1933, having been stationed at Cut Knife, Prince Albert and Melfort in Saskatchewan and The Pas and Hudson Bay Junction in Manitoba.

Reg. No. 4072 ex-S/Sgt. Stephen Alban Keen White, 82, died at Victoria, B.C., May 18, 1948. He served in the Force from Oct. 6, 1903, to June 30, 1907, when he was granted a free discharge to accept employment with the Dominion Department of Agriculture with which he served at Gateway, B.C., and Fernie, B.C., until 1910. While in the Force he was stationed in Alberta at Twin Lakes and Lethbridge. A graduate of Ontario Agricultural College, at Guelph, Ont., with the degree of Doctor of Veterinary Medicine, prior to his engagement in the Force he held a commission as veterinary lieutenant in the Princess Louise Dragoon Guards and was well known in the veterinary fraternity of Ottawa. In 1910 he was transferred from the Federal to the British Columbia provincial Department of Agriculture with which, mostly on Vancouver Island, he worked continuously until superannuated in 1932. An outstanding rifle and revolver shot, he was instrumental in forming the B.C. Provincial Police Revolver club.

Ex-Supt. Charles Ernest Wilcox, 68, died at Ottawa, Ont., May 22, 1948. Joining the R.N.W.M.P. as a constable with regimental number 4314, on Jan. 14, 1905, he served in the Force from that date until invalided to pension on Sept. 10, 1936, counting his Great War I service in which, as a member of "B" Squadron, R.N.W.M.P. Cavalry Draft, he was with the C.E.F. in Siberia during 1918-19, first with the rank of sergeant major and then as lieutenant. After passing through all non-commissioned ranks in the Force he was promoted from sergeant major to inspector on June 1, 1919, and his appointment to superintendent came on Sept. 8, 1934. His career in the Force embraced practically every phase of police work and during it he was stationed at Maple Creek, Prince Albert, Regina and Swift Current in Saskatchewan; Medicine Hat and Lethbridge in Alberta; Ottawa; Montreal, Que.; and Ellesmere Island and Baffin Island in the Eastern Arctic. Sailing on the C.G.S. *Arctic* in the spring of 1922, he opened up the far Eastern Arctic for the Force by establishing the first R.C.M.P. detachments in that vast area; with the exception of occasional intervals he

spent at Headquarters, Ottawa, he remained in the North until the summer of 1928. He was a member of "C" Division of the R.N.W.M.P. Veterans' Association.

Reg. No. 2381 ex-Cst. John George Cruikshank, 80, died at Edmonton, Alta., May 24, 1948. He served in the N.W.M.P. from Nov. 14, 1889, to Feb. 3, 1893, and later graduated from Ontario veterinary college. Doctor Cruikshank practised his profession successfully at Waskada, Deloraine and Selkirk, in Manitoba.

Reg. No. 11555 Cpl. Nicholas Lyssey, 52, died May 30, 1948, at Winnipeg, Man. See special tribute on opposite page.

Reg. No. 11175 ex-Cst. John Ferguson Cairns, 43, died at Lunenburg, N.S., June 6, 1948. He served in the R.C.M.P. from Nov. 9, 1931, to Aug. 16, 1937, and from Sept. 28, 1939, to Sept. 27, 1944, being stationed at Regina, Sask., Winnipeg, Man., and St. Margarets Bay, Shubenacadie, Hubbards, Sheet Harbour, Kentville, Meteghan River, Yarmouth and Halifax, Nova Scotia.

Reg. No. 9305 ex-Cst. Alexander Gillis, 55, died at Halifax, N.S., June 9, 1948. He served in the R.C.M.P. at Halifax from June 1, 1920, until pensioned on May 31, 1946.

Reg. No. 6009 ex-Sgt. Frank Cook, 59, died at Ottawa, June 20, 1948. He served in the Force from Aug. 31, 1914, until pensioned Aug. 30, 1942, with exemplary conduct. He was stationed at Regina and Prince Albert, in Saskatchewan; Macleod, Peace River, Edmonton and McMurray, in Alberta; Port Nelson, Man.; Fort MacPherson, Fitzgerald, Fort Smith and Hay River, in the Northwest Territories, and at Rockcliffe and Ottawa, in Ontario. He helped organize "C" Division of the R.N.W.M.P. Veterans' Association and was secretary of that branch of the association at the time of his death.

