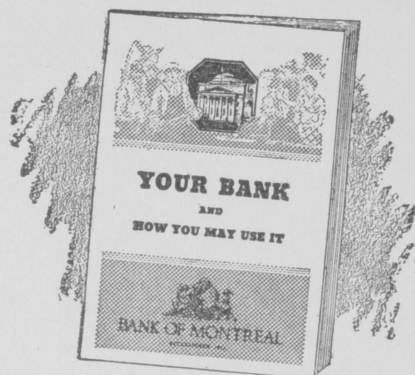


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JULY 1939



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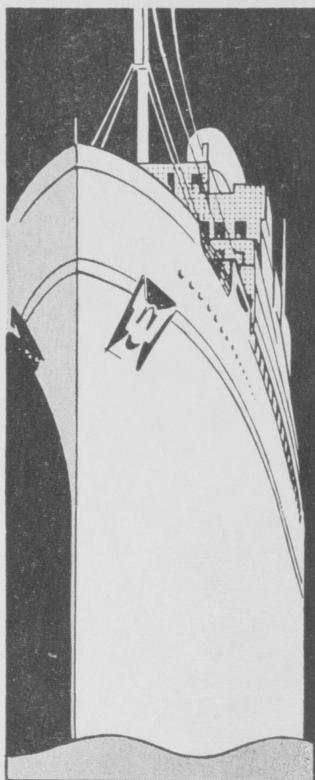
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# Royal Canadian Mounted Police Quarterly

VOLUME 7

JULY 1939

NUMBER 1

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*Photo by Ken Liddell*

*Their Majesties King George VI and Queen Elizabeth, accompanied by Commissioner S. T. Wood and Asst.-Commissioner C. H. King, arriving at the R.C.M. Police Officers' Mess, Regina, May 25th, 1939.*



## Editorial

Their Majesties the King and Queen have departed from their Dominion of Canada, where from the Atlantic to the Pacific they heard a veritable paean of acclamation. Among their many memories will remain the heart-felt "God-speed" of millions of their Canadian subjects. If their going has left us with a sense of loss, we have also been left with a more profound conception of our unity as a nation, and with a warmer appreciation of the kindliness and charm of the King and Queen who with so much grace and dignity occupy the Throne. By now the Royal Visit is a memory, and a happy one.

The part played in this visit by the R.C.M. Police is told on other pages of this issue. The responsibility devolving upon us has been accepted with pride, and we are deeply conscious of the honour and privilege which this responsibility has brought us. Much strenuous effort was involved, but this was only in keeping with the nature of the occasion. A record of His Majesty's appreciation will be found on page 6. The appreciation of the public has found expression in many ways, but not more succinctly than in the *Ottawa Citizen* which, commenting editorially said, "*The R.C.M.P., of course, were 'in charge' of Their Majesties, and with quiet efficiency, intelligent foresight and skilful disposition of available men, the Mounties added fresh laurels to those they already possess in such abundance*".

\* \* \*

A year ago your editor, while compiling a brief article on the history of the Marine Section, spent many fruitless hours trying to locate a picture of the armed schooner "La Canadienne", which was the first vessel in what is now Canada's Coast Guard. The search ended last winter in the Library of Parliament, where is hung a painting of this trim old craft—the forerunner of our Marine Section Fleet. Officers and ratings of the Marine Section will be interested to learn that a photograph of this painting was taken by kind permission of F. Desrochers, Esq., General Librarian, and is reproduced in this issue.

\* \* \*

The work of our Associate Editors is making itself felt, and as a consequence the volume of material from the divisions has been very much augmented. The Editorial Committee wish to record their appreciation of these efforts and to express the hope that they will continue to be so productive. With sufficient copy being received from each division, we are placed in a happy position which enables us to portray to some extent the activities of the Force over the past three months.

\* \* \*

With this issue we open Volume 7 of the *Quarterly*, and some changes will be observed. These changes are made on technical grounds and, we hope, in the interests of our readers. The changes also are confined to the appearance of the magazine only, and the editorial policy continues as before—that of imparting instructional and entertaining material of interest to members of the Force.





The Commissioner,

Royal Canadian Mounted Police

---

I am very proud to be the Honorary Commissioner of the Royal Canadian Mounted Police, a Force that for many years has been famous throughout the world.

So it was a genuine pleasure to me yesterday to be able to visit your barracks, the training-ground of the splendid body of men who are to-day maintaining in all parts of Canada the great traditions of the Force.

I should like to take this opportunity of asking you to convey to all your officers, non-commissioned officers and men who are concerned with our present tour the sincere thanks of the Queen and myself for their service, and our high appreciation of the manner in which they discharge their duty on all occasions.

*George R. I.*

May 26th, 1939.

# The Royal Tour of Canada

by SUPERINTENDENT V. A. M. KEMP

FOR THE past six months, the main theme of conversation, as well as press headlines, has been the visit to Canada of Their Majesties, King George VI and Queen Elizabeth. The machinations of demagogues and dictators, the threat of wars, even the depression were unceremoniously and happily banished from prominent places in our newspapers. Nerves which had become jittery with the impending fear of a world cataclysm became serene again in contemplation of the unprecedented visit of a reigning monarch and his queen to our Dominion of Canada.

That visit so eagerly awaited is now a thing of the past, but happily, is one long to be remembered. An estimate of the full consequences of the visit will only be forthcoming in the years to come; but the genuine warmth of the welcome accorded Their Majesties, the affection for them displayed all across the country, the personal charm of our King and Queen, and their unselfish and untiring interest in Canadians generally, have strengthened more than ever the bonds between this young country and the Motherland.

It is not the purpose of this article to attempt to portray in detail the tour generally. The press and radio have left no stone unturned to bring to all Canadians, and for that matter to the entire world, an accurate and vivid picture of the details of the tour. Moreover there will be available, in due course, a historical record of the details of the trip. It is desired, however, to place in the pages of the *Quarterly* a summarised account of the part which the R.C.M. Police was permitted to play in this epochal and important undertaking.

With the King as our Honorary Commissioner, it was with a feeling of pride that we learned of the responsibility placed in the hands of the Commissioner, in co-operation with other Police forces, in respect to the safety of Their Majesties whilst in Canada, a pride not unmixed with an appreciation of the weight of that responsibility. We had read with admiration of the systems in vogue in England to protect Royalty during State Tours. There, thousands of Police were available within easy call; thousands of troops could be readily mustered for street lining. The relatively short distances of processional routes, the proximity of adjacent cities and boroughs from which Police could be drawn to augment the Forces on hand in London were additional simplifying factors. How were we to provide protection here in Canada? Some pessimists pointed out that approximately twenty thousand police were on hand during the Coronation Procession of a few miles, a route lined with troops, in some places shoulder to shoulder and in double rank. Here in Canada, they said, it is doubtful if we could muster all told, half that number of police. Whereas, a few hundred miles separated the remote parts of the United Kingdom, thousands of miles were to be traversed in this far-flung Dominion. Then, they pointed out, our people were an untried quantity when it came to orderliness along processional routes; whereas, in the Old Land, they were so accustomed to the



spectacle of Royal Processions that they would, almost by force of habit, remain in their places at the curb. To crown all these foreboding views, they added, the question of expense of transportation of police and militia would be so great as to prohibit the general muster of protective Forces.

Not only were Their Majesties to be safeguarded, but of similar importance was the responsibility to protect the lives of the citizens generally, so that no Canadian home should be desolated due to inefficiency in caring for the welfare of those who came to pay their respects to their King and Queen.

In recording the fact that Their Majesties were able to leave our shores after a month of strenuous travel (as the King graciously expressed it when bidding goodbye to the R.C.M.P. Officers of his party) "without a single incident which could be considered unpleasant," it is of primary importance to pay tribute to the general orderliness of the Canadian public. Without their co-operation the work of the Police would have been difficult in the extreme. While in one or two instances the crowds in their enthusiastic exuberance broke through police lines, the public on the whole were extremely well-behaved. They accepted police directions kindly and appeared most anxious to do all in their power to assist the authorised forces of law and order. To say that crime was at a standstill during the tour would be to overstate the case, but there was a marked absence of those crimes and misdemeanours which had generally been anticipated.

It is also fitting to acknowledge the truly wonderful co-operation afforded by Police Forces generally in Canada. Whether Provincial, Municipal or Railway, all agencies for law and order threw their entire weight into the responsible task to be faced. They proved a veritable tower of strength and their labours, frequently arduous, always of long periods and usually without relaxation or refreshment, simplified to a very marked extent, those problems which appeared so herculean before the tour commenced.

The Defence Forces of Canada similarly played their part in a manner in keeping with the best traditions of their Service. While operating under distinct orders from those issued to the Police, and composing as they did a separate division of responsibility, the two branches of the Services, Defence and Police, worked in complete harmony and with complete efficiency. Without their support, the Police would have been hard put to it to control routes and crowds, and while it was manifestly impossible to line every foot of the lengthy processional routes with troops, naval ratings, etc., those who were travelling in the processional cars enjoyed a distinct feeling of ease, when well lined routes lay before them as compared with streets where such action had been impossible. The smart bearing and soldierliness of our Defence Forces throughout the country were frequently commented upon.

Lastly, but by no means of least importance, it is fitting to acknowledge the gratuitous services offered by thousands of citizens who turned out to act as an auxiliary to the established Police. These included veterans, members of fraternal bodies, firemen, members of service clubs, Boy Scouts, Girl Guides, Cubs, Brownies and all sorts of conditions of men, women and even

children, who gave their services to help bring the visit to the successful conclusion that was ultimately reached. While not essentially Police auxiliaries, the medical profession, nurses and First-aiders who were continually on hand did a remarkably good job.

Elsewhere in these pages will be found an account of the arrival of the Royal Party at Quebec. The enthusiasm which was noted at Quebec was repeated in all cities, towns and settlements visited. To select any as being the most enthusiastic, the most impressive, or the finest in any other sense, would be invidious. The whole country turned out en masse, and the results achieved surpassed all expectations.

The preparations for the safeguarding of Their Majesties required a vast amount of study and work. Those not closely associated with the work of organization could have merely a faint conception of what was entailed. This work was well under way by the beginning of the year, and a liaison had been established with all Police Forces in Canada. From that famous Force, the Metropolitan Police of London, came books of instruction, organization plans, and other literature dealing with Royal processions and other related subjects, which were distributed over the country. Advice was relayed to municipal forces on such important points as street-barricading, operation orders, the relaying of personnel from one point to another and numerous other plans, derived from years of experience in such duties in London.

From Scotland Yard came also an experienced officer, formerly Deputy Commissioner F. W. Abbott, O.B.E., M.V.O., who, accompanied by an officer of this Force, made a tour throughout the country, interviewing, counselling and advising the various other Forces. Operation orders and plans were scrutinised by Mr. Abbott, who was also conducted over the routes to be eventually followed by the Royal Party.

An ardent recruiting campaign was followed to enlist the voluntary services of citizens who would be prepared to supplement the existing Forces. The number of these citizens cannot be calculated, but they must have run into many thousands. Provided with arm bands and instructed in their duties, they turned out and made an excellent job of their newly-acquired responsibilities. Frequently these men were ex-Service men, complete with beret and war-medals. The Legion of Frontiersmen made a noble effort and were the object of many complimentary remarks on their efficiency.

The result of this preparation was that, while we may have lacked in Canada a large organization of permanent police, we did mobilize a veritable army of public-spirited citizens who were willing and anxious to help.

By the time Their Majesties arrived, there was a general feeling that all possible steps had been taken to ensure smooth operations. Complete rehearsals were not possible in every case, but those who were to occupy key positions had been given minute instructions in their duties, and all that remained was to determine how the plan would work out in actual operation.

Any doubts as to the practicability of the operations centred around the problem of the density of the crowds which would assemble. The results proved somewhat illuminating. In a few centres where tens of thousands were expected, the crowd that eventually assembled appeared to be somewhat small. In most places, however, the numbers congregated exceeded all expectations. An excellent illustration of this latter situation is Melville, Sask., a town of less than three thousand normal population. Actually, some sixty thousand persons jammed into Melville, but of that little prairie town, more anon.

Perhaps the densest crowd of all was at Moncton, N.B., where crowds assembled in such numbers that it was finally estimated about ten times the number for which space had been reserved, eventually packed themselves in what was really a restricted area.

The most elaborate plan in the itinerary was, of course, in Ottawa. Their Majesties spent two and a half days at this point, and undertook a very extensive programme which included, apart from the arrival and departure processions, the following ceremonies:

- (a) A visit to the Parliament Buildings where Royal assent was given to certain Bills.
- (b) State Dinner at Government House.
- (c) Laying of corner stone, new Supreme Court Building.
- (d) Trooping of the Colour by the Brigade of Guards.
- (e) A processional drive through Hull.
- (f) Private luncheon with the Prime Minister.
- (g) A garden party.
- (h) Dinner given by the Government of Canada.
- (i) Unveiling of Canada's National War Memorial.

When it is considered that with the exceptions of (b) and (g) above, each function entailed a processional drive, it can readily be seen that the Ottawa programme was far more extensive than any at other points.

To the Ottawa programme, must be added an unexpected and unscheduled drive through the City Streets to enable Their Majesties to reach a secluded roadway beyond the city limits for a quiet and uninterrupted walk. Preparatory schemes for the conduct of Their Majesties along city streets had hitherto comprehended much street lining, clearing of routes, and a certain amount of pageantry. This unheralded drive across the entire width of the city was something never anticipated. Due to the need for complete secrecy, no preliminary steps could be taken to clear any routes, but by the use of two-way radio cars it was possible to have a party of uniformed men on hand near the spot where the walk was to take place. Everything appeared to have gone well until after Their Majesties had commenced their stroll, when (it seemed) every car within a radius of miles had decided to follow in rear of the Royal Party. It was fortunately possible, by use of the uniformed men who were within call, as well as the motorcyclists, to clear the road for the return trip; but one valuable lesson was learned, viz., always to be prepared for the unexpected when conducting Royalty.



Dealing with the question of the organization of the R.C.M. Police party attached for duty during the entire tour, some interesting points developed. It was early decided that the Commissioner in person and two other Officers, Assistant Commissioner King and Superintendent Kemp, should attend to the preliminary organization, and also accompany the Royal Party on the tour. A force of twenty-four N.C.O.'s and Constables was distributed between the Royal and Pilot trains, to undertake the policing of the Royal train at all stops, including those where the train was stationary at night. This party was drawn from the various Divisions of the Force and carried out its duties with entire satisfaction. Its appearance and courtesy and the manner of its performance of duty was commented on by Their Majesties as well as by others attached to the party.

Special honour was accorded the four personal orderlies, Sergt. H. W. H. Williams, Const. J. Coughlin, Const. R. Portelance and Const. J. A. Langlois. It may be mentioned that the customary procedure, when His Majesty travels, is to attach Royal Marines for this particular duty. It was, however, at the express wish of His Majesty that four members of this Force were selected for this position of honour, and the men selected carried out their duties most successfully. Apart from the individual mementoes bestowed on them, they were signally honoured by being photographed with Their Majesties shortly before the departure of the "Empress of Britain" for England. It was the desire of Their Majesties that this photograph be taken—a souvenir that will surely be prized by the four "orderlies" in the years to come.

A further detail was necessary to provide a motorcycle escort for Their Majesties during their processional drives. Where possible, cavalry escorts were provided and it may be noted in passing that these mounted escorts presented a very smart and colorful appearance. As, however, the drives were frequently in cities or towns where no cavalry was on hand, or were over routes too lengthy for mounted escorts, a detail of motorcyclists was used for escort purposes. Due to the fact that processions invariably terminated at the Railway Station, to be followed by the immediate departure of the Royal Train, it was necessary to furnish two details of motorcyclists, one "leap-frogging" the other from point to point. These motorcyclists were in every instance men who had several years of practical experience of motorcycle police patrols. Their work was very satisfactorily completed.

In all, therefore, the total R.C.M. Police strength attached for duty during the entire tour was as follows:—3 Officers; 4 N.C.O.'s and Constables (Orderlies); 24 N.C.O.'s and Constables (Train Guards); 16 N.C.O.'s and Constables (Motorcyclists); a total of 47 all ranks.

At all points where stops were carried out, or processional routes followed, the work of policing the site of the reception or the route was undertaken by liaison with the various Forces. In those Provinces where an agreement exists for the performance of Provincial Police work by the R.C.M.P., there was, of course, a much greater representation of this Force in evidence. At different points, however, in Quebec, Ontario, and British Columbia, the familiar "scarlet serge" could be detected. In the three Provinces mentioned, the Provincial Police brought their organizations into play with commend-

able effect, and in common with the Railway Police and our own Force, moved their men around, frequently overtaking the Royal Train, so that the same men would appear for duty in two or three places in the same day.

In the National Parks, at Banff and Jasper, the responsibility for Police protection was exclusively that of the R.C.M.P., with of course the assistance afforded by the Railway Police at the station. The stops at these two points was entirely for rest and relaxation and there is no doubt that Their Majesties were very much impressed with the beautiful scenery. If any person thought the period of "rest" implied remaining indoors, they were soon disabused. No time was lost in idleness. Their Majesties climbed mountains, drove around the scenic spots, and generally crammed as much sight-seeing and exercise into the short space of time as was possible. They were enabled to get some fine motion-picture shots of game, even the wild animals apparently making a point of coming to town while the King and Queen were there.

One of the most interesting events on the tour was the crossing from Vancouver to Victoria. Apart from the natural beauty of this crossing, the presence of four destroyers, convoying the Royal ship, as well as an accompanying escort of R.C.A.F. planes, served to illustrate the protection afforded by the various arms of the Service. Intermittent bonfires along the shore and bursts of rockets and flares created quite a gala scene. These illuminated signs of welcome were not confined to the Canadian coast line but were noticed from the American shore as well. Similar escorts were on hand on the crossings between Prince Edward Island and the mainland, when boats of the R.C.M.P. Marine Section carried out patrol duties.

Perhaps from the standpoint of the R.C.M. Police, the highlight of the trip was the visit to our Barracks at Regina. Their Majesties graciously honoured the Force by taking tea in the Officers' Mess, preceding which the Officers and their wives were presented. This was followed by a brief tour of the Barracks. Their Majesties were particularly interested in the Scientific Laboratory as well as other features such as the Chapel, which has such historic associations with the earlier history of our Corps. The premiere appearance of our Band added a note of colour, incidental music being furnished while the Royal Party was in the Barracks. Mention should be made of the splendid musicianship of this recent addition to the Force, and the response to the able training given by Sub-Inspector Brown was quite evident. At the risk of appearing egotistical it is safe to say that we have in the Force a Band that will be recognized as among the finest in the Dominion. The King, our Honorary Commissioner, was thus enabled to visit for the first time, the former Headquarters of the Force. To those of us whose earlier acquaintance with this spot dates back to the pre-war era, it is difficult to describe the changes which have taken place in its structure. The presence of the Officers' quarters definitely identifies the present Barracks with the old Headquarters, but so many other changes have been brought about that it is somewhat difficult to decide at short notice what is the most conspicuous change. Perhaps sometime we may see a record in the *Quarterly* recapitulating the contrast between the modern Barracks and that of former years. Before leaving the Barracks, Their Majesties signed the Visitors' Book. An appreciation of the Force as a whole was graciously

handed to the Commissioner in written form and bearing the signature of His Majesty, and a facsimile of this appears elsewhere in this issue.

Earlier in this article there is a reference to the difficulty of preparing for the unexpected during Royal Tours. Several apposite illustrations of this spring to mind. In common with other members of the Royal Family who have visited Canada, Their Majesties thoroughly enjoyed those periods of relaxation when they were enabled to proceed on quiet walks or motor drives, free from the supervision of the Police. One such occasion was during the stay at Jasper, when the King and Queen expressed a desire to motor to the foot of Mount Edith Cavell alone, save for the immediate staff. Realizing the difficulty that might arise on the winding 18-mile drive should motor traffic be heavy, a party of Police attired in mufti hurriedly covered the route to ensure its being cleared before the Royal Party arrived. This was successfully accomplished, and the Police car had got nicely under way before Their Majesties arrived at the glacier. The effect of sundry officers endeavouring to conceal their identity under the guise of innocent tourists did however have its amusing interludes.

Some amusement was also derived from the manner in which various prominent members of the Royal Party were occasionally accosted and requested to produce their credentials. These were unfortunately not always carried on the person, but at no time during the tour was any difficulty experienced due to lack of courtesy, those who were accosted usually concluding an account of such incidents with some appreciative remark as to the courteous manner in which they had been approached.

There must have been many interesting incidents which have yet to be brought to light, although the energetic coterie of press men and women who preceded the party appeared to let nothing slip. The hearty co-operation given by the public as a whole has already been dealt with, but it is doubtful if any citizen can claim the distinction of having shown more consideration than the Manitoba farmer whose home abutted upon the railway tracks at the location of the overnight tie-up. This public-spirited citizen upon learning that the Royal car would be parked for the night, cheek by jowl with his hen-roost, transferred his brood of hens and their early-rising consorts to a barn several hundred yards away, where their vocal efforts to "hail the smiling dawn" would not disturb the slumbers of those seeking repose after a very strenuous day.

Not a few instances occurred of crowds of persons who gathered in more or less complete silence to merely look at the train, their abstinence from sound being actuated out of purely altruistic and patriotic motives. Whether this air of silence would have been brought about at Melville or not is something which can only be conjectured, but it was discovered on arrival of the Royal train that the location of the Royal car at the overnight tie-up was immediately opposite the reception platform, surrounding which a crowd estimated at sixty thousand had congregated. The train was accordingly moved a few miles away for the night, an eminently wise precaution, inasmuch, as it took much strenuous work over a loud speaker system to finally collect the ninety and nine children who had seemingly strayed from their parents. For hours the loud-speakers called raucously for the parents of



"Mary Brown," who was among those present, or for "Mary Brown" whose parents were all present and correct, and were concerned over the fate of their offspring. One or two of the stage whispers of the announcer brightened the occasion, particularly as he appeared to forget that modern microphone transmission is extremely sensitive.

The presence of so many children was something to marvel at. From the Atlantic to the Pacific and back again they rolled out in legions. Many of them, in fact not a few adults, became so excited that they never got a glimpse at the Royal couple at all. It is safe to estimate that several hundred photographs were taken of the Police in the pilot car, doubtless in the mistaken view that the car in question contained Their Majesties.

Reference to the taking of photographs causes one to speculate on the question of expenditure of films and cameras, as all sizes and description were seen, from the huge affairs with telescopic and stove-pipe-like lenses to the inexpensive type; from professional 35 mm. moving picture cameras to the smaller 8 mm. type.

It has been calculated that Their Majesties travelled eleven thousand miles during their tour on this continent, 9,510 miles by railway, the balance by water and motor transport. Of this distance, approximately 1,100 miles were in the United States. When one considers that the entire tour only occupied one month, that they were seen by millions of persons, one cannot fail to be impressed with the physical stamina required for such an undertaking. Their continual desire for exercise was quite noticeable and many were the walks that they took. These frequently occurred during stretches of railway travel between towns. Then the train would be halted and Their Majesties would walk along the railway track ahead of the engine.

No members of this Force proceeded to the United States with the party, except to cross the bridge at Niagara Falls to formally hand over the protection of the train to the American authorities. The R.C.M.P. Band was, however, on duty at the Canadian pavilion at the World's Fair when the Royal Party arrived. The Royal train was again taken over by the R.C.M. Police shortly before it re-crossed into Canadian territory, south of Montreal. This function was not without its lighter moments. The receiving party, consisting of one Officer and six other ranks, set out from Montreal to Rouse's Point, just across the International border. The Canadian Pacific Railway had kindly placed a luxurious "business car" for the accommodation of the police party, who thus found themselves housed in the lap of comparative luxury, with a shower bath, kitchen and sitting room at their disposal, and sleeping quarters that ranged from a brass bedstead to the more lowly lower berth. Realizing that a strenuous day lay ahead for them, the party retired early "to sleep, perchance to dream," the business car having been detached from the train and parked in a secluded part of the yards at Rouse's Point. At about midnight, the Railway Company evidently decided to do a spot of work clearing away excess cars from the yards. An engine clearly suffering from some sort of pulmonary complaint was assigned to this task, and when not stertorously shoving box cars around, it came to rest beside the business car to do deep-breathing exercises. At 1.00 a.m., an express train with powerful headlight appeared on

the horizon, headed apparently for the hapless business car. One of the orderlies awoke in a cold sweat, perceived destruction bearing down at 60 m.p.h., and was on the point of rousing all the party with injunctions to "Jump," when the express passed by on an adjoining track. By 3.00 a.m., a small portion of the American army arrived, and did some brisk military manoeuvres outside the business car. It was interesting to note during one's waking moments that their manual of ceremonial is not unlike our own. Fifteen minutes later another portion of the Army arrived and practiced extended order on the other side of the business car. By this time, it was decided to call it a night and the Receiving Party arose to prepare for the responsibility of "taking over" the Royal train. This was successfully accomplished, in the presence of the local populace and the portion of the army previously referred to, who, armed with rifles and bayonets, made an excellent job of warding off unauthorized persons. The thoroughness of the American authorities in protecting Their Majesties was self-evident. Secret Service men, Railway and State Police were all on hand to prevent any harm coming to their distinguished visitors, and we were informed that every bridge and railway crossing was under the supervision of an American soldier or detachment. The general appearance of the American police and military was such as to command respect for their general efficiency.

The practice of "tying-up" the Royal Train during the night was an admirable precaution to ensure rest for the Royal Party. Without some such precaution, there would certainly have been crowds on hand at every point passed, no matter how late the hour. Should Their Majesties have acknowledged the presence of these assembled crowds by appearing on the rear platform of the train, there would have been no rest for them whatever. Consequently, most of the actual travelling was undertaken in daylight. During these "tie-ups," the Train Guard maintained constant patrol to prevent unauthorized persons from boarding the train or from undertaking any demonstration during the period of rest.

While the local activities of the Royal Party received due publicity and there was considerable advance propaganda as to Police requirements, those on the Royal and Pilot trains were not a little concerned as to the huge problems which confronted the local authorities as to the disposal of the large crowds after the Royal Party had left. The control of traffic at a place such as Windsor, where an estimated crowd of half a million persons assembled, is an instance of "behind-the-scenes" police work that had to be contended with, without the glamour and excitement that accompanied the flares before Their Majesties arrived. Similarly the control and movement at night of thousands of children at Brandon, Moose Jaw, Melville and a score of other places must have meant hours of patient and trying work to those in authority.

To those who were privileged to carry out police duty during the whole tour, many lessons were quickly learned. The magnitude of the undertaking was something which no one could foresee; but by coolness, good humour, and continual courtesy, the various police forces in Canada maintained their high standing and enhanced their reputation.

One of the principal lessons learned was that large crowds can be most effectively controlled when courtesy and good humour are employed. Crowds of law-abiding citizens can invariably be led where they cannot be driven. Every member of this Force was lectured on the question of tact and courtesy and the result of such training together with the inherent good manners of police personnel generally, obviated any complaint of over-officiousness.

Another important lesson learned is that the police must arrive and exercise control before the crowd assembles. When the few instances of disorganized crowds did occur, it was invariably due to the crowd assembling without any or with inadequate police control. Once a crowd is established, it is most difficult to move them into formation, whereas, it is comparatively simple to move them into formation as they arrive, due to the effective police control.

A third lesson learned was that police must not be withdrawn from any portion of the route which is later to be traversed again for the same reason as set forth in the preceding paragraph. Having this object in view, numerous instances occurred of police personnel being on duty for hours along the processional route without relief for lunch or rest. This entails strain on physique and on tempers, it is true, but to withdraw men in large numbers for purposes of rest with any hope of restoring order later on is usually folly.

The fourth lesson learned was that corridors between the general public and troops or police should not be too wide. In one Western city, it was noted that auxiliary police were at least 12 feet from the curb along a very wide thoroughfare. The crowd remained on the sidewalk in orderly fashion until the procession arrived, when they all surged forward filling the corridor. As this particular street was very long and straight, the rushing forward was contagious, with the result that long before the procession arrived at the other end, the crowds and the auxiliary Police were badly intermingled. It is wiser for auxiliary or permanent police to be lined not more than one or two feet from the curb along the route, unless the police force available is very strong.

The fifth lesson learned was that police lines should be held for a considerable period after the procession passes. In some instances, police were withdrawn almost immediately after the passing of the last car in the procession. This resulted in the crowd breaking and following the procession, which was not only undignified but might have had serious consequences.

It is difficult to impress upon the general public the wisdom in their remaining in orderly fashion well back from the processional cars. They usually cannot be convinced that a good interval between the procession and themselves enables them to have a longer and better view, whereas, by crowding close up to the processional car, it has passed before they have had a chance to witness the proceedings. This occurrence in some instances led to comments as to the speed of the procession. In one city, the local press devoted considerable space emphasizing the fact that the procession passed at a rate of 20 miles per hour when Their Majesties' car was being accompanied by a mounted escort. The absurdity of this suggestion is evident to the



person who has had experience with the speed at which a troop of cavalry trots. It is well to the advantage of the general public that they remain well back from the processional route.

A still further lesson was emphatically brought home, dealing with the thinning out of crowds. For instance, police lining the route should not endeavour to force large crowds back by pressure from the front. It will be quickly seen that this is quite impossible when the pressure is heavy and it might result in injury to those persons who are in front of the crowd. To thin out crowds, it is essential that some members of the police work from the rear, thus relieving the general pressure and enabling those in front gradually to force those remaining in front to retreat.

These comments have been offered, not in any critical spirit, but in the full realization that the experience afforded during the tour was novel to every police force in Canada, and it is hoped that should similar situations arise we can all profit by what we have learned as a result of the unusual duties thrust upon us all during the Royal Visit.

Their Majesties have already reached their home in England, their visit to our shores, so long awaited, is finished and a new chapter in our national life has been written. Canada has displayed to the whole world the affection and esteem she holds for the British Crown. Twenty years ago we were totalling our losses in manhood following the horrors of the Great War, a proof of our fidelity to our place in the British Commonwealth of Nations. Since that time we have been subjected to alarms and fears at the insidious growth of what were feared to be cankers, eating it was affirmed to the very heart of those things we as a British and therefore democratic country hold dear. We were continually asking ourselves when witnessing cataclysmic upheavals in other parts of the world "Can it ever happen here to us, as British people, as Canadian citizens, as peace-loving people of a true democracy?"

The answer to that question has surely been written during the past few weeks, written in a type so bold that any who might have aspirations as to disruption of our institutions cannot fail to recognize.

In wishing Their Majesties "au revoir," we of the Force do so in grateful acknowledgment of the honour they have bestowed on us during their visit to our shores, coupled with a heartfelt prayer that they may be spared "Long to Reign Over Us."

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### Prize Winning Articles . . . April Edition

THE EDITORIAL COMMITTEE extend their congratulations to the following members of the Force who have been awarded prizes of \$15. and \$10. for the two best articles published in the April edition of the Quarterly Magazine.

A/Corporal J. F. Thrasher—1st. Prize—"Tracking by Dogs—Admissibility as Evidence in Criminal Law".

Corporal S. H. Lett—2nd. Prize—"Crime on Paper".

# Fractured Glass

by CORPORAL J. ROBINSON

THE APPLICATION of modern scientific methods in crime detection is becoming more and more a recognised and accepted fact in the curriculum of the present day investigator, and those sceptics, who, until recent years were luke warm in their approbation of such methods, are now in full accord with the advances made. Whether or not fractured glass can be included in the category of either modern or scientific methods is of little moment, provided that some of the observations relative thereto may be utilized at the present time to aid the investigator in his enquiry into the alleged offence or suspicious circumstances.

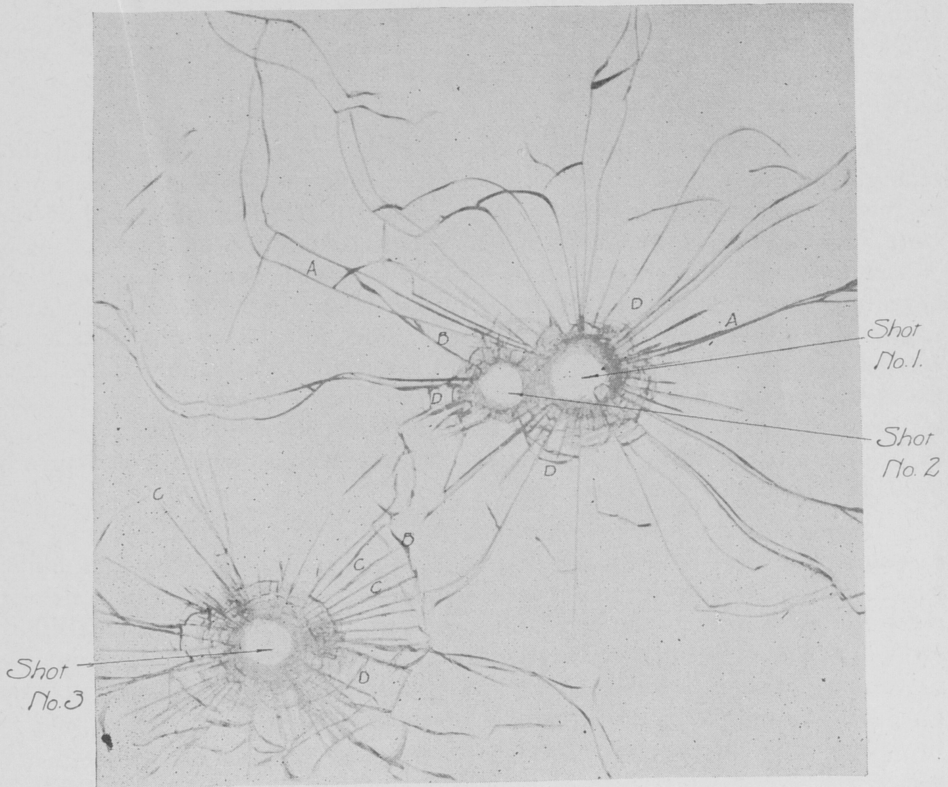
The study of fractured glass was first made by the well known authority on many scientific aids to investigation, Hans Gross, and more recently by the Russian criminologist, Dr. S. N. Matwejeff, Acting Director, Odessa Scientific Forensic Institute. A study of the experiments carried out in the Laboratory in Regina, and the observations made at the practical demonstrations given to the various classes, confirmed the findings of these men in every respect.

Glass itself is a hard, brittle, transparent substance manufactured from a mixture of powdered sand, soda, ash, lime and other less important materials fused together under tremendous heat and directed in the liquid state between large rollers, whence it evolves in the form of 'carpets' of glass. To convert this into plate glass it must receive repeated polishings with sand and water, thence conveyed to soft-cored iron rollers to grind away any surface irregularities, it is again polished by felts rotating at high speed on which have been placed a tested polishing mixture.

Safety glass was discovered in 1903 by a French Chemist, Edouard Benedictus. He accidentally upset a bottle from a high shelf in his laboratory, and, much to his surprise, it remained intact although numerous cracks occurred in the inside.

Fifteen years prior to that the bottle had contained a mixture of alcohol, ether, acetone, amyl acetate and trinitro-cellulose. This had completely evaporated coating the inside with a celluloid-like enamel which prevented any splinters of glass from detaching themselves from the bottle. From this resulted the principle of laminated glass where two pieces were compressed together with a transparent layer of plastic material cemented between them. It was only in 1926 that such discovery was introduced to the public and since that time safety *plate* glass has been substituted for ordinary safety glass because of the former's distortion-free vision. The installation of this discovery has no doubt saved the lives of many who would have died from the results of flying glass in automobile crashes, etc.

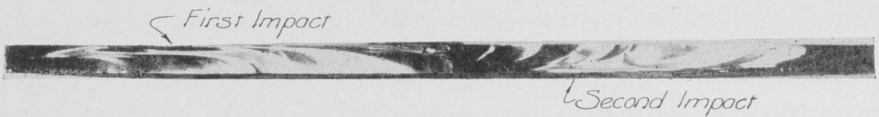
It may be very important to be able to determine whether a bullet has entered a window pane from within or without or whether a window pane has been smashed from within or without, this latter question may be of importance in cases of arson and insurance frauds in the form of faked burglaries, etc. When a window is struck, the glass being somewhat



Laboratory Photo No. 1. Showing rotation in which bullets were fired.

A - Radial Fracture, Shot #1  
B - Radial Fracture, Shot #2

C - Radial Fracture, Shot #3  
D - Concentric Fractures in all 3 cases



Laboratory Photo No. 2. Showing clearly the principle of striations on cross-section of smashed glass. The striations run parallel with the destroying force. Then cross over almost at right angles to opposite side.



flexible first bends in the direction of the blow and causes the glass on the opposite side to be stretched; this tension on the rear of the glass surface causes it to break at this point where the blow was struck, suggesting an appearance similar to the radii of a circle, and as a result of such resemblance are called Radial cracks. Other cracks known as Concentric cracks, that is, having a common centre, will appear and extend irregularly from one Radial crack to another, thus causing triangular pieces of glass to be broken off. Reference to photograph No. 1 will show these Concentric cracks as marked "D". Radial cracks are marked "A".

In determining the direction from which a shot was fired it will unfailingly be noted that on the exit side numerous small flakes of glass will be found to have been blown away, creating a crater-like effect and at the same time leaving a quantity of powdered glass lying on the exit side. Where the bullet has entered there will be a smooth defined edge with no bevelling in the vicinity of the hole. If the bullet strikes the glass at right angles the crater like effect on the exit side will be evenly distributed around the hole. If the shot is fired from the right or left, most of the glass flakes will be found to have been blown away from the left and right sides of the hole respectively; in view of this it is possible through repeated experiments to estimate approximately the angle from which the shot was fired in relation to the glass.

It is quite possible to determine which shot was fired first, or the rotation of several bullet holes in the same piece of glass. The first bullet strikes the glass and creates the radial and concentric fractures already referred to. When the second bullet strikes, the radial fractures thereby created will not extend beyond the fractures already in the glass from the first impact, that is, the radial fractures from the second impact will advance to, but not jump over and continue beyond fractures which are already in the glass. The principle is exactly the same as the relation between the radial and concentric fractures themselves created by the same impact, as the latter extend only from one radial fracture to another. Photograph No. 1 taken in the laboratory of an actual demonstration will show this quite clearly. The order of firing was as marked, No. 1, No. 2, and No. 3. The capitals "A", "B", and "C" denote respectively the radial fractures in the numbered bullet holes. "D" denotes the concentric fractures in all three cases. As a section of safety glass was used in this case it can be readily understood that there would be fractures on both sheets of glass which would not correspond, so that care would have to be taken to trace the fractures on each sheet separately.

It is a little more difficult to determine from what side a blunt instrument or object, such as a stone, hammer, fist, etc., has smashed a window pane, here there is no crater like effect on the opposite side from the point of impact as a guide, but by examining the cross section of one of the pieces it will be noted that both in the Radial and Concentric fractures a series of curved lines or striations exist. These in the case of the Radial fractures run parallel with the side of impact and then curve over to meet the opposite side at almost right angles. (See photograph 2). In the concentric fractures the reverse is the case. Glass being elastic to some extent



"And you promise never to let me down?"

"Till the sands of the desert and my last Sweet Cap grow cold!"

## SWEET CAPORAL CIGARETTES

*"The purest form in which tobacco can be smoked."*



will first bend away from the applied pressure until it finally cracks on the side away from the impact, (Radial Fracture), at the same time a strain is taking place on the impact side at irregular distances between the edge of the glass or window frame and the point of impact, and when this finally cracks the concentric fractures result. Examination of the cross section of the latter will show the striations to be the reverse of those found on the cross-section of the Radial fractures.

The pattern of the striations on the cross-section has no relation to the structure of the individual glass; this is proven by tests made on window panes cut from the same large piece of glass, different patterns being obtained. The direction of the blow and the location of the pattern determine whether the curves are feebly or strongly developed.

When during the course of an investigation, it becomes necessary to prove the manner in which a piece of glass was broken, all the pieces should be collected and their edges examined and the fragments then put together so as to reconstruct the pane as far as possible in its original form.

It is of extreme interest to note that during a practical demonstration of the principle of fractured glass to an "F" Division Refresher Class in March of this year a large piece of glass  $\frac{1}{4}$  inch thick was struck on a known side, the usual radial and concentric fractures resulted. It was noted by the writer, however, that one triangular piece had fractured up to a distance of five inches from the point of impact but for a further distance

of three inches no fracture occurred, then the crack commenced again and continued to the outer edge of the sheet of glass, a distance of two inches. This triangular piece was now struck on the opposite side from the original impact and on completion of the fracture the cross section was then examined. The striations were the same on the two portions originally fractured but that portion broken from the reverse side had the reverse striations. This was a most interesting revelation and emphasized by reason of the glass being positively from the same vat or crucible. Successful attempts were made to photograph these variations in the laboratory and from the reprint hereunder the reverse striations are shown quite clearly. The impacts came from the sides at which the arrows are pointing and occurred in the order shown.

It is usually assumed that the side on which glass fragments fall, following a fracture of the pane, indicates the direction from which the blow was applied. This is not always true and the fallacy might lead to serious complications in certain instances. It might happen that some force other than the breaking force may have caused the unusual distribution of glass or the glass may have been leaning forward at the top and when struck on the bottom, the portion would fall towards the side of impact.

It is stated that it is often possible to identify ammunition by the resulting holes presenting characteristic appearances, particularly so in the case of safety glass, where the fragments do not fall out. However the circumstances would practically have to be duplicated in every detail in order to arrive at this conclusion, the test shots would be required to be fired from the same distance and from the same angle, the same load and make of ammunition would be required, glass of the same size and thickness and having the same specific gravity would be necessary. The slower the speed of a bullet of a given size the larger the hole, likewise a bullet fired from a long distance having come to a low speed will break the window in much the same manner as will a stone, and due to the lost velocity will strike the pane from an angle as it drops.

It should be noted that on gravelled highways, stones propelled by the wheels of passing automobiles sometimes pierce a windshield in much the same manner as a bullet and due to the safety glass used the owners do not usually have this repaired, which, in certain cases, might leave the wrong impression if its innocent origin were not known. High speed bullets produce a large number of short fine cracks around the hole, which are not present or occur only to a limited extent in the holes produced by low velocity bullets. A gun fired close to a pane of glass will, due to the gas explosion cause the pane to be badly shattered if not completely blown out.

In accidents, collisions, etc., headlight lenses may leave fragments on the road, and it is therefore advisable to pick up the broken fragments, paying particular attention to pieces which are bevelled, the angle of the bevel and its width are amongst the first evidence in the course of the investigation. Pieces of glass may be found in the clothing or skin of the victim, (in the case of hit and run drivers) they, with the other pieces found at the scene may be matched with the fragments still remaining in



the headlight rim; in this connection the type of lens may give a clue to the make and model of the automobile involved.

When it is desirable to prove that fragments of broken glass have been derived from a particular source it is possible to do so by means of the refractive index or the appearance when exposed to Ultra Violet rays, but the simplest and most effective method is the determination of the Specific Gravity, which can, with the other tests mentioned be carried out in the Laboratory in Regina. In addition to these the thickness of the glass, whether bevelled or not, and if so, the angle and width of the bevel, and any existing curvature should be determined.

The importance and usefulness of the study of fractured glass in its application to present day methods of investigation can readily be understood, and at the same time it is found that the study given to it is more than compensated by the interest it provides and the immediate results obtained.

### The Commissioner's Gold Medal Essay Competition for the R. C. M. Police Quarterly

THE COMMISSIONER has been pleased to award a Gold Medal to the winner of the contest to be known as the "Commissioner's Gold Medal Essay Competition for the R.C.M. Police Quarterly." This award will be made annually, but may not be won by any member two years in succession.

All members of the Force, including the civil staff, are invited to submit papers relative to the subject mentioned below:

"Any suggestions which you believe would increase the efficiency of the Force."

The competition is open to all members. Manuscripts should be double spaced, in quadruplicate, and with the subject matter on only one side of the paper. The name and address of the writer should appear in the upper right-hand corner of the title page, and in the upper left-hand corner the approximate number of words in the text. No minimum or maximum length is set. All manuscripts should be addressed to the Editor, R.C.M. Police Quarterly, Ottawa.

A Board selected by the Commissioner will review all contributions, and prizes as under will be awarded for articles containing the most useful and practical suggestions:

First Prize—The Commissioner's Gold Medal and	\$50
Second Prize.....	\$35
Third Prize.....	\$15

The Commissioner expresses the hope that every member of the Force, including the civil staff, will submit a paper covering their suggestions and constructive criticism. All manuscripts should reach the Editor on or before 1st October, 1939.

# The Royal Arrival

by SUPERINTENDENT E. W. BAVIN

**I**N SPITE of the fact that the duties performed by this Force in connection with the Royal Visit caused a great deal of extra work, each and every member so detailed experienced a thrill of pleasure on receiving this honour which invariably brought him close to the persons of Their Majesties.

In our Marine Section, among "the men who go down to the sea in ships" they seldom get the opportunity to serve in connection with the guarding of celebrities or vice-regal parties, and more seldom yet with Royalty themselves; so we can realize that it was with a feeling of great pride that J. C. Kelly, Master of the R.C.M.P. "Detector" received his sailing orders to proceed from Halifax to Quebec, there to meet the Royal Convoy ten miles down stream and precede them into the harbour keeping the way clear for these last few miles so that nothing should obstruct or interfere with the landing at Wolfe's Cove.

This trip from Halifax had its difficulties, as considerable ice was encountered. The "Detector" has a thin wooden hull, being built for speed, so that navigation had to be carried out with great care. She is a beautiful little vessel, 65 feet in length and her lines are not unlike the new British Naval M.T.B's. With her engines "all out" at 2150 R.P.M. she skims along at 28 knots. Her engineroom is a spectacle of efficiency of which Engineer S. A. Beanlands is justly proud. The modern wireless equipment has a remarkable radius; to give you an instance, while reporting to V.D.S. (our shore station at Shediac, N.B.) the "Detector" picked up a message from the R.C.M.P. Cruiser "Macdonald" sent from San Salvador, B.W.I., reporting her progress on the voyage from Halifax to Vancouver via the Panama Canal.

In the wardroom aboard the "Detector" Ship's Cook Clark looks after the needs of the crew's inner man and they fare well.

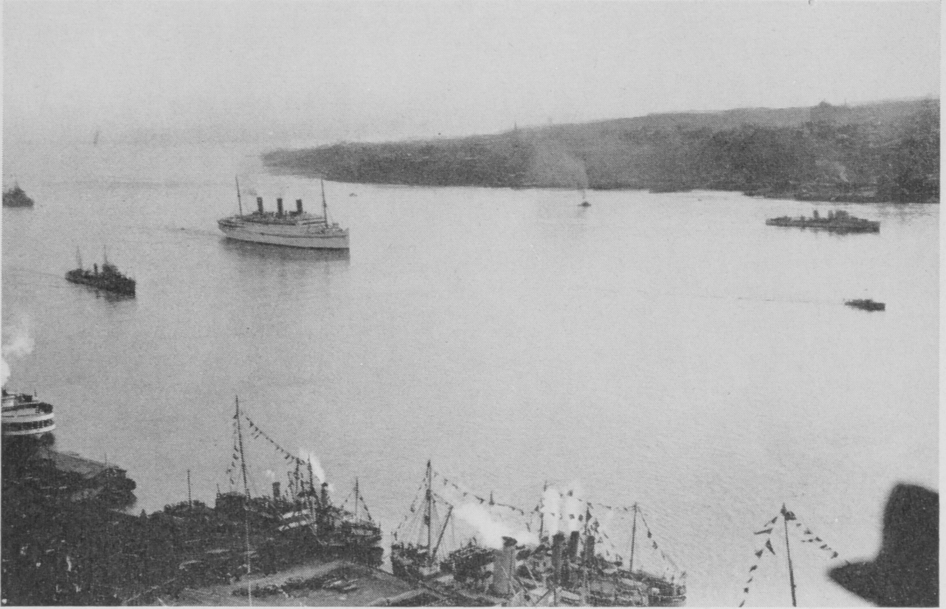
The quarters, while small, are very comfortable and in every way the Captain, J. C. Kelly, has good reason to be proud of his ship and crew.

It has been necessary to thus introduce you to the R.C.M.P. "Detector" in case you mistook the leading ship in the Royal Convoy as shown in the accompanying photograph for a row boat or something, but that little dot out ahead of the magnificent Royal Yacht "Empress of Australia" is really the R.C.M.P. "Detector", as described, performing her duty as the first unit of this Force to be actually engaged in the responsibility of guarding the safety of Their Majesties, our King and Queen, on the occasion of the Royal Visit to Canada on May 17, 1939.

The early morning of that day was typical of the Spring. A certain fresh crispness in the air and a low haze hanging over the smooth waters of the St. Lawrence was weather made for the Royal welcome.

We cast off from the Customs Wharf below the towering heights of the Chateau Frontenac at 0735 hours, proceeding at half speed to our appointed meeting place. At 0818 hours we sighted the Royal Convoy

making the bend just below St. Laurent on the Ile d'Orleans. As the "Empress of Australia" drew nearer the "Detector" stopped in order to get into position to tender our salute before taking the lead. It was a magnificent sight—the "Empress of Australia" with her huge white hull glistening in the sunlight, a strong contrast to the stern and powerful appearance of the cruisers H.M.S. "Southampton" and H.M.S. "Glasgow" following in her wake. Coming up at a good rate of speed were the Canadian destroyers H.M.C.S. "Skeena" and H.M.C.S. "Saguenay" to take their positions either side of the bows of the Royal Yacht.



*The Royal Convoy, led by the R.C.M.P. "Detector", arriving at Quebec.*

Aboard the R.C.M.P. "Detector" we stood rigidly at our stations and our Blue Ensign "dipped" in salute. A slight pause and then the huge white ensign of the "Empress of Australia" was gracefully dipped in acknowledgment. Scarcely discernible on her bridge, the Officer on duty returned our salute.

Our Captain then ordered full speed ahead and the "Detector" lifted her bow and her stern settled lower as her screws responded to the increased power, and we moved up into position, to become part of the Royal Convoy. Once in position the Union Jack was broken at our jack staff, an honour which does not often fall to ships of the R.C.M.P. Fleet.

And so to Quebec. As we passed the lower wharves the ships moored there were "dressed", their sirens broke the air with a loud welcome which echoed and re-echoed between the high banks and cliffs on either side. Simultaneously, cheers rang out from the throats of thousands who lined the water's edge, up the slopes, along the boardwalk below the stately Chateau Frontenac and thence on to the Citadel and the Plains of Abraham



all the way to Wolfe's Cove. Here we came up with the R.C.M.P. "Mada-waska" keeping the way clear, with the R.C.M.P. "Advance".

As the "Empress of Australia" moved slowly to its berth, one could see the thousands anxiously awaiting the Royal arrival, the glittering smartness of the Guard of Honour from the famous Quebec Regiment, (The "Vingt-Deux"), and here and there the scarlet tunics of the members of this Force.

While this was going on the Naval Escort formed a line about mid-stream with the Canadian Destroyers ahead, the "Southampton" and the "Glasgow" down-stream but directly astern. Then, at a given signal, four anchors were dropped and each vessel "dressed ship" as well timed and as easily as a guard would "present arms."

Their Majesties were setting foot on Canadian soil and for the first time in history the reigning Monarch heard in Canada the strains of the National Anthem, the Salute of Guns and the cheers of thousands, which he was destined to hear repeated over many thousands of miles and from the throats of millions of his subjects, for the next thirty days.

Thus the Royal Visitors to our Dominion of Canada commenced their triumphal journey to cover a total of approximately nine thousand miles across the continent and into the United States, to finish at our Eastern Port of Halifax.

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## Their Majesties

*God bless you King of Canada,  
And Queen Elizabeth too,  
Your visits to our Homeland,  
Are honestly too few.*

*You came and saw and conquered,  
A gracious pair we met.  
We tried to pay our homage,  
In a way you won't forget.*

*We waved our flags and shouted,  
Hip-hip and hip-oo-ray.  
And despite the threatening weather,  
We all turned out to stay.*

*We lined the routes in thousands,  
And took our lunches too.  
We meant to see your Majesties,  
As you were passing through.*

*And as your Cortege came along,  
Our cheers were loud and true.  
The tears coursed down our glowing cheeks,  
We thought so much of you.*

*From Atlantic to Pacific,  
You made your stately way.  
You won the hearts of everyone,  
"Will ye no come back to stay."*

*To the roll of drums and bugle call,  
The peal of bells in towers tall.  
And the boom of guns in yonder wood,  
Were omens grand of all that's good.*

*You performed your scheduled duties,  
In an ever gracious way.  
And indulged in many sidelines,  
As you progressed through each day.*

*You took time out for Veterans,  
The sick, the aged and poor.  
The tears welled up into our eyes,  
As we saw you more and more.*

*Her Majesty always with a smile,  
Just won our hearts—we loved her style.  
As fair a lass as could be seen,  
We're proud to think that she's our Queen.*

*Here's a health unto Your Majesties,  
God Bless your Happy Reign.  
Your visit's been a brilliant one,  
"Will ye no come back again."*

SUPT. T. B. CAULKIN

## Notes on Recent Cases

Most of the controversy in connection with Section 285, s.s. 4 Cr. Code—Driving or having the care or control of a motor vehicle whilst intoxicated—centres around the interpretation of the word “intoxication.” There is no statutory or judicial definition of this term and it has time and again been submitted that a man may be under the influence of liquor without being intoxicated to such an extent that he is unfit to drive an automobile.

On September 12th last one Mike Buziak was noticed by two members of the Force in the City of North Battleford in what appeared to be an intoxicated condition. This observation was made at approximately 5.15 in the afternoon.

At 8.55 in the evening of the same date he was again seen by one of the same Constables, and another Constable, to be in a more pronounced state of intoxication. He walked with a noticeable stagger and stooped posture when crossing the street. Buziak was then kept under observation and followed when he proceeded outside of the city limits in his car. He was driving from side to side on the road in a slightly erratic manner, continually accelerating and retarding the speed—and stopped about four miles north of the city at approximately 9.30 p.m. At this time he stood erect with much difficulty and was unable to walk in a straight line. From these appearances it was concluded that he was in an advanced state of intoxication and he was accordingly arrested and escorted to the detachment, where he was examined by a Medical Doctor. The Doctor found that his breath smelled very strongly of alcohol, that he walked with a staggering gait, and that he had a very rapid heart beat, pulse 120 to the minute, from which he had no hesitation in declaring the accused to be intoxicated.

The accused was lodged in the cells over night and released on bail the following morning, the case being adjourned until September 19th, 1938.

At the trial information to the above effect was adduced on behalf of the prosecution, which maintained that sufficient irregularity was indicated by the path of the vehicle to support the Doctor's finding and to show that the accused was a menace on the road. It was contended that all the circumstances indicated his condition to be such that he could not properly operate his car.

Defence Counsel moved for a dismissal on the ground that the prosecution had failed to establish that the accused was intoxicated to such an extent that he was incapable of properly operating his car, and the following decisions were cited:

Rex v. Constable, 1936, 2 W.W.R. page 273.

McRae v. McLaughlin Motor Company, 1926 1 W.W.R. Page 161.

McKnight v. General Casualty Ins. Co. 1930 3 W.W.R. Page 73.

In Rex v. Constable the accused ran over two women with his car and as a result they both suffered fatal injuries. At the trial evidence was given to the effect that the defendant had done considerable drinking of liquor during the day and evening just preceding the accident. The Crown

sought to deduce from this and the nature of the accident that the accused was intoxicated. The case was based solely on circumstantial evidence. Three persons with whom he had been visiting, just a few minutes before the accident, definitely stated that Constable was not intoxicated. At the Police Station, less than two hours after the accident, the policeman stated that although they smelled liquor on the defendant's breath, he was not, in their opinion, intoxicated. There was, in fact, not a single witness who would swear that the accused was intoxicated and the evidence was found to be preponderantly in favour of the view that he was not. The Court, therefore, quashed the conviction as the circumstantial evidence was not inconsistent with the innocence and, alone, could not serve to justify the conviction of the accused.

The Court held that conjecture and surmise cannot be substituted for legal evidence.

McRae v. McLaughlin Motor Company was an action for malicious prosecution arising out of a charge of driving an automobile whilst intoxicated, which the informant did not proceed with. In this judgment it was stated that the person originally charged was not the man who was driving the car.

Interpreting the meaning of "intoxication" within the section under discussion, the Court stated:

"Intoxication is not a crime in itself and insofar as I know has never been a crime or offence except when accompanied by something else, such as, e.g., being in a public place . . . or as in this case driving a motor car. I do not know of any subject upon which there is such a diversity of opinion as the question of intoxication. Intoxication, it must be remembered is a mental and physical condition caused by the consumption of alcohol in some form or another. Some people believe that a man who takes any alcohol thereby becomes intoxicated. In my opinion the degree of intoxication contemplated by Parliament in enacting Section 285 is a state of intoxication during which, if permitted to drive a motor car, it would be a danger to the public."

Further on the Court continues:

"The only way that any person can tell whether or not a man is intoxicated is to carefully observe the speech and actions of the one suspected . . . Now any person knows that a very small amount of liquor will cause a very large amount of smell on a man's breath . . . but beer has not a large alcoholic content and is not very intoxicating. It is common knowledge that persons, especially those accustomed to it, are able to drink considerable quantities of beer and still remain sober."

McKnight v. General Casualty Insurance Company is a civil action resulting out of the death of a girl in an automobile accident wherein it was alleged that the driver of the car was intoxicated. Considerable evidence of a contradictory nature was presented—one set of witnesses balancing the other as to credibility, and in the end the Court relied on the testimony of a Medical Doctor who emphatically stated that the plaintiff was not under the influence of liquor. In this case the following observations were made from the Bench:

"I can quite understand that a man may be unfitted to drive his car in consequence of being under the influence of alcohol without being intoxicated or



drunk, yet the determination of that should be based, for the purpose of judicial pronouncement, usually upon the examination by medical men who apply well-known tests to the men charged. The matter should not be left to guess-work or to the more or less partisan opinions of casual witnesses."

The Court held that accidents such as this one may happen when the driver of a car is perfectly sober, stated that in this case there was available means of subjecting accused to tests—doctors being present and a hospital within a few minutes distance—and this had not been done.

In his adjudication, the Magistrate dismissed the information and stated that according to the foregoing cases, which he believed to be the present law, in order to obtain a conviction it would be necessary to prove the accused was intoxicated to such an extent that he was incapable of operating a car. His Worship further intimated that the car must actually be beyond control of the driver as the consequence of intoxication and that despite his condition, if the accused made no untoward manoeuvres in operating the vehicle under his control he could not be convicted under this very important traffic regulation of the criminal law.

This case was subsequently appealed and heard before His Honor Judge A. E. Bence of the District Court.

On behalf of the respondent, Counsel stressed his former contention that in driving his car outside the city, prior to arrest, his client had demonstrated an ability to perform the act as to which he was charged incapable of doing.

Counsel for the appellant, however, submitted that the case before the Court showed evidence of a sufficient degree of intoxication to constitute an offence under Section 285 of the Cr. Code notwithstanding the fact that accused did operate his car with a certain amount of capability just prior to his arrest.

His Honor held that there was no necessity to prove negligence by the driver before he could be convicted of an offence under this section. The learned Judge further stated that he was in agreement with the opinion given in several previous decisions to the effect that a policeman's judgment as to the different degrees of intoxication is of as much value, if not more, than most medical opinions.

The dismissal given in the court below was not sustained and the accused was sentenced to fifteen days imprisonment in the Prince Albert jail.

\* \* \*

### **Re: Interesting Identification of Unknown Deceased by Finger Prints**

On the 20th of April, a letter was received by the Finger Print Section, R.C.M. Police, Ottawa, from the Ontario Provincial Police, dated 19th of April, which reads as follows:

"Yesterday morning the body of an unidentified man was found lying along the tracks of the Canadian National Railway in the Township of Scarborough, near Toronto. The deceased's finger prints, also description are enclosed, and it would be appreciated if you would advise whether or not the finger print impressions disclose his identity, and if so, what particulars you have on file."

On the day the above letter was received, a reply was despatched to the Ontario Provincial Police, embodying the identification, description, and record of the deceased. Under date of April 21st, the Ontario Provincial Police replied as follows:

"I am much obliged for your favour of the 20th inst., reporting on the finger print impressions of an unidentified man whose body was found along the C.N.R. tracks in the Township of Scarborough, near Toronto, on the 18th inst. On the 19th, as soon as the matter was reported to this office, I assigned Const. Harry Noakes and E. F. Wright, photographer of this C.I.B., and they took deceased's finger prints, also a photo of the man's face.

"The identity now having been established by your F.P.S. is but another instance of the value of the finger print system and the efficiency of your office, and I would thank you if you would give the particulars to the Editor of the *Gazette* for a new item in the next issue of that periodical."

An interesting aspect of this case is the fact that it is very doubtful, without the identification by finger prints, whether or not the friends or relatives would have been able to claim the body, or ever to learn what had become of the deceased. If there is any insurance or other estate it can now promptly be adjusted.

Another gratifying feature is the speed with which—due to co-operation between police forces—results can be obtained. Summarized:—

April 18—Unidentified body found on tracks.

April 19—Ontario Provincial Police advised. F.P. impressions taken, and despatched to F.P.S., Ottawa, same day.

April 20—Identification made, and information transmitted to O.P. Police same day.

April 21—Identification effected in Toronto, and acknowledged by Ontario Provincial Police.

This case clearly illustrates the desirability of taking and forwarding to the F.P.S. finger print impressions of all unidentified deceased persons. Such a practice fulfills a two-fold purpose—the positive identification of the deceased provided a criminal record exists, and the completing of files in the Finger Print Section.

\* \* \*

On October 3, 1938, at about 6.00 o'clock in the evening a telephone call was received by Bridgewater, N.S. Detachment to the effect that one, Howard Veniot had just been admitted to the Dawson Memorial Hospital of that town suffering from a mortal gun-shot wound. In response to this summons a member of the Force immediately visited the hospital where the wounded man's wife was interviewed. Mrs. Veniot stated that she and her husband had been out for a drive near Bridgewater and that at approximately 5.40 p.m. they passed two men who were walking on the side of the road. Shortly afterwards a bullet crashed through the rear of their automobile and struck her husband in the back.

Briefly stated, investigation revealed that a local youth, sixteen years of age, had fired the bullet. This youth in company with another boy, had, during the forenoon, gone hunting in the vicinity; and he and his companion had done considerable drinking all afternoon from a quart bottle of rum which they had stolen from a wagon. In the late afternoon they

came out to the highway. At the time the Veniot car passed the pair, the first boy, who was then in a highly intoxicated condition, deliberately fired the .303 Enfield rifle he was carrying in its direction. Upon noticing the car come to a stop, they saw the driver stagger out of it followed by his wife, who called for "help"; and, apparently realizing that a man had been shot, they became panicky and ran into the woods, without proffering assistance. There was no apparent motive for the crime. The only excuse was that he had been drinking.

Howard Veniot succumbed to his injury at 2.00 a.m. the following morning. Separate indictments of murder and manslaughter were drawn up against the accused, who had been previously taken into custody. The Grand Jury returned a "No Bill" on the murder charge and the accused pleaded guilty to the charge of manslaughter, on which a true bill had been found. The trial was held before Mr. Justice Carroll on October 19th, who found that the accused was an adopted child whose upbringing had been neglected and that he was mentally below normal. The learned judge came to the conclusion, in view of the circumstances, that lenient treatment would be more beneficial and accordingly sentenced him to six months' imprisonment in the Lunenburg County Gaol.

This decision was appealed by the Crown and the Court of Appeal increased the sentence to five years imprisonment in Dorchester Penitentiary, holding that the gravity of the offence as disclosed by the depositions and the necessity of protecting society required the imposition of a stiffer penalty.

No apparent reason for this act could be advanced other than the accused's mental obfuscation brought on by the indulgence of intoxicants. The youthfulness of the accused or his neglected upbringing could not be regarded as a basis for leniency.

Every year there is a needless toll of human life directly traceable to the fact that persons handling firearms have been under the addling influence of liquor. This sad happening, like many others of its kind, is the more tragic in that an innocent citizen was the victim of the irresponsibility and incautiousness arising from this reprehensible tendency.

It is interesting to note that although quite obviously there was no *mens rea* here, in manslaughter the law merges negligence into a constructive wrongful intent, holding that a person must be considered to intend the natural and probable consequences of his own actions.

\* \* \*

It frequently happens that in the investigation of crime the absence of eye-witnesses or other direct evidence implicating the accused makes it necessary for the investigator to pay special attention to the collection and preservation of every available clue, however unimportant and insignificant such clue may appear at the time of its discovery. Although considered separately many trifling details may seem to have little or no bearing on the offence, yet if properly gathered and pieced together they may yield, in the aggregate, a highly conclusive train of evidence inevitably leading to the identity of the culprit. It has been well said that the success or failure



of the investigator is largely dependant upon his ability to search out and recognize these seemingly unconnected facts and thereafter weaving them into a convincing unit. The truth of these remarks was strikingly illustrated in a recent Saskatchewan wheat theft case an outline of which is given hereunder.

On the morning of March 22nd, 1939, Arthur Dubois, a local farmer, complained to Cutknife, Saskatchewan Detachment, that on the previous day he had missed some wheat from his granary. Complainant stated that during the previous fall he had threshed 500 bushels of Marquis wheat on his quarter section of land. All of this grain had been sold with the exception of 90 bushels which the complainant was keeping for seeding purposes, the same being stored in a granary on his farm. Mr. Dubois visited this granary on March 16th and found everything to be in order. But upon again inspecting the premises five days later, March 21st, he had discovered his loss. Some of the wheat had been spilled on the ground and a strange but faint track was observed at the scene. The complainant had no suspicions as to who the thief might be and could throw no further light on the matter.

An immediate patrol was made to the scene of the crime, where it was found that the granary in question, which was divided into two bins, contained a door and a window, both of which had been boarded up prior to the theft. The door opened into an oat bin and the window into the wheat bin. Access had been gained to the building by removing the boards from the window. The door had not been tampered with thus indicating that the crime may have been committed by a person familiar with the interior of the granary.

A minute examination of the window frame revealed a single red wool fibre, clinging to the lintel. This strand was put into an envelope which was properly labelled and retained as an exhibit. Measurements of the wheat bin disclosed that approximately 50 bushels had been stolen. The tracks, previously mentioned, were very indistinct and appeared to have been made by sleigh runners although no other identifying characteristic was discernible. Indications were that the responsible party had driven past the granary and turned around. A close scrutiny of the surrounding area revealed the presence of several dark bay hairs, which were accordingly gathered and separately marked. These hairs were more plentiful at the place where the tracks had apparently turned about, the same having evidently been rubbed off by the traces scraping against the side of the horse in the process. Upon following the trail, the investigator came upon a spot between the main East-West road and the granary where it was apparent that a team had been stuck in a snow drift after missing a jog in the road. An intensive and systematic search here led to the discovery of additional horse hairs identical in appearance to those previously found. These too were taken and duly marked for identification.

Upon questioning the complainant it was learned that on his previous day's excursion he had found the road to be cut off for a distance of one mile east of the granary. The investigator therefore concluded that the

culprit had taken the only other road which was followed until it forked off to the south and north.

A critical inspection was made at the confluence of these roads but nothing of importance came to light. However, inasmuch as the northern road led only into bushy country without joining any more passable roads, it seemed logical that the thief had taken the southern road running to Tatsfield Siding five miles away.

Upon interviewing the two resident elevator agents at this hamlet, the constable ascertained that several purchases had been made during the five day period when this offence was perpetrated. The agent of the Searle Elevator Company Limited, who had purchased the bulk of the complainant's wheat the previous fall, was able to state definitely that it was Grade No. 2 Northern; that it had been cleaned and there was no dockage. It was also learned that one, John Parkinson, had sold slightly over thirty-six bushels of wheat on the 20th instant at this elevator, but the records disclosed that it had been graded as No. 3 with considerable dockage. Moreover, the agent gave it as his opinion that this wheat was identical in quality with that disposed of by Parkinson the previous fall. On the occasion of his last sale, though, the agent noticed that Parkinson had hauled the load with a bay coloured team which had evidently wintered outside and were long in the hair.

The patrol then visited the farm of this suspect but he was not at home. His granary was situated between the barn and the house, the latter being closer to the highway. Barely discernible tracks, tallying in description with those noticed at the scene of the crime, were observed in front of the granary; these were semi-circular in form, with the apex towards the barn, indicating that a sleigh had come in from the direction of the road and house, turned at the granary, and departed in the same direction. Examination of the premises tended to show that the sleigh was ordinarily kept behind the barn.

Some wheat was scattered in front of the granary but not in sufficient quantity to permit of a detection of its grade. The granary contained a bin some twelve feet square, the bottom of which was covered to a depth of approximately one foot with wheat. This wheat, however, differed radically in grade and dockage with that stolen. But a careful and minute examination of the entire surface revealed a small pile of wheat characteristically identical with the stolen wheat and definitely dissimilar from the residue of the wheat in the bin. There was a precise line of demarkation where the clean pile stopped and the dirty wheat began. In the investigator's judgment, this small quantity of wheat corresponded favourably with that stolen and samples of it and the adulterated wheat were accordingly labelled for comparative purposes.

There was a team of horses in the barn and the hair on the right outside of the nigh horse, at a level where the traces would reach, seemed to be identical in all respects with that sighted at the scene of the crime. A sample of these, also, were accordingly removed and held as an exhibit.

As dusk was approaching the investigator returned to his detachment. Upon interviewing the Cutknife Elevator Agents in the evening they all

positively confirmed his opinion. They were unanimous in declaring that the sample derived from the small pile was identical with the stolen grain and markedly different from the sample of the other wheat taken from the same bin.

Early the following morning the Parkinson farm was revisited and John Parkinson was at home. He was clad in a sweater with a red design on the top of the collar the strands of which were clearly identifiable with the red wool fibre found adhering to the granary window through which entry was gained. Upon being confronted with the array of circumstantial evidence against him, John Parkinson broke down and confessed to the crime. The accused asseverated that he had played a lone hand in the commission of this offence and, indeed, the investigation tended to show that he had no accomplice.

In order to simplify disposal of the stolen wheat, Parkinson hauled it to his father's farm, at which place he was residing, and exchanged it with some his father had saved until the seeding season. Thus while not appreciably affecting the quantity of his father's supply, this manipulation enabled him to sell a load without arousing the suspicions of the elevator agent, who would be familiar with the grade of wheat grown by the Parkinson family.

The accused was placed under arrest and escorted to Cutknife Detachment where he was lodged in the cells over night. The next day he was escorted to North Battleford for trial on the morning of March 24, just two days after the offence was reported. The accused was convicted before Police Magistrate S. M. Mighton and sentenced to one month imprisonment, I.H.L., in the Prince Albert jail. In passing judgment His Worship stated that he was taking a more than ordinarily lenient view in view of the fact that the accused had not been previously convicted, his readiness to make restitution and as his parents were in precarious health.

The notable features of this investigation are that the fragments of horse hair, sleigh tracks, mixed and unmixed grain samples and red wool fibre all forged a chain of evidence so closely linking the accused with the offence that it would have been futile for him to deny his guilt. The case emphasizes the importance of detecting trivialities and subsidiary evidence and welding them into a highly conclusive or probable total. The perseverance and keen observation displayed by the investigating Constable were undoubtedly the factors responsible for the solution of this case in such a remarkably brief time.

\* \* \*

During the winter just ended considerable slaughter of big and small game unlawfully occurred in the northern part of the Province of New Brunswick. Some of the poachers, who also used dogs to run down the game, travelled long distances to make the kill and allowed the slaughtered animals to remain where they fell until favorable opportunities presented themselves to haul the carcasses away. The game, in addition, were given much trouble by dogs unaccompanied by men.



Determined efforts by members of this Force, co-operating with Provincial Game Wardens, have resulted in numerous convictions. Frequently the culprits were found on their outward trip from the forests with dog sleds loaded with illegal game. Guardians have shot dogs roaming at large in the forests and molesting game. Among the prosecutions were charges of killing moose and deer in closed season and having possession of dogs in the forests.

It is to be hoped that the vigorous action so far taken will have a deterrent effect upon other violators of the Provincial laws for the conservation of big game.

\* \* \*

As an example of how criminals revert to their former types of crime, even when on ticket-of-leave, attention is drawn to the undermentioned ticket-of-leave convict.

John McFadden, St. Francois, N.B., on February 4th, 1936, was sentenced to a term of five years' imprisonment for the offence of arson—later being released on ticket-of-leave. During the month of March, 1939, a barn on the farm of George Nowlan, St. Francois, N.B., was burned. McFadden, who lived in the district, was suspected. Footprints were found leading from the scene of the fire to his residence. Eventually he was arrested and charged with the offence of arson. On April 6th, 1939, he appeared for trial at Richibucto, N.B., before Judge Bennett, and was sentenced to a term of seven years' hard labour in Dorchester Penitentiary after entering a plea of "guilty" to the charge.

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Joseph Leo LeBlanc of St. Anne de Kent, N.B., notorious Maritime contraband liquor dealer, was arrested in Cambridge, Mass., U.S.A., on April 20th, 1939. When arrested he was using the name of Joseph Louis Smyth. At present he is held in the United States under the Mann Act.

It is anticipated that he will be deported to Canada in the near future. Warrant of Commitment is held for him in the Province of New Brunswick in connection with a conviction for Conspiracy to defraud. Warrant to Apprehend is also extant in Nova Scotia to answer to similar charges.

\* \* \*

Last year members of this Force were called upon to assist in the investigation of a case in which Robert Barber of Dalhousie, N.B., surrendered to the local authorities and confessed to the brutal hammer-slaying of his girl friend.

The victim, Marguerite Harris, aged 21, was a girl of gay disposition and very fond of attending dances and parties. The accused, aged 24, was a man of quiet habits and had an exceedingly violent temper. The two had been keeping company for about four years and Barber was very jealous of her; in fact he had given vent to his anger in several quarrels by striking her on at least two former occasions and had threatened that he would sooner see her dead than running about with other men.

The unfortunate girl had made the acquaintance of another young man from Charlo, N.B., and they had attended several dances together

during the preceding winter months. They had, in fact, gone to a dance the evening before the day of her death and the accused, on his own admission, had waited near the girl's home during the early morning hours intending to shoot them both with a .22 rifle, but they had not returned while he was present. It appears that shortly before the tragedy, Barber had asked Miss Harris to come to his house as he wished to see her. It was no doubt with regard to the affairs of the night before that the self-accused wished to speak with her. Shortly afterwards Miss Harris' young brother, having just returned from school, entered the Barber house and observed the pair seated in an arm-chair beside the radio. At this time the accused was weeping and he requested Miss Harris to ask her brother to leave the house as he wished to speak with her in private. After the boy had departed the couple were the sole occupants of the house. The next party to enter was the accused's sister, who discovered Miss Harris' body lying on the bedroom floor. She also noticed a claw-hammer which was the property of the family lying on a hope-chest in the sitting-room.

Investigation disclosed that the accused had apparently struck the girl down in the sitting-room, from whence she had staggered into the bedroom, which was located on the same floor. The unconscious girl was removed to the hospital at Campbellton suffering from a deep gash over the right ear but she died some weeks later from her injuries.

In May, 1938, the accused was sentenced to death on a charge of murder. An appeal resulted in a new trial, which was held in April, 1939, but the accused was again found guilty and sentenced to be hanged in Dalhousie jail on July 14th next. In rendering their verdict, however, the jury made a strong recommendation for mercy.

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## Embarrassing Moment

EVERY AFTERNOON this week a troop of the Royal Canadian Mounted Police presents its famous musical ride at the Court of Peace on the World's Fair grounds. During the evenings the Mounties may be seen wandering in pairs along Broadway.

Last night two Mounties were striding along 42nd Street, between Eighth and Broadway, when they stopped short in front of a 15-cent movie house. The film attraction was "Renfrew of the Mounties" and the doorman of the theatre was resplendant in an R.C.M.P. uniform. The Mounties looked at the doorman and the latter greeted them with a sheepish grin.

Immediately a crowd of sightseers gathered about the trio to enjoy the spectacle. Crowds on 42nd Street thicken like magic around any distraction and soon the sidewalk was completely blocked. A perspiring policeman pushed his way through to the centre of things.

"Come on, boys," he growled, "break it up, break it up."

The doorman, good servant that he was, began to spiel the glories of the movie attraction inside as though to prove his right to be standing at that particular spot.

The policeman nudged the two Mounties.

"Come on, you guys," he grunted. "Back to your own theatres, I say. Back to your own theatres!"

L. S. B. Shapiro in the *Montreal Gazette*.

# Their Majesties in Saskatchewan

by ASSISTANT-COMMISSIONER C. D. LANAUZE

SINCE THE commencement of the year, "F" and "Depot" Divisions have been making full preparations for Their Majesties' visit. The Regina "Depot" has been a hive of industry and the staff of carpenters and painters have done noble work. The Provost and his staff with gangs of prisoners have worked unceasingly on the grounds, and by May 1st with the trees just coming into bloom it was seen that the labour was not in vain. Training carried on as usual. The Police Band of 40 pieces was a martial sight marching around the square in preparation for their first official appearance.

Senior Officers attended Civic and Provincial conferences at Regina, and "F" Division Officers, with local and railway officials, covered the whole Royal Route in Saskatchewan for the Westward and Eastward trips. Not a railway crossing was missed. Civilian co-operation was splendid and reports that grew familiar kept coming in that "John Doe farmer of Sec. O Township O Range O of any district, had promised to cover a certain crossing on May 25th or June 3rd during the passing of the Royal Train." In the small towns where no appearances were expected as the train passed, committees were formed to safeguard children, etc. In towns where train service stops were expected and there was a possibility of an unscheduled appearance of Their Majesties, other arrangements were made which would be controlled by members of the Division.

"F" and "Depot" Divisions were honoured by having six members selected for the Royal and Pilot Trains, the highest honour being reserved for Sgt. Williams of Saskatoon Detachment, who was placed in charge of the Personal Guard of Their Majesties on the Royal Train.

May 25th broke dull with a threatening of rain and our first tour of duty was at Moosomin, where 5,000 people assembled at 8.30 a.m. in the hope of seeing their Sovereigns. The Royal Train arrived at 9.30 and slowed down to four miles per hour. Their Majesties appeared on the observation platform of their coach and got a great reception. There were five "F" Division members at this point. The Royal Train arrived at Broadview at 10.00 a.m. where 10,000 country people had assembled in the hope of seeing Their Majesties. An N.C.O. and seven Constables were present and with a good local committee the safety arrangements were good. The people were not disappointed and Their Majesties even got off the train, walked the platform and spoke to several people. Needless to say they were not disappointed at their first Saskatchewan appearances.

The Royal Train arrived at Regina at 12.30 and the Commissioner came at once to barracks in preparation to receiving Their Majesties there later. The weather was dull and threatening but the rain held off and Their Majesties had a rousing reception. At the Railway Station the "F" Division Mounted escort with carbines, took Their Majesties to the City Hall and then turned over to the R.C.M. Police motorcycle escort, which took the procession to the Parliament Buildings where we had 80 men on duty. After the Provincial reception, the mounted escort picked up Their Majesties at the Exhibition Grounds and escorted them around the race



track where 30,000 school children from Southern Saskatchewan cheered them to the echo.

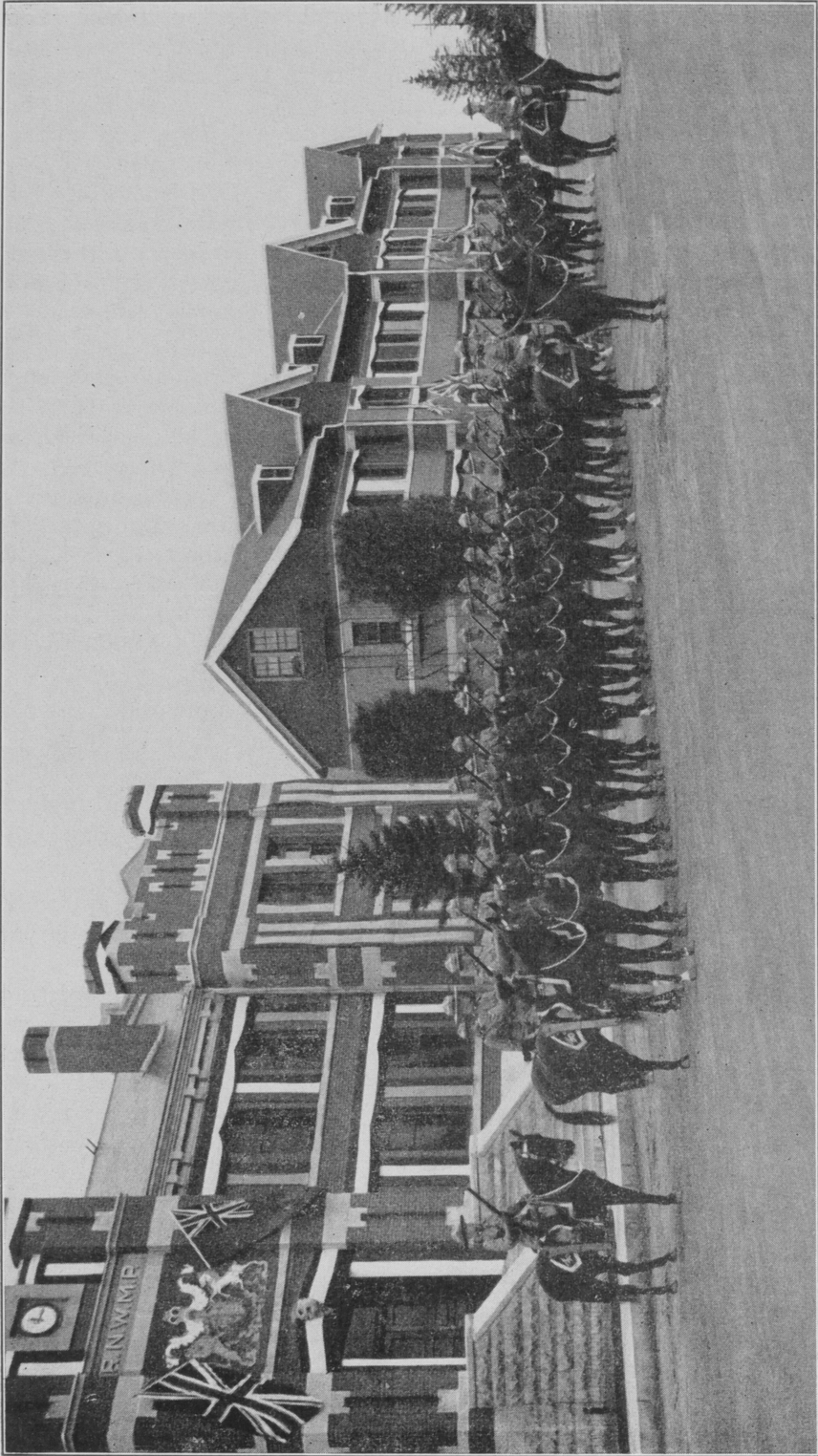
Their Majesties and mounted escort continued on to the Barracks which were beautifully decorated for the occasion and stopped in front of the Officers' Mess, where they were met by the Commissioner and Assistant Commissioner King. The Police Band stationed on the lawn, played the National Anthem and Their Majesties entered the Officers' Mess for tea.

Before tea, all the Officers and their wives present were presented by the Commissioner to the King and Queen, who shook hands with them all and later chatted to several while tea was being served. In the meantime, Their Majesties' entourage of over 30 distinguished people were being introduced by Assistant Commissioner King and soon conversation and tea were flowing. Their Majesties, as soon as they entered the mess had made all present feel at ease by their open and genuine friendliness. They were in fact the life of the party and their example radiated throughout the whole of their visit. There was not a dull moment.

As Their Majesties were twenty minutes ahead of schedule, there was time for them to see a little of the Barracks and they at once expressed a desire for a walk around. The Commissioner showed Their Majesties the Buffalo Head in the Billiard Room and Their Majesties graciously signed our old and honourable visitors' book.

A photograph was scheduled, but as Their Majesties were due to inspect a Church of England Travelling Missionary Motor Caravan, which was drawn up beside the Mess, and as the Commissioner did not want to disappoint the ladies in charge, this was sacrificed. Their Majesties inspected the van which was drawn up close to the Mess and were most gracious to the ladies in charge. The Commissioner and Senior Officers then accompanied Their Majesties on a Barracks Tour with Mr. Mackenzie King, Col. Piers Legh and Lady Nunburnholme. Just as we left the Mess, the sun shone out for the first time in the day and showed up the Barracks in the beauty of the Spring setting, a fitting welcome to Their Majesties. The Scientific Laboratory was visited and gone into as closely as there was time. The next spot was the Chapel and the Queen at once expressed how nice it looked and remarked on the quiet atmosphere of our old church. The King looked at the memorials and asked especially of the Dawson Patrol. Mr. Mackenzie King expressed his admiration of the Memorial Tablet to Sir James MacBrien. The Royal Party then walked on to the Cenotaph of the Force and Royalty paid homage to our illustrious dead. The King expressed to the Commissioner how sorry he was he could not see more, as he found the "Depot" most interesting and would like to have prolonged his stay. Their Majesties then shook hands again. The Royal Car and motorcycle escort was waiting. The visit of the King and Queen to the "Depot" was over. We feel singularly honoured and fortunate.

At 7 p.m. Their Majesties dined at Government House where the Lieut. Governor and Mrs. McNab had all arrangements perfected. The Royal Train left Regina at 9 p.m. and the last sight seen in the gathering dusk was the picture of the Queen framed in the door of the Royal Coach and waving to the thousands who had assembled along the track as far West as the Barracks' crossing.



*R.C.M. Police Mounted Escort for Their Majesties, Regina, May 25th, 1939.*

The Royal Train arrived at Moose Jaw at 9.15 p.m. where the 80 men who had been on duty at the Parliament Buildings in the afternoon awaited them together with a mounted escort of 8 men. It rained at Moose Jaw, but that did not deter our Royal visitors and they made their scheduled trip up and down the Main drive, in an open car, to the rousing cheers of the orderly multitude assembled there. The Royal train left at 10.00 p.m. and stayed overnight near Swift Current where "F" Division members had the honour of guarding Their Majesties. Maple Creek was all agog at 8 a.m. on the 26th instant in the hope of an unscheduled appearance and they were, like Broadview, not disappointed; for the King came out in his dressing gown and waved to the assembled South Country. Shortly afterwards the Royal Train crossed the Alberta boundary.

The Eastern trip over the C.N.R. was another succession of triumphs for Their Majesties. The Royal Train re-entered Saskatchewan at 10.00 a.m. on June 3rd and all along the line the people assembled in their thousands. An N.C.O. and seven men handled a crowd of 10,000 at Biggar. As soon as they had done this, they had to drive 130 miles to Watrous and just got there in time to handle another 20,000 people. In the meantime, Their Majesties had completed a Royal Procession at Saskatoon where 125,000 people had converged and Central and Northern Saskatchewan gave Their Majesties a deafening reception. It was the same story in the late afternoon. Touchwood had 10,000 people and 1,500 Indians, Hubbard 5,000 and Their Majesties walked the full length of the train at Watrous.

From the "F" Division viewpoint, Melville was a most important place, the R.C.M. Police having full Municipal responsibility. It is a C.N.R. Divisional Point and was, at 10.00 p.m. on June 3rd, a scheduled platform appearance of Their Majesties and an overnight stop. Melville, with a normal population of five thousand, was en fete for the occasion and it was apparent that most of North Eastern Saskatchewan was determined to see the King and Queen, for a crowd of 50,000 people with 9,000 school children had assembled. We are allowed three Constables to police the town of Melville.

A platform had been erected for Their Majesties and a large open space in front had been reserved with a series of staggered barriers. This space was packed 3 hours before the Royal Train was due. The Division had managed to mobilize forty men for Melville and these, with fifty Legion of Frontiersmen and some veterans, had to control the crowd. Their Majesties arrived on time and were escorted to the platform where they were received with wild acclaim. A spot-light supplied by CJGX, Yorkton, furnished the light. Their Majesties, after their acclamation, went down the platform and mingled with the crowd for some anxious minutes, but eventually got back to the Royal Train. The crowd stayed there, nothing would budge them, they wanted to see their King and Queen again. Finally the Royal Train pulled East a few miles and the crowd quietly dispersed, but it was an anxious moment for "F" Division.

At 2 a.m., when Insp. Binning pronounced all clear, the Royal Train came quietly back to the Melville yards, was serviced and crossed the Saskatchewan border at 5.20 a.m. June 4th.



# The Crest and Motto of the Royal Canadian Mounted Police

by G. T. HANN, ESQ., M.B.E.

**W**HEN DID the Force adopt its Crest and Motto? This was a question asked of Royal Canadian Mounted Police Headquarters recently, and strange as it may seem, it was not possible to give an immediate and accurate reply, for the reason that the files which would have afforded the most valuable information on this subject were unfortunately destroyed in a fire which occurred in the West Block at Ottawa on the 11th February, 1897.

## *Search of Early Records*

Most of the books and publications dealing with the history of the Force have of course been scrutinized, but with very few exceptions they do not help very much with respect to the question asked. However, there are one or two notable exceptions to this general rule—the history of the Royal North West Mounted Police by Colonel E. J. Chambers, and the book entitled “Riders of the Plains,” by A. L. Haydon, which give some details.

The staff of the Central Registry at Headquarters were most diligent and eager in their efforts to locate something of value on this particular subject, but even their hearty co-operation brought very meagre results.

## *Evidence from Rules and Regulations of the Force*

There is no mention whatever of the crest and motto in the very early Rules and Regulations or in the Dress Regulations for either Officers or men. Even the “Regulations and Orders of the North West Mounted Police,” dated as late as 1889, include no dress regulations, and consequently give no description of the crest and motto of the Force.

However, in 1890, an Order-in-Council was passed on the 24th January, laying down Dress Regulations for Officers, and which describes the crest and motto in adequate terms, and this will be referred to again later. At this time, the Force had been in existence for some 16 years, and up to 1890 matters of dress had been attended to by Departmental Order and by General Order of the Commissioner.

## *General Orders*

Unfortunately, there is no copy at this Headquarters of any General Orders of the Commissioner prior to the year 1880. Neither are there any earlier ones at Regina, Sask. Therefore it has not been possible to make as detailed an investigation of this source of information as it had been hoped.

In the opinion of several officers now serving, including Commissioner S. T. Wood, who have made research into all existing General Orders for other information, and have earnestly sought for copies of early General Orders in many quarters, there is not now much likelihood of any General Orders being available anywhere for the period from 1874 to 1879.

## *Information from Other Sources*

In these circumstances, it has been necessary to make enquiries covering a fairly extensive field, and it may be of interest to set down in writing,

for future reference, what information is now available, and how and where it was obtained.

In the first place, it was considered wise to ask for the co-operation of several Departments of the Federal Government, particularly the Privy Council, Secretary of State, the Public Archives, National Defence, the Parliamentary Library, etc., in order that searches might be made for information leading to some document which might possibly give the desired details, but here again the results secured were disappointing.

*Assistance from R.C.M. Police Museum, Regina,  
ex-members of the Force, and others*

There was, therefore, nothing left but to consult such Commissioned Officers and other members of the Force of the early days as are still alive, and those who, while perhaps not on the original or first march in 1874, had served close enough to it to have often heard the early history of the Force discussed first-hand.

Requests for assistance and information were therefore sent to such stalwarts as:—

Major General A. Bowen Perry, C.M.G., former Commissioner of the Force; ex-Assistant Commissioner J. A. McGibbon; Colonel G. E. Sanders, C.M.G., D.S.O., ex-Superintendent; Major J. D. Moodie, ex-Superintendent; ex-Superintendent G. B. Moffatt; ex-Superintendent P. W. Pennefather; Major F. A. Bagley, who was a trumpeter on the original march; Mr. J. P. Turner, of Ottawa, who is exceedingly well acquainted with the early history of the Force, and several other sources, and all were kind enough to furnish valuable information, or to direct attention to someone who would be able to help. Certain military tailors and stationery printers were also communicated with.

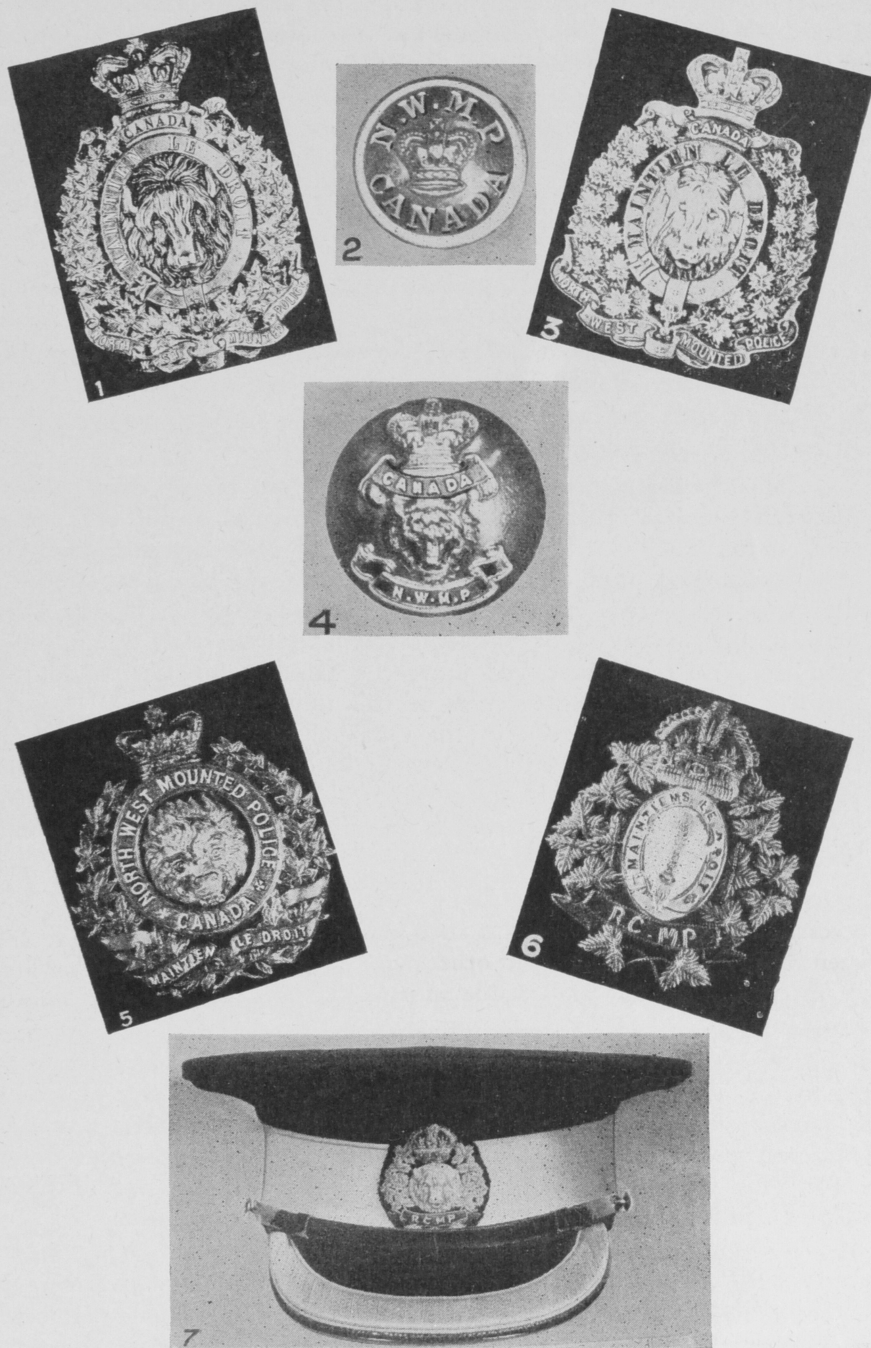
Simultaneously, the Officer Commanding "Depot" Division, Regina, Sask.—Superintendent T. H. Irvine (now Asst. Commissioner)—was also asked for his kind co-operation in furnishing certain details from the Royal Canadian Mounted Police Museum at that point, and from these two general sources have come the main part of our present information.

Romance and legend are closely bound up with the crest and motto of the Force. It is, however, the almost unanimous opinion of those ex-officers and others, who are the best judges in this matter, that the crest and motto were selected and in use early in the Force's history, and certainly within the regime of its first Commissioner, Lieut. Colonel G. A. French (1874-1876), and who afterwards became Major General Sir George French, K.C.M.G., and while this opinion has not been fully substantiated by the present research, nevertheless, the evidence gathered so far certainly leads to that conclusion, which we shall see later.

It is also the opinion of the senior Officers and others now living who have been consulted, as previously mentioned, that the crest and motto, if not actually chosen by the first Commissioner, was in all probability designed and approved by him. He was an Imperial Officer, and was familiar with regimental crests.

*First Definition by Order-in-Council*

As already mentioned, there is no early Order-in-Council dealing with the crest and motto of the Force, and it is strange that none of the very



Illustrating "The Crest and Motto of the Force", by G. T. Hann, M.B.E.

early Rules and Regulations mention them. We have already noted that the first Order-in-Council to definitely mention the crest of the Force is that dated the 24th January, 1890. This sets out the dress regulations for Officers, and describes the crest and motto in the following words:—

*Pouch for Field Glass*

"... with the following gilt metal badge in centre of flap:—a maple wreath with a ribbon bearing the word "Canada" surmounted by the Crown above; and the words "North West Mounted Police" below; within the wreath an oval bearing the words "Maintiens le droit," encircling a Buffalo head in silver."

*Colonel Chambers' History*

In contrast to this late date (1890), however, Colonel Ernest Chambers, who had had the advantage of discussing the matter with the first Comptroller of the Force, the late Colonel Fred White, C.M.G., remarks in his history as follows, on pages 150 and 151:—

"Shortly after this (1876) while the Hon. R. W. Scott was the Ministerial head of the Department, at the request of the Officers, the tunic pattern of "Coat" was adopted for the Non-Commissioned Officers and men, a most elaborate Officer's uniform being sanctioned at the same time. This included a very handsome tunic of the hussar pattern, but of course of Scarlet cloth, and with rich trimmings of gold lace and braid bestowed upon the familiar hussar Officer's blue garment. Other striking features of this uniform were long drooping plumes of horse hair worn in the Officers' helmets, and a sabretache literally covered with gold lace, the main ornament being the Corps' badge, as at present, consisting of a buffalo head surrounded by maple leaves, with a garter underneath inscribed with the Corps' motto "Maintiens le droit."

*Information from Commissioner Perry*

The investigation regarding the crest and motto had proceeded about this far when replies from ex-Officers and other members of the Force began to be received, which contained valuable information, and amongst the several surprises, was a communication from the fifth Commissioner of the Force, Major General A. Bowen Perry, C.M.G., who is still hale and hearty, to the effect that he has in his possession an Officer's sabretache, which dates back and was in use in 1877. This indeed was great news, and a photograph of the crest and motto found on this sabretache will be seen (Fig. 1). This was taken through the courtesy and assistance of Superintendent C. H. Hill, M.C., Vancouver (now Asst. Commissioner).

The sabretache in the possession of General Perry goes a long way to substantiate the opinion that the crest and motto were adopted during the regime of the first Commissioner—1874 to 1876—for the reasons that before this particular sabretache could have been worn in 1877, the crest and motto had to be designed, and had to be sent to the military tailors in London, England, for manufacture, and when it is also borne in mind that, being a new design, the usual delays of correction, etc., would occur. It is therefore only reasonable to assume that the design was decided upon prior to 1877.



*Search at the College of Arms*

As there was just a possibility that the first Commissioner (Colonel French) may have had the crest and motto registered at the College of Arms in London, England, an enquiry was made there, through the good offices of the High Commissioner for Canada in Great Britain, but the Registrar reports there appears to be no record of it in the College of Arms.

*Sabretache of the Late Supt. C. Constantine*

Attention has already been drawn to the crest and motto on the sabretache in the possession of Major General Perry. It now may be of interest to mention the sabretache in the Museum at Regina, which was presented by Brigadier General C. Constantine, son of the late Superintendent Constantine (1886-1912). A photograph of the crest and motto on this sabretache will be found in Fig. 3.

*Information from Old Photographs*

At R.C.M. Police Headquarters, there is extant a group photograph of Colonel MacLeod, C.M.G., Inspector Clarke and Surgeon Kittson. This picture shows clearly the police crest on these Officers' sabretaches, and is dated 1878. The number of the photograph in the Departmental Collection is G-3-84 Negative No. 107.

Unfortunately, we have only one photograph of Commissioner French in the Departmental Collection of Photographs at Ottawa, and this shows him wearing his "C.M.G." This photograph was very likely taken after his return to England.

*The Buffalo Head*

Just how the buffalo head came to be chosen for the crest, it is not now possible to say with accuracy, but the following may certainly have largely contributed to its choice:—

(a) These animals were so numerous on the prairies in 1874 that one herd seen is alleged to have included 80,000 head.

(b) The buffalo was of very great assistance in augmenting the rations of the Force on its first great march from Fort Garry to the shadows of the Rockies in 1874, but at the same time was a considerable source of anxiety to Colonel French and his Officers, in that at many points the buffalo had eaten every blade of grass and practically ruined many water holes. Colonel French's diary from the 7th July, 1874, to the 8th November, 1874, shows his anxiety with regard to the condition of the horses due to lack of feed and water, largely caused by the great herds of buffalo.

(c) Overcoats from buffalo skins were also of great use to the Force in the early days, and although they were abandoned for a time have recently been adopted again.

(d) Page 21 of the 1938 issue of *Scarlet & Gold*, the annual publication of the R.N.W.M. Police Veterans, contains the following story:—

"One of the "Originals" who wintered at Fort Garry in his reminiscences said:—"The following Spring, we started from Stone Fort (Lower Fort Garry) towards the Cypress Hills, and when north of them in mid-September saw thousands of buffalo. And the Assistant Commissioner (MacLeod, Asst. Commissioner, June 1st, 1874)

was so impressed that he said he thought it would be a splendid idea to have the buffalo head on our buttons. In his report that Fall he made this recommendation to Headquarters, and it was adopted'."

It is also interesting to note that the Indian name of Stum-ach-so-to-kan given to Colonel MacLeod by the Blackfeet Indian means "Buffalo Head."

### *The Motto*

It is now time to give some attention to the motto of the Force, *Maintiens le droit*.

Here again it is not known who actually chose this, but after seeing what was expected of the Force in the West, the Officers who were consulted in this matter doubtless were of the opinion that it would be well to have a motto which would include some precept to be used as a foundation upon which to build a reputation for honesty and fair dealing. If that was to be the guiding principle of the Force, then why not make an early beginning in the motto itself, and state it in such a way as to secure the attention and enthusiasm not only of the English-speaking members of the Force, but of all French-speaking compatriots by embracing it in their language.

If these considerations were not actually discussed, it is submitted that something very close to it was, for the following reasons, which are either little known or are continually overlooked:—

- (a) There have always been French-speaking Canadians in the Force.
- (b) The first two Ministers to control the Force were the Honourable A. A. Dorion and the Honourable T. Fournier, during the years 1874 to early in 1876, and they were the Ministers of Justice during that period.
- (c) The first reports of the first Commissioner were addressed to the Minister of Justice, and by Order-in-Council of the 28th April, 1876, the management of the Force was transferred from the Department of Justice to the Department of the Secretary of State. (The Honourable R. W. Scott).

In these circumstances, it would have been singular if some recognition of the controlling influence had not been given in the selection of the crest and motto.

How well those concerned with the motto chose, and, what is equally important, how well it was lived up to, there is no need for me to attempt to relate, but perhaps it is permissible to remark that not even the most sanguine of those who had a part in the selection dared dream of a Force whose prestige was to be known the world over and whose present activities are more "national" in scope than ever.

### *A Slip in Spelling*

A glance at the picture in Fig. 1 will show that there was a small mistake in the first word of the motto as used in the early days, as it appeared in the crest on the Officer's sabretache. This mistake remained for many years in the actual crests, although the official quotations of the motto are correct. For example, the quotation given in the Order-in-Council of

the 24th of January, 1890, spells it "Maintiens," which is correct. Colonel Chambers' history and "The Riders of the Plains" also quote it accurately.

It remained for an Officer, about the year 1912, (ex-Inspector Rheault) to point out the inaccuracy in the police cap and collar badges, which bore the full crest.

This mistake in spelling, although small, may or may not have special significance. It may indicate that the motto was chosen by someone of English descent, as no Officer of French parentage would have made the slip, or it may merely mean that the motto when sent in to the military tailor, or badge manufacturer, was accurate, and some English artisan did not exercise sufficient care in executing the design and the mistake was repeated for over thirty-five years. In the early days, all Officers' uniforms were made in England.

#### *Use of Full Crest and Motto on Official Stationery*

It may be of interest here to mention that a file was discovered at Headquarters in which by letter of the 16th April, 1896, the late Colonel Fred White, C.M.G., first Comptroller of the Force at Ottawa, had written to a correspondent in Peterborough, Ontario, stating that the North West Mounted Police had no crest and motto on its official forms, but that the Officers had a crest for their private papers, a copy of which he enclosed to his correspondent. This private note paper had been in use from about the year 1880.

However, it was not until the year 1935 that the crest and motto of the Force appeared on the official stationery of this Headquarters. It had been used for personal correspondence for many years, of course.

In February, 1935, Major General J. H. MacBrien, C.B., C.M.G., D.S.O., who was then Commissioner of the Force, gave orders to have the crest used on all Headquarters official letterhead paper. The Deputy Commissioner at that time was Colonel J. W. Spalding, and he arranged with Reg. No. 11123 Constable W. W. Skuce, of the Headquarters Staff, to draw a new crest. Hitherto, the buffalo head had not been very clear and Constable Skuce made a much better job of it.

#### *Crests on Buttons and Badges*

The writer made somewhat extensive enquiries into the history of the R.C.M. Police buttons and badges, but it is not necessary for the purposes of this article to do more than mention a few points of interest as to when the crest was first used on these.

*In dealing with buttons*, it is interesting to note that those worn on the uniforms of members of the Force who took part in the first long march from Fort Garry to the West in 1874 had no distinguishing mark, except the words "Canada—Militia."

Major F. A. Bagley, who was then a bugler with the Force kept a diary on this patrol, and has given the writer a vivid description of his uniform towards the end of 1874, after the famous march, which, to say the least, was illuminating in more sense than one.

However, soon after the famous march of 1874, previously referred to, a special button for the Force was made, which bore a Victoria Crown



in the centre surmounted by the letters "N.W.M.P." and the word "Canada" below. A photograph of this button may be seen (Fig. 2). This type of button was worn until about the year 1879.

We have already seen that one of the "Originals" has stated that Assistant Commissioner Macleod had suggested that the buffalo head be used on the buttons of the Force, and while this recommendation is alleged to have been made very early in the Force's history, it was not until 1880 that such a button was issued to all members of the Force.

Ex-Assistant Commissioner McGibbon, who joined in that year, has given valuable and definite information on that point. A photograph of a sample of the first button bearing the buffalo head in the centre with the Victoria Crown above and the letters "N.W.M.P." below may be seen (Fig. 4). This button was used from about the year 1880 to 1903.

The button was changed again in 1904 to provide for the new initials "R.N.W.M.P.", and in 1920, the full crested button was used, and has been ever since.

### *Collar Badges*

No collar badges bearing the crest and motto of the Force were worn by Officers or men for many years after the inception of the North West Mounted Police, but from the earliest times, Officers wore badges of rank on the collars of their uniforms as follows:—

Commissioner, Crown and Star; Assistant Commissioner, Crown; Superintendent, Two Stars; Inspector, One Star; Senior Surgeon, Two Stars; Assistant Surgeon, One Star; Veterinary Surgeon, One Star.

In the case of Officers, badges of rank were worn on the shoulder straps of great coats, but this was the only exception to the general rule.

The Non-Commissioned Officers and men had no collar badges at all until about the year 1900, and these bore the full crest of the Force.

During the same year, the Officers' badges of rank were worn on the shoulder straps, instead of their collars, and full crested collar badges have been worn by all ranks since that time. The mis-spelling of the word "Maintiens" occurred in these collar badges up until about the year 1912.

### *Cap Badges—Officers*

As the Officers of the Force have worn cap badges from early times, it was necessary to make a full investigation into this matter. It is definite that cap badges were worn by Officers from about the year 1884 onwards, as we have a photograph of Commissioner A. G. Irvine taken then wearing a field service cap, which bears an Officer's cap badge. A photograph of one of the Officer's cap badges of the early days will be found in Fig. 5.

From this photograph it will be noted that the buffalo head is surrounded by the words "North West Mounted Police," and the motto of the Force appears at the bottom. The error in the spelling of "Maintiens" is noticeable. The photograph shown is that of a metal badge, which was received through the courtesy of Superintendent T. H. Irvine (now Assistant Commissioner), the Officer Commanding "Depot" Division, and being a photograph of a badge now in the Museum at Regina.



It will be seen from the above that from 1884 at all events the Officers' cap badges bore the motto of the Force, but for some unexplained reason the gold embroidery, or "bullion," cap badges for Officers, which came into use after the year 1890, did not bear the motto of the Force as well as the buffalo head, notwithstanding the fact that the full crest and motto were worn on the Officers' sabretaches and also on collar badges.

The photograph of the cap badge for Officers, which was worn for many years prior to 1933, will be found in Fig. 7. This is a gold embroidery, or "bullion," badge.

In 1933, the design of the Officers' cap badge was changed to include the full crest and motto of the Force, and a photograph of the new cap badge will be found in Fig. 6.

There is only one other distinction to be noted in connection with the Officers' cap badge from all other badges, and that is that for many years now the initials only of the name of the Force have been used on these badges. The present badge is, of course, a "bullion" badge, and incidentally is wrongly described in the present Rules and Regulations.

#### *Non-Commissioned Officers and Constables*

Metal cap badges were first issued to Non-Commissioned Officers and Constables about the year 1901, and these very closely resemble the collar badges in design, which we have already seen contain the full crest and motto. The mis-spelling of the first word of the motto was repeated in this case also.

#### *Helmet Plates*

The Force does not now use helmets, except as an optional article of headgear for officers.

The Officers and men wore white helmets on their first patrol to the West in 1874, but neither Officers or men appear to have had helmet plates at that time.

In 1890, the Officers' helmet plate was described as follows:—

"Plate, N.W.M. Police pattern (same as ornament on undress pouch)."

The helmet plate worn by Officers on their white helmets resembled that shown in Fig. 5 but was more oval in shape. The white helmet was discarded about the year 1899 or 1900.

Helmet plates were not worn by Non-Commissioned Officers and Constables until the year 1897, but we have been unsuccessful in securing a photograph of the plate first issued to them.

In 1920, the former Dominion Police were wearing blue helmets, and when that Force was absorbed by the Royal Canadian Mounted Police in that year, a special R.C.M. Police helmet plate was made for "A" Division, as the former Dominion Police were then known. This plate, of course, bore the full crest and motto of the Force.

#### *Crest and Motto on Drums of R.C.M. Police Band*

It may be of interest to remark that the drums of the R.C.M. Police Band, which was organized by the present Commissioner in 1938, under the leadership of Sub-Inspector J. T. Brown, bear the full crest and motto of the Force, and the workmanship, design and colouring are excellent.

*Conclusion*

Our effort in this article is an attempt to trace the history of the crest and motto of the Force, and to show how and when they were adopted on the different articles of equipment, buttons and badges worn, but we have not endeavoured to describe every collar badge or other badge used or issued to the Force, as there were several variations and small differences from time to time which had very little bearing on the subject under discussion.

For purposes of reference, it may be helpful now to summarize what has been discovered in this search. The writer considers it can be fairly assumed that:—

(1) While it is not definitely known who actually chose the crest and motto, it is certain that it was worn by Officers on their sabretaches as far back as 1877, and it is therefore more than likely that the crest itself was designed during the regime of the first Commissioner, (1874-1876).

(2) The Buffalo Head was worn on all buttons from 1880 onwards, and is believed to have been suggested by Assistant Commissioner J. F. Macleod in 1874.

(3) Officers of the Force have worn cap badges since the year 1884, and the first cap badge contained the full crest and motto of the Force. The crest on Officers' sabretaches, pouches for field glasses, etc., were also complete from 1877 onwards, and while the Officers' cap badge from 1933 onwards has borne the full crest and motto of the Force, there was a period from about 1890 to 1932 in which the Officers' cap badge contained no motto.

(4) The full crest (on collar badges) has been worn by all ranks since 1900.

(5) The full crest (on buttons) has been worn by all ranks since 1920.

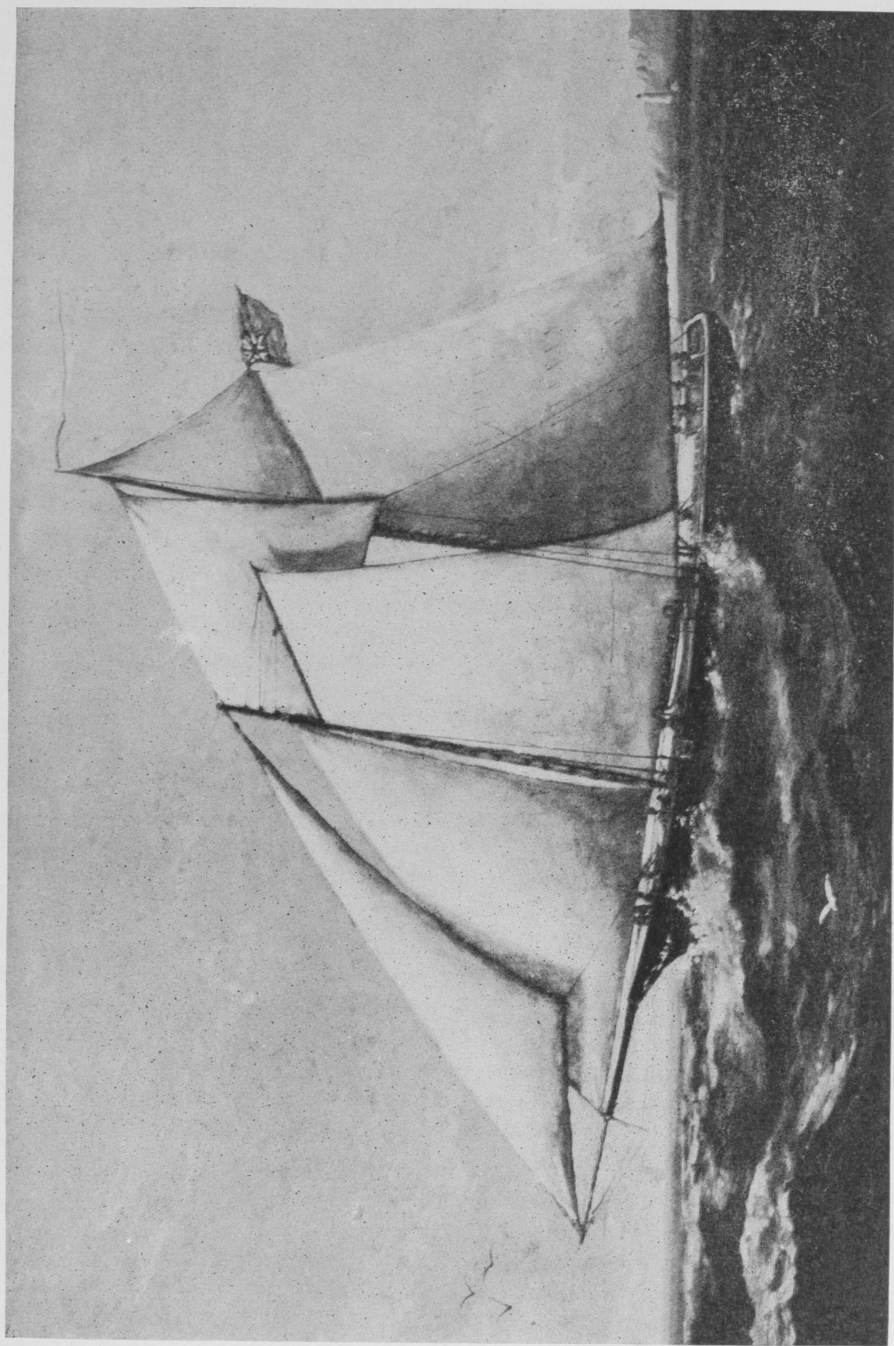
(6) The full crest was used by Officers on private note paper and stationery from about 1880.

(7) The crest of the Force was not used on official forms or letter head paper in the early days, and did not come into official use at R.C.M. Police Headquarters until the year 1935.

The research into the history of the crest and motto of the Force has been most interesting. My task, insofar as buttons and badges are concerned, was greatly facilitated by Mr. Bertram Fauvel, of the Treasury Staff at this Headquarters, who kindly placed his entire collection at my disposal. The Assistant Supply Officer—Superintendent P. R. Forde—and Mr. I. Zivian, the Purchasing Agent, also extended help and kindnesses in this matter which are very much appreciated.

The writer's sincere gratitude is also extended to all Officers still serving, those who are retired and who have been previously mentioned, and all others who have kindly furnished information and assistance in recording these particulars for the use of those whose curiosity may have been aroused by the question raised in the first sentence of this article.

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LA CANADIENNE  
*Canadian Government Armed Schooner*



## Moscow to Miscou

by INSPECTOR J. A. WRIGHT

**T**HE SPARSELY populated Island of Miscou, situated at the extreme north-east of the Province of New Brunswick, recently became the object of international attention, and to its inhabitants, the scene of unusual activity and excitement.

Our Shippegan Detachment, located on the Caraquet coast of New Brunswick some twenty miles from the island, on the evening of April 28th, 1939, received information by telephone from a resident of Miscou Island, to the effect that a large aeroplane had made a landing on Miscou Plains, Miscou Island; that the crew of the plane consisted of two men who spoke some unknown foreign tongue, but who understood neither English nor French; and that the plane was badly wrecked on landing and one of the flyers slightly injured.

Cst. M. Theriault, in charge of the Detachment, immediately telephoned this information to the Officer Commanding his Sub-Division, Inspector Bird, at Moncton, N.B., from whom he received instructions to proceed to the island with all despatch and to render every assistance possible. Cst. Theriault proceeded to the scene of the accident in the early morning of the 29th April; he was unaccompanied by a doctor as there was not one in the district who could make the journey at that moment. The difficulties of the journey at that time of year will be appreciated when it is realized that to reach his destination Cst. Theriault had to cross broken ice in Shippegan Harbour to reach Shippegan Island, which intervenes between Miscou Island and the mainland. He again had to cross the ice at Miscou Harbour, which separates Shippegan Island from Miscou Island. In all, he had to travel some twenty-five miles from Shippegan Detachment to Miscou Plains. The journey was made by row boat, horse team and part way on foot; he arrived at his destination at Miscou Plains at 10.30 a.m. the same day, where he found the aeroplane and its two occupants keeping guard over their ship which had been badly wrecked when landing.

The identity of the two flyers was then ascertained. They proved to be Brigadier General Vladimir Kokkinaki, already famous in the Russian Air Service, and Navigator Mikhail Gordienko, of the same Service. At the time of their forced landing they were attempting a non-stop flight from Moscow, Russia, to New York, U.S.A. When over Miscou Island they had found it necessary to land, and not finding any aerodrome—there is not one on the island or one closer than Moncton—had been obliged to land on what proved to be boggy ground, which resulted in a crash, the Brigadier General being injured, fortunately apparently but slightly.

Cst. Theriault took command of the situation and guarded the flyers and their plane against the too inquisitive attention of the islanders, who by this time had assembled from all over the island. A doctor arrived at the island in the afternoon and rendered medical aid to the Brigadier, who he found had sustained a slight body injury.

Prior to receiving the telephone call from Cst. Theriault on the evening of the 28th April, Inspector Bird had been listening to the radio broadcast



giving the progress of Brigadier General Kokkinaki's flight. Consequently, upon receiving advice of the forced landing he assumed correctly that the plane forced down on Miscou Island was the very plane concerning whose progress he had been listening to on the radio. In addition to notifying the Officer Commanding "J" Division at Fredericton, N.B., he also advised Radio Station CBA Maritimes at Sackville, N.B., who flashed the information to New York.

On the afternoon of the 29th April Inspector Bird met two attaches from the Russian Embassies at New York and Washington who had flown to Moncton from New York. On the 30th April these two officials chartered two small planes at Moncton, and piloted by Canadian Airways pilots, they flew to Miscou Island. Successful landings were effected by the pilots of these planes, and the officials met their compatriots from Russia, who in the meantime had been cared for by the islanders. The whole party then took off for Moncton. Upon arrival at Moncton Airport, the Russian flyers were transferred immediately to a large plane which had arrived from New York for the purpose of taking the flyers and the two attaches to that place. The plane lost no time in leaving the Airport and from all accounts arrived safely in New York the evening of the same day.

Moncton Airport was the scene of much interest when the Russians arrived from Miscou Island. Huge crowds assembled and endeavoured to get a glimpse of the flyers. In addition, a large number of newspaper reporters and cameramen were on hand; they had flown there from various points in the Eastern part of the United States.

During the hurry and bustle of transferring the Russian party from the small planes to the New York bound one, the Brigadier General lost his flying boots, which loss occasioned him some concern as he placed a high sentimental value on them. A search was made but they could not be found, and the New York plane was obliged to take off minus the boots. The whereabouts of the missing boots became the source of much speculation at Moncton, so much so that after they had been recovered a few days later as the result of diligent enquiries on the part of our Moncton Detachment, Inspector Bird, who had gone to another part of the Province for the day on other duties, received a telegram from a business concern in Moncton asking for permission to display the boots in their show windows owing to the tremendous local interest regarding the Russian flyer's boots. Needless to say, this request was not granted. Incidentally, it may be mentioned that the boots had been acquired by two souvenir hunters, each having a boot in his possession. The boots are now in the course of being returned to their rightful owner.

At the time of writing, the wrecked plane is still under guard by our Shippegan Detachment, and it is believed that in the near future it will be dismantled by mechanics in the employ of the Soviet officials, and shipped to New York.

Inspector Bird has received from Mr. V. P. Butosov, representative in the U.S.A., Peoples' Commissariat of Aircraft Industries of the U.S.S.R., a letter expressing appreciation for the cooperation and assistance given to the Soviet flyers and officials by the R.C.M.P., other Canadian officials and the Canadian Airways pilots.

# Redskins and Redcoat Visit the Antipodes

by A/LANCE CORPORAL S. J. LEACH

**K**ANGAROO HUNTS, Koala bears, Aborigines with boomerangs, surfing at sunny beaches, the Southern Cross. These were amongst the numerous things which flashed through my mind when I was informed that I was the lucky one selected to escort eight Indians "Down Under" to the Royal Easter Show. The fame of the Calgary Stampede, the colourful Indian Parade, and Indian Cowboys had floated across the Pacific and intrigued the Royal Agricultural Society of New South Wales sufficiently to send official representatives over to Canada. These officials, Mr. A. W. Skidmore and Mr. T. B. Macfarlane, landed in Canada last summer to make arrangements with the Department of Indian Affairs and the R.C.M. Police; and as a result plans were formulated for an Official tour to Australia, which was unprecedented in the history of Treaty Indians or the R.C.M. Police.

After a few weeks at "Depot" in Regina, I went to Calgary where I met the eight Indian Braves, husky looking fellows, who were chosen mainly for their Rodeo riding ability. These Indians represented four Tribes, viz Joe Crowfoot, minor Chief of the Blackfoot and Joe Bear Robe; Frank Many-fingers and Joe Young Pine of the Blood; Edward Onespott and Jim Starlight of the Sarcee; Johnnie Lefthand and Douglas Kootenay of the Stony. The former two Tribes are amongst the wealthiest in Canada. English was their common language, only the Bloods and the Blackfeet understanding one another's dialect, and most of them were complete strangers to each other. Some had never been to school, some had good educations but all knew their way about, having followed the Rodeos, etc. In fact a couple had consulted a lawyer to ascertain how much authority I had once we had left Canada! I understand that the lawyer told them that I had no legal power outside of Canadian Territory and once beyond the three mile limit of Canadian waters they could enjoy the same liberties as any white man.

We all left Calgary on February the 14th in high spirits, the Indians sporting new suits, gay cowboy boots, bright coloured handkerchiefs and ten-gallon hats. Their tepees, saddles and paraphernalia almost filled the baggage car. A special coach was provided for us and as we steamed through Alberta the Indians sat luxuriously on plush cushions, smoking cigars and jingling a few shekels in their pockets. As meal time approached we all trooped into the dining car and sat admiring the scenery as the waiter brought our orders. It was the first time that any of these boys had enjoyed this service. In the evening the coloured porter made up our berths while they watched with considerable curiosity and made a few wise-cracks as to how they were going to sleep in them. Douglas Kootenay was the object of a lot of kidding, being the smallest of the party and the only bachelor in the group. All were impressed by the grandeur of the Rockies and fascinated by the numerous tunnels through which we passed and tallied these up until darkness and drowsiness overcame them. I was awakened by the excited chatter long before the first call for breakfast, so the Indians were all slicked up and anxiously waiting long before the train rolled into Vancouver at 8.45 a.m.

From the station we walked to the docks and the Indians beheld the mighty Pacific Ocean for the first time in their lives. Standing in the docks and dotted over the harbour were numerous ships of various types. Then with a thrill of excitement we saw our ship the R.M.S. "Niagara," not quite as palatial as the Empress of Japan in the next dock, nevertheless better than a birch bark canoe. Finally the time came for the ship to sail, the usual clamour heard around a dock was drowned by the ever increasing excitement of the passengers who lined the rails of the ship and the throng of farewell wishers on the shore. As the ship edged away from the wharf, the noise rose to a crescendo of *bon voyage* and *au revoir*. We glided along the calm sea, admiring the scenery and exploring the ship until we arrived at Victoria at dusk.



Lord Gowrie, Governor-General of Australia,  
chatting with A/Lance Corporal Leach.

The next morning we found ourselves really out at sea, our native land had vanished beyond the horizon. The chill breeze and an overcast sky, together with the gentle motion of the ship, caused some discomfort to some of the Indians. I obtained some Australian currency, pounds, shillings and pence and declared a pay day for the Indians. I explained the exchange on currency varied from day to day, but I would pay them at a set rate according to their contract and any readjustment necessary would be made at the end of the trip. I advised them to use Australian currency on the ship, in order to become familiar with it. However one of the Indians who had visited his lawyer seemed a little incredulous and took a pound to the

Purser and asked for American currency which was at par with Canadian money! The Indian party attracted considerable attention when they filed into the dining room, the Chief with his nicely tailored blue coat and bronze buttons, the others in their gay coloured shirts. A number of passengers commented very favourably on their good manners and general behavior. At first the Indians were a little overwhelmed by the service on the ship, especially when the bath steward would say, "Your bath is ready, sir," but they soon got accustomed to it and later demanded it.

Jim Starlight had the misfortune to develop an earache which gave indications of mastoid complications, however we were greatly relieved when the ship's doctor ascertained that an abscess had formed upon which he could operate successfully. This was done, Jim gradually recovered and as we got into warmer climates he was able to come out on deck and enjoy the sea air. Joe Young Pine, our chuck-wagon driver, continued to have difficulty in quelling abdominal uprisings, so he approached me in all



earnestness, "Say listen—we've been out at sea a long time, I've been feeling awful sea sick (holding himself expressively) and I think a drink once in a while would fix me up." I explained to him that I would be glad to get it for him, if the ship's doctor advised it, but I heard no more about it. Later I found him down in his bunk reading his Bible intently!

Early in the morning of Washington's Birthday we looked out of the porthole and saw the lights of Honolulu. Slowly out of the pearl grey dawn we saw Aloha Land come to life with its lovely harbour and palm trees. Some small craft came alongside manned by Hawaiian divers and swimmers who looked up expectantly for the passengers to throw coins into the water. We watched their tanned and dusky bodies flash through the water and were fascinated by their remarkable skill in recovering the coins. As a tug-boat steered us into the dock the romantic music of the Royal Hawaiian Band drifted softly out to us, bidding us a warm welcome. We all wanted to see as much as we could of this glamorous island, so we hurried ashore where Hoola Hoola girls clamoured around selling us beautiful flower leis. We engaged cars and the drivers took us to vantage points where we could watch the long and spectacular parade which commemorated this historic day. It was a splendid parade composed of many attractive floats, pupils of the various schools and colleges and their bands and, to my amazement, six imitation mounted R.C.M. Police, who headed a group of cowboys.

After the parade we drove around the city and were greatly impressed by the beautiful flowers and rich vegetation, also by actually seeing bananas growing on trees. We drove up to the Pali and the Punch Bowl, both of which command excellent views of the city and surrounding country, then Starlight said, "Let's call *this* Sydney!" After lunch we went window shopping. Once my hair nearly stood on end as I turned around and saw three or four of the Indians standing in the middle of a thoroughfare nonchalantly taking snapshots. With a mingled feeling of regret and relief I guided them back to the ship and as we waved "Goodbye" to Hawaii, again we heard the impelling strains of the Royal Hawaiian Band.

A Sports Committee was formed the following day, sponsored by the congenial Officers of our ship. Practically all the passengers participated, including the Indians and a number of Jewish refugees from Europe. All of the Indians did very well, Frank Manyfingers winning five events in open competition. Prizes were awarded on the evening of our fancy dress ball, which was really a gala affair. Most of the Indians dressed for the occasion, Johnnie Lefthand winning a prize dressed as a Chinese Coolie, bearing the name "One Bung Lung Chinese Laundry" and I too, won a prize dressed as a French Foreign Legionnaire. We improvised both these costumes on board. We marked the crossing of the Equator by a ceremony at which I officiated as King Neptune, assisted by my "daughter," Ed One-spott and "Doctor" Joe Young Pine as well as other members of the "Royal" Household. Those who took part in the ceremony received certificates issued by the Captain. Joe Young Pine studied his document thoroughly then pointed out to me that it said in part "While domiciled in our Equatorial Domains . . . you may disport yourself as you will, drinking rum and chewing tobacco and taking unto yourself a wife in each and every port



within our Domains . . ." and indicated that I should give him more latitude. Another point which completely mystified the Indians was that Wednesday, March 1st, did not exist as far as we were concerned, as we lost this date when we crossed the 180th Meridian.

Suva is a beautiful tropical town in the Fiji Islands. Here we were met and most warmly welcomed by members of the Fiji Police. Supt. Kermode invited my wife and me to dinner at his home, while he detailed native members of the Fiji Police to entertain the Indians. We were all very favourably impressed by the kindness and courtesy extended to us. The Native Police are very picturesque figures with their shock of outstanding black hair, in which they take great pride. They wear blue tunics with white skirts which have a saw tooth hem, and bare feet. They appear very smart on duty, especially when they stand at intersections directing traffic. We left Suva during a downpour of rain and, following a chain of islands, directed our course towards New Zealand landing at Auckland one sunny afternoon. We visited the Auckland Zoo then later the Canadian Trade Commissioner. Mr. Bull sponsored a drive around the city for us all. From "One Tree Hill" we had a commanding view of Auckland and could see both sides of the Island. He took us to the Maori Museum and the boys were quite interested in the different types of Maori handicraft. On the street we noticed a Maori lady with greenish tattoo marks on her lip; when we commented on this we were informed that this was a Maori substitute for a wedding ring.

The night before we arrived in Sydney there was an air of excitement and expectancy all over the ship. Nearly everybody was astir about 4 a.m. as the "Heads" of Sydney Harbour were in sight. Then we experienced a real thrill as the beautiful harbour opened out before us and we saw their wonderful bridge of which they are so justly proud. The ship progressed very slowly and presently a motor launch came out carrying Mr. A. W. Skidmore and Col. G. Somerville, R.A.S. officials, together with a number of press reporters and photographers who came on board. The press was very persistent in seeking interviews and photographs. It was difficult to impress upon them that we are "The Silent Force."

When we docked and after most of the passengers had gone ashore the Indian party in their costumes and I in uniform gathered on the aft deck, when numerous moving pictures were taken of the Indians doing their war dance, etc. Finally we were able to go ashore, and after clearing the Customs we were led to open cars and drove through part of the city of Sydney with the flying pennants on the cars which said "Pontiac Welcomes the Red Indians." A motor cycle escort of New South Wales Police assisted us through the traffic and when we arrived at the City Hall a large gathering was there, prominent among which was a small group of infant would-be cowboys and "Mounties." We were given a civic reception by the Lord Mayor of Sydney, Mr. Nock, then went to our Hotel where we thankfully changed from our hot clothes. In the evening I was scheduled to speak over the radio. Joe Crowfoot was also asked to say a few words. When the time came Joe Crowfoot asked that Joe Bear Robe accompany him for moral support. The broadcast went off quite well until Joe Bear Robe was

unexpectedly called to the microphone and the broadcast continued something like this,—

"Did you ever shoot any big game?" "Naw."

"No Moose or Deer?" "Naw."

"Have you ever done any trapping?" "No."

"Do you ever use bows and arrows?" "No."

"Do you ever make those yodelling whoops that we've heard so much about lately?" "No, the first time I heard that was in Auckland."

The announcer was flabbergasted and refrained from asking Joe any more questions. The following day, Sunday, we went to the Showgrounds where the Indians were again photographed in costume, while riding around on horses. Then in the afternoon we drove around the beautiful beaches of the Sydney Harbour, comfortably dressed in civilian and cowboy clothes.

Early the next morning we boarded a train for Merriwa. The train was quite a contrast to our large Canadian train, being similar to the English coaches with several compartments which would seat eight people and long corridors running down one side of the car. Later we had to change trains and as we waited for our train we had lunch at the station. As usual when the time was limited I hurried the Indians along and when I counted them I could see only seven, Doug Kootenay, the little Stony bachelor was missing. I looked around the station platform, then went into the lunch room, where I found Douglas sitting before a large plate of meat and potatoes—he'd evidently made a dash for the lunch counter soon as the train pulled into the station. No wonder he gained weight! We arrived at Merriwa, which is about two hundred and forty-five miles north west of Sydney, after ten and a half hours on the train, tired and hungry.

Mr. and Mrs. T. B. Macfarlane, together with the Canadian Cowboys, American Cowboys and Cowgirls, met us at the station. In the evening Mr. Macfarlane, whose Post Office is Merriwa, showed the films he had taken on his tour of Canada and the United States last year, but we were too weary after our tedious train journey together with the change of climate and the excitement of the last two days to appreciate fully the pictures. Merriwa is a sleepy little town which had been enlivened by the coming of the Cowboys and Cowgirls and the surrounding large sheep ranches had been refreshed by recent much-needed rains. The country is rolling. The main trees seem to be gum trees and pepper trees. There were flocks of white cockatoos, paroquets and kookaburras (laughing jackass). The day after our arrival, we all went out to the "Station" of T. B. Macfarlane to look over the horses which the Indians were to use during the Show. The cowboys and cowgirls were there and had been in Merriwa for three weeks riding and picking over the horses. The Indians were rather disappointed in these horses and, followed by the announcement that they would not be allowed to participate in the main rodeo events, viz the buckjumping and bulldogging contests, their enthusiasm was dampened.

Back in Sydney the Indian party looked forward to a visit to the famous Taronga Park Zoo. We found it even exceeded our expectations for it is beautifully located and has a splendid variety of animals. Mr. Brown,

the Manager, entertained us at lunch and personally escorted us around the grounds. The giraffes did not know what to make of the Indians in their feathered head-dress, which fluttered in the breeze, and an elephant lifted his trunk with a loud blast of consternation when he saw my scarlet coat!

The Indian party set about erecting their teepees on the site chosen for the Indian Village on the Showgrounds. When they opened their bales which contained their teepees, bewilderment spread over their faces and how they wished they had brought their wives. At home the women always erected the teepees and did the camp chores. When their teepees were finally erected they moved into them from the hotel. The next thought was for souvenirs of Australia to show their people at home. No other assistance being available, my wife volunteered to take the boys shopping which no doubt tried her patience as this incident may illustrate.



*A/Lance Corporal Leach with his charges at Sydney, N.S.W.*

"Joe, what do you want to buy now?" "Suitcase."

"What kind of a suitcase and how much do you want to pay for it?" "I dunno, I haven't any money."

"But Joe what did you do with your money?" "It ran out."

They went into the suitcase department of a large store and after the clerk showed numerous suitcases of various sizes and prices, he made his choice and asked Mrs. Leach if she would pay for it and he'd re-pay later. Mrs. Leach asked the clerk if it would be in order to send it out C.O.D. The clerk replied in the affirmative.

"You not going to pay Mrs. Leach?" "Not now Joe, I'll pay for it when we get it tomorrow."

"You no pay now I don't want suitcase." "I can pay for it Joe, but it would be more convenient tomorrow."

"I won't take suitcase."

Despite Mrs. Leach's assurance that C.O.D. was in order, he remained adamant and refused to have anything to do with that particular suitcase. However he bought a similar one a few days later when he was out again with Mrs. Leach. Another place where I enlisted my wife's assistance was in handling the "fan mail," which mainly contained requests for autographs, pictures and appointments.

The Royal Easter Show opened unofficially on April the 1st and only small crowds attended due to the inclement weather. The Indians became upset when the crowd entered their teepees without an invitation and they were unable to evict them, and some young boys clambered up the outside, tearing them in places. There were two parades a day and rodeo events in the evening during the Show, but the first few days were not considered very important from our point of view as they were mainly taken up by cattle judging. The Show is an agricultural show, meant to benefit and encourage the producers on the land and as such it is a splendid show and of inestimable value to the State. The Showground itself is composed of sixty-three acres in Sydney and in it is the riding ring, with the grandstands, which would accommodate many thousand spectators, buildings to house the entries of cattle, horses, pigs, dogs, cats, poultry, vegetables, flowers, fruits, etc. There were also the Commemorative Pavilion, Hall of Industry, as well as the innumerable other industrial exhibit buildings, refreshment rooms, the midway, etc. Imagine all this on sixty-three acres, with a crowd of 180,000 people!

The Show opened officially on April the 5th, the Governor-General of Australia, Lord Gowrie, performed the ceremony, and I was presented to him during the Grand Parade. As I was riding out of the ring, a photographer approached me and asked me to make the horse rear up on its hind feet. A little surprised I nevertheless had no reason to refuse so simple a request. However I was considerably startled when I opened one of the local papers one day and saw a picture of myself on the horse which was poised on one hind foot, and underneath I read the following, "Constable Leach of the Nor'West Mounted Salutes the Governor-General. He is one of the competitive riders from America." Wherever I went in uniform I was practically mobbed by autograph hunters, people wanting to feel my uniform, and people enquiring about their friends "Somewhere in Canada." Again, people would tap me on the shoulder and when I looked around they would hold out their hand and say "shake hands" then walk off apparently quite satisfied. The Indians, too, signed innumerable autographs and when they got too bored, would say they couldn't write. Then they answered the ever popular question, "Doesn't the rain come through the top of your teepee?" until they decided that they couldn't speak English either.

One of the main attractions of the rodeo was Jasbo, "The Humourous American Cowboy." He is a short, rotund fellow who rode a clever little pony called "Shirley Temple" which he trained during the short time he was in Australia. Jasbo never failed to get a roar of delight from the children and grown ups when he appeared in the ring. One of his cleverest acts was chasing and imitating the stunts of the girl trick riders. Another scene which was a riot was Jasbo in a bright red "chariot," which had a long arched



tongue, dashing into the ring with a lively steer attached to the end of the tongue—thus Jasbo in the chariot see-sawed with the steer in spasmodic bounds across the arena. Sometimes the steer would turn around and charge the red chariot, but being firmly attached to the end of the tongue the chariot simply reversed, to the enormous delight of the crowd. Tremendous crowds attended this show, approximately 850,000 to 900,000 paid admissions and the gate toll entries on the "big days" of the Show, viz Good Friday, Saturday and Easter Monday, favoured by ideal weather, were in the neighbourhood of 180,000 per day.

The rodeo drew great crowds, and fortunately only one major human casualty resulted when John Lefthand broke his arm. The International teams represented Canada, U.S.A., and Australia. Canada succeeded in winning the buckjumping, wild horse race and steer riding, though all the teams did very well. The Indians, although not included in the main events, were fortunate in winning five very nice silver cups and eighty-five pounds prize money. An Australian feature was the campdrafting in which they showed excellent horsemanship.

The N.S.W. Mounted Police, mounted on beautiful dark bay horses put on a Musical Ride which was very well done and I felt proud to think that I had been sworn in as a Special Constable of such a splendid Force.

I gave two more short broadcasts and explained that our Motto is "Maintain the Right" not "He gets his man" as it seemed to be the general impression that the latter was an attribute acquired by the Force in its short history of sixty-six years.

The last two Sundays we were in Sydney, we were fortunate in making arrangements for two drives, one sponsored by M. H. Millett, who drove us out to Koala Park where we saw the lovable little native bears and where the Indians experienced one of their greatest thrills as they watched an Aborigine throwing a boomerang with great skill. Later they obtained some of these boomerangs as souvenirs, gradually adding to this collection kangaroo whips, bows and arrows, etc. The next Sunday Mr. A. Watt sponsored a drive to the Blue Mountains, one of the scenic spots of New South Wales. Prior to going to the Blue Mountains the Roman Catholics had gone to Mass and the Protestants to the Anglican Cathedral, St. Andrews. After these services the Indians were entertained at breakfast in Cathedral House, while my wife and I had breakfast at Bishop's Court with the Archbishop of Sydney.

On our return journey several little incidents stand out, apart from our ports of call. We steamed out of Auckland on a beautiful day and I was standing on deck enjoying the scenery when the lounge steward came to me and said, "One of your fellows is at the bar getting a drink of beer." I was greatly surprised as the bar-tender was a pleasant, co-operative man. I went to investigate and sure enough there was Manyfingers dressed in civilian suit and fedora hat guzzling beer. I sent him down to his cabin and asked the bar-tender for an explanation.

"This man came to the bar," said the tender, "and asked for a glass of beer. I'm sorry I can't serve you," said the bar-tender.

"Why not?" said Manyfingers, "I'm a Canadian Citizen and you've got to serve me."

"But you are an Indian from Canada."

"I'm not one of the Indian party on the boat. I'm travelling myself and just came aboard at Auckland."

Nonplussed the bar-tender gave him the beer. When Manyfingers asked for four more beers to take to his cabin himself and refused to give the order to his cabin steward as customary, the bar-tender sent quickly for me to identify the man.

Shortly before reaching Honolulu we had a fancy dress ball. This time the Indian party did not dress up, but Crowfoot lent his costume to Bill McMackin, one of the American cowboys, and Jasbo the Clown obtained part of a chicken dance outfit from one of the Indians. I knew these two indulged in a drink now and again, however I was suddenly surprised by one of the Indians coming up to me and saying "Leach, come here quick—Indian at the bar drinking." It was unusual for an Indian to squeal on another, but I went over and there was "Chicken Dancer Jasbo" unconcernedly having a drink. The Indians were laughing uproariously at this joke, when another came and drew me confidentially aside. "Leach, there's an Indian on the deck pretty tight," he said, "I thought I should tell you as there are so many people around." A little suspicious but in view of the possibility, I went out and there was McMackin squatting on the deck, whooping and clapping his hands in fictitious Indian style. My wife and I went as a convict and sheriff respectively, carrying off a prize for ingenuity and altogether the evening was a great success.

When we arrived in Canada it seemed as if home were almost in sight. A general air of excitement pervaded the Indian party and this increased as we approached Calgary. At Calgary the party broke up and all joyfully returned to their homes. I, too, was delighted to be home and breathed a deep sigh of relief as I handed my charges back to Inspector Schmidt of the Department of Indian Affairs—intact.

We often thought of our friends at home stoking up furnaces and ploughing through snowdrifts as we lay basking on deck in the tropical sun or swimming in the salt water pool. In fact so successful were my sun baths that one of the Swift Current members said, "I knew you had slept, eaten and lived with the Indians, but I didn't think you would change colour to that of a Redskin."

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## La Canadienne

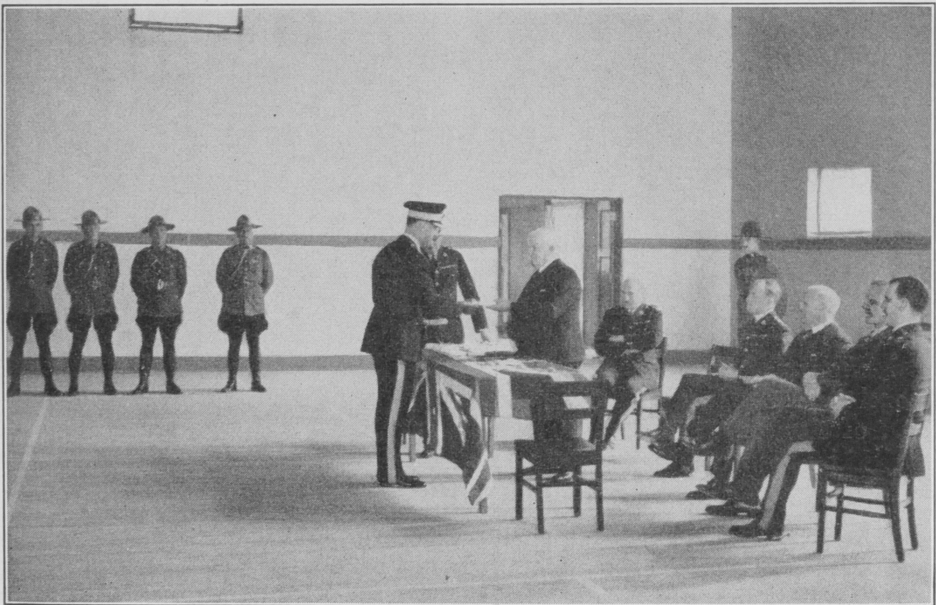
AS WE go to press, it is learned that the dimensions of "La Canadienne," a picture of which may be found on p. 51, are as follows: Length of Keel, 92'; Breadth of Beam, 73.1'; Depth of Hold, 10.6'; Length of Mainmast, 85'; Length of Foremast, 83'; Bowsprit Outboard, 26'. Built at Quebec under Lloyd's Special Survey.

## The 22nd Instructional Class

**T**WELVE WEEKS of intensive study and instruction were brought to a close the beginning of April by a series of pleasant social events which included a dinner, a dance, several informal parties, and a dignified and impressive closing ceremony. These last few days contrasted sharply with the preceding three months, during which officers and men from almost every Division in the Force, together with members of several outside police forces, underwent a course of instruction in police science probably unparalleled in Canadian police experience.

The collective effort put forth by the Officer Commanding "Depot" Division and his staff, and the responding effort of those undergoing this advanced training, must inevitably work a profound influence on the course of police work in Canada. The results are always most productive when a desire to learn is joined with a sincere desire to teach; and these results certainly can be claimed for the 22nd Instructional Class—the members of which graduated at Regina on the 1st April.

Appreciation of the value of scientific crime detection led to the adoption of a syllabus extending over a wide range of subjects, and so designed as to produce the most concrete and lasting results within the specified three months. Permanent lecturers were appointed by virtue of their complete mastery of their respective subjects, and for their ability to impart their knowledge to the members of their classes. Outside lecturers, each an expert in his own particular field, also contributed heavily to the value of the instruction.



*Sub-Inspector O. Lariviere receiving his diploma from His Honour the Lieutenant-Governor.*



The subjects dealt with included: Arson, Ballistics, Burglaries, Counterfeiting, Cryptography, Criminal Law and Procedure, Conspiracies, Crime Scenes, Handling of Crowds, Document Examination, Drill, Drugs, Laws of Evidence, Fire Investigation, Foreign Police Forces, Forensic Medicine, Forensic Chemistry, Fingerprints, Glass Fractures, Game and Fisheries Act, Grain Thefts, Grain Examination, Hairs and Fibres, Interviews, Interrogation and Investigation, Juveniles in Crime, Lock Picking, Modus Operandi, Metals, Mock Trials, Mental Cases, Moulage, Observation Tests, Plan Drawing, Psychology, Photography, Portrait Parle, Police Dogs, Police Witnesses, Physical Training, Plaster Casts, Revolver Practice, Stains and their Examination, Safety Precautions, Sudden Deaths, Toxicology, Tear Gas, Traffic Control, and Teaching Methods.

The permanent lecturers on the above subjects were: Surgeon M. Powers, Supt. L. H. Nicholson, S/Insp. R. M. Wood, S/Insp. J. Metcalfe, S/Sgt. F. Whitehead, Sgt. J. A. Churchman, M.M., Sgt. J. R. Paton, Sgt. H. Robertson, Sgt. F. Camm, Corp. J. I. Mallow and Corp. S. H. Lett.

Addresses also were delivered by: Mr. Julius T. Baber, U.S. Secret Service, Chief Constable Shute, Edmonton; Fire Commissioner A. E. Fisher, Mr. A. E. Mosses, Sask. Dept. of Natural Resources, Mr. W. C. Lackey, Fire Underwriters Association, Mr. Brown, Sask. Wheat Pool, Insp. F. W. Zaneth, Rev. Harry Atkinson, Dr. J. W. MacNeil, Mr. J. R. MacDonald, Dept. of Highways and Transportation, Insp. W. G. Capelle, Winnipeg Police Dept., S/Sgt. G. Harvey, and Spec. Const. C. R. von Aichinger.

An interesting feature of the syllabus was a weekly "Open Forum Discussion," conducted by Asst. Comm'r. Irvine and staff.

The conclusion of the examinations was marked by a dinner tendered to the members of the class and their instructors by the Officer Commanding "Depot" Division, at which Assistant-Commissioner T. H. Irvine, the host, Assistant-Commissioner C. D. LaNauze, and Surgeon M. Powers each addressed the guests briefly. Assistant-Commissioner Irvine referred to his satisfaction with the class and their instructors, while Assistant-Commissioner LaNauze spoke very movingly for a few moments on the traditions of the Force. The usual toasts were drunk.

The closing exercises which were held in the gymnasium the following day were, because of their dignity and restraint, particularly fitting and impressive. The centre of the room was occupied by members of the class, their instructors, and a number of others—behind whom was stationed the band. The distinguished guests seated at a table facing the class included His Honour the Lieutenant-Governor of Saskatchewan, attended by Lieut. Colonel A. G. Styles, A.D.C., and Mr. Justice MacKenzie of the Saskatchewan Court of Appeal. The arrival of His Honour the Lieutenant-Governor was signalled by the band playing "God Save the King." At intervals throughout the ceremony the band played appropriate pieces.

The first speaker to be introduced by Assistant-Commissioner Irvine was Mr. Justice MacKenzie, who recalled his long association with the R.C.M. Police, and who expressed his admiration for the manner in which its duties were discharged. The scientific detection of crime interested him

deeply, his Lordship continued, and he indicated his intention of following developments very keenly. Assistant-Commissioner Irvine then requested the Lieutenant-Governor to present the diplomas to the members of the class. His Honour expressed his very deep pleasure in acceding to this request, and addressed a word of congratulation and good wishes to each recipient. With the presentation of the diplomas the ceremony ended.



*Photograph taken after the presentation of diplomas.*

Officers and men receiving diplomas were: Insp. W. E. Graham (C.P.R.), Insp. H. McGowan (C.P.R.), D/Insp. W. Mortimer, S/Insp. N. Courtois, S/Insp. O. Lariviere, S/Insp. H. N. Trickey, Sgt. Major E. O. Taylor, Sgt. Major L. Reddy, S/Sgt. P. H. Miller, S/Sgt. M. P. Fraser, Sgt. E. A. Hermanson, Sgt. W. H. Lewis, Sgt. E. G. Weeks, Sgt. F. A. Broadribb, Cpl. S. G. Coggles, Cpl. K. W. H. Engle, Cpl. R. J. Noel, Cpl. E. M. Swords, Cpl. F. K. Russill, Cpl. J. A. Wrubleski, L/Cpl. N. Lyney, L/Cpl. T. G. Parsloe, L/Cpl. W. M. Taylor, L/Cpl. L. V. Turner, Const. W. C. Bryan, Const. J. D. Fraser, Const. J. H. T. Paudrette, Const. J. D. Taylor, and Det. E. W. Morris (Vancouver Police Dept.).

## The R. C. M. Police with the Royal Party

IN ADDITION to Commissioner S. T. Wood, Assistant Commissioner C. H. King and Superintendent V. A. M. Kemp, the following members of the Force accompanied the Royal Party on the tour through Canada:

*As Personal Orderlies to H.M. the King*—Sgt. H. W. H. Williams, and Constables J. A. L. S. Langlois, J. C. Coughlin and R. Portelance.

*As Train Guards*—Sgt. W. H. Stevens, A/Sgt. E. Anstead, Cpl. R. S. Pyne, Cpl. H. H. Radcliffe, L/Cpl. L. A. Denton, L/Cpl. P. A. Chapados, L/Cpl. R. C. Gray, L/Cpl. A. Drummond-Hay, A/L/Cpl. T. W. Johnson, and Constables J. S. Robinson, D. T. Cook, R. D. Robertson, J. A. Couillard, H. A. Buntine, J. C. Parsons, R. S. Edge, W. H. G. Nevin, D. C. Slinn, J. M. Fahie, D. E. Spinney, G. R. A. Monette, W. E. Merrifield, J. N. Gallagher and W. R. Condie.

# The Law of Arson

by W. J. SCOTT, K.C., *Ontario Fire Marshal*

ARSON HAS long been recognized as one of the most difficult offences to prove in the entire Criminal Code. There are many reasons for this difficulty, in both the law and the public conscience. Briefly the legal difficulties which make arson unique are:

(1) The arsonist can commit his crime entirely alone and without the aid or intervention of any one, even as a victim.

(2) The arsonist can pick his own time of the day or night when he will be most free from any possibility of an eye-witness or chance discovery.

(3) The arsonist takes away with him from the scene of the crime no evidence that might later connect him with the offence.

(4) The arsonist by his very crime of burning tends to destroy completely any evidence at the scene itself which might show there had even been a crime.

(5) If the arsonist is the owner, there is the added complication that the crime is committed in premises where the offender has a perfect right to be and where he causes no special attention, where he can plan and prepare for weeks or even months, and where there is no offence until the very last moment the fire is actually started.

(6) Finally, arson is one of the small list of offences under Part VIII of the Code which come within the protection of Section 541, which provides, "Nothing shall be an offence unless it is done without legal justification or excuse, and without color of right," and if the accused is himself the owner, "with intent to defraud."

No doubt everyone will agree there are no other provisions of the Criminal Code that have so many legal difficulties and disabilities as do the provisions with respect to arson. But on top of these, the public conscience imposes even more and greater limitations, being:

(1) Almost invariably in arson cases the Crown must rely entirely on circumstantial evidence, and in the minds of many the word "circumstantial" is synonymous with the words "not guilty."

(2) If the motive is to obtain money under a fire insurance policy, there is a serious tendency to feel that the only party injured is an inhuman and wealthy insurance corporation, forgetting that after all insurance companies are but a common pocket into which everyone pays their insurance premiums to indemnify the few who suffer the honest fire loss, and overlooking the fact that these premiums must increase with every dishonest fire.

(3) Finally, the accused is almost always a first offender—in Ontario out of 130 cases in the last two years only two of those charged had previous criminal records—and an individual of substance and repute, so that his neighbours can hardly believe he would be guilty of so heinous a crime as arson.

The combined result of all these difficulties and disabilities is that not only has the Crown to prove its case completely in all technical points, but



for the defence the doctrine of reasonable doubt is sometimes extended to a point that may even appear to be unreasonable.

All these difficulties are not because arson is a new crime. Indeed it is a very old one, the first mention of it being in the Book of Exodus, Chap. 22, verse 6, which reads, "If fire break out, and catch in thorns, so that the stacks of corn, or the standing corn, or the field, be consumed therewith; he that kindleth the fire shall surely make restitution." Under the old Roman civil law death was prescribed as the penalty for arson, and incidentally the word itself is derived from the Latin "ardere," meaning "to burn." In Scottish law arson is known as "fire raising" and the arsonist described as a "fire raiser." Under the old Saxon law, arson was known as one of the "bootless" crimes and punishable by death. In England down to the time of King John, the penalty for arson was execution by burning but this eventually became execution on the gallows.

In early English law arson was only the burning of the house of another person, while under present day law it is wilfully setting fire to any type of property, no matter what its ownership. Hale, who wrote in the 17th century, says in his book on the Pleas of the Crown, "The felony of arson or wilful burning of houses is described by my Lord Coke, chap. 15, p. 66 to be the malicious and voluntary burning the house of another by night or by day. This was a felony at common law and one of the highest nature." Blackstone in his Commentaries, Book 4, Chapter 16, states: "Arson ab ardeno is the malicious and wilful burning the house or outhouse of another man. This is an offence of malignity and much more pernicious to the public than simply theft; because first it is an offence against that right of habitation, which is acquired by the law of nature as well as by the law of society; next, because of the terror and confusion that necessarily attend it, and lastly because in simple theft the thing stolen only changes its master but still remains in esse for the benefit of the public, whereas by burning, the very substance is destroyed. It is frequently more destructive than murder itself, of which too it is often the cause; since murder, atrocious as it is, seldom extends beyond the felonious act designed, whereas fire too frequently involves in the common calamity persons unknown to the incendiary and not intended to be hurt by him and friends as well as enemies for which reason civil law punishes with death such as maliciously set fire to houses in towns and contiguous to others, but is more merciful to such as only fire a cottage or house standing by itself."

Kenny, in his "Outlines of Criminal Law" at page 165 draws attention to the fact that in the old common law malice or the guilty mind was a necessary factor, saying "At a very early time men must distinguish between fires that are, and fires that are not, intended." Again, in the limiting of the crime to the house of another person, the essence of the crime was not so much the destruction of property but the invasion of the home, e.g., a tenant did not commit arson if he burned his landlord's property but an owner could be charged with arson if he burned his own house in which a tenant was living. For several hundreds of years, the law of arson therefore remained comparatively unchanged except that outbuildings and even crops and produce were added to the felony, and the burning of one's own house

where there were other houses close by became a misdemeanour punishable by imprisonment or fine.

In the early 1700's the first fire insurance companies were founded in England, and with this there began a new threat to public safety in the practice of owners burning their own properties to collect under their fire insurance policies. Thus the originating of the great business development of insurance companies became the cause of what is much of our arson of today. In time this led to many changes and developments in the law of arson and allied fire crimes, these changes continuing until the present day, with material amendments being as late as 1938. In England in 1827 the law of arson was consolidated and broadened to include cases where there were attempts to defraud other persons. This became the law in Upper Canada in 1833 by 3 William IV Chap. 4, sec. 11, and the change from the old common law rule regarding the burning the house of another is still to be found in subsection 2 of section 541 of the Code today.

Death, however, continued to be the penalty