Reg. No. 10873 ex-Cst. David Lowe, 42, died on June 29, 1948, at Flin Flon, Man. He served in the R.C.M.P. at Regina, Sask., from Oct. 27, 1930, to June 20, 1935.

Reg. No. 7614 ex-Cpl. Reginald Gilbert Lipton, 66, died at Prince Rupert, B.C., July 10, 1948. A veteran of World War I, he served in the Force from Apr. 16, 1919, to Apr. 15, 1925, being stationed at Pendant d'Oreille, Coutts, Writing on Stone and Lethbridge, in Alberta.

Reg. No. 817 ex-Cst. Andrew Edington, 88, died at Parkhead, Ont., July 26, 1948. He served in the N.W.M.P. at Regina, N.W.T. (Sask.), from May 9, 1882, to Jan. 23, 1883.

EDITORIAL . . .

Continued from page 8

However, to quote from our esteemed contemporary *The Police Journal* published in London, England, few of its members got by "without personal loss, suffering or inner conflict", and "many a man has as his epitaph, 'Killed in the gallant execution of his duty'". The tragedy of their work was that there was some right on both sides of practically every situation they had to deal with. These rights were as irreconcilable as the wrongs were, and attempts to bring the opposing factions together, no matter how altruistic, almost invariably drew enmity from both sides.

The Palestine Police could have no better farewell than the following words addressed to 300 members of its British Section by His Majesty during an inspection at Buckingham Palace on July 20:

"The conflict between Arab and Jew made it necessary that there should be an impartial force to maintain law and order in Palestine and to assist in carrying out the heavy task laid upon us by the mandate. This has meant that the British police have had to face calumny and provocation as well as murderous attack. I have admired the forbearance and courage with which you have met difficulty and danger. Many of your comrades have given their lives and many others have been injured in that service; their sacrifice will not be forgotten. You can look back on a job well done".

* * * * *

The late Gen. John J. Pershing once cooperated with the Mounted Police in a matter that subsequently grew into one of those fabulous tales about the Force. While stationed on the frontier at Fort Assiniboine,

Pershing and That Lone Constable Mont., he escorted some Cree Indians to the border and turned them over to the Canadian authorities. The legend emanating from this transaction has several versions, but in all of them a solitary N.W.M.P. constable receives a mob of hostile Indians nonchalantly. "I've come for the Indians", he announces. Asked where his regiment is, he says "Beyond that hill washin' the fry pan" or merely "I'm the regiment"—with appropriate comment from the incredulous American.

This bit of folklore is based on a yoking together of two different sets of facts. In 1896 "Blackjack" Pershing, then a lieutenant in command of D Troop of the 10th United States Cavalry, did escort a band of Crees to the Canadian border. He was met at Courtts, in what is now Southern Alberta, by an officer of the Force with a small escort. There the matter ended, and happily.

Fourteen years before, however, Reg. No. 581 Cst. Daniel "Peaches" Davis escorted several hundred Assiniboines from N.W.M.P. Headquarters at Fort Walsh, which was some 70 miles from the boundary, to reservations allotted them further north. The United States military did not enter the picture. Constable Davis, unaided, left with his charges on May 23, 1882, and arrived at his destination near Battleford 25 days later. Similar responsibilities were discharged by members of the Force in their stride and were not considered unique. In this case Peaches was available, knew the country, and could drive a four-horse team. The way his comrades looked at it, so long as the tobacco and rations lasted Davis' Indians would string along with the grub wagons.

Time has merged the separate incidents into one, and popular fancy, abetted by a ready journalism, has inflated that one until Davis' tour of duty has lately been likened to Gideon's defeat of the Midianites. The tall-tale teller likes to picture a thousand renegade Indians being handed over by its powerful American escort to a lone laconic constable, whose wits and dare-devil courage carry him through a perilous trek that all but changed the nation's destiny.

The Quarterly would deprecate these exaggerations if it thought the public drew any inferences from them. But since the former Chief of Staff treated these childish fantasies with adult forbearance, we content ourselves with pointing out the facts of the matter.



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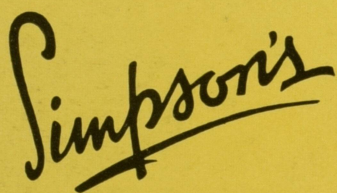
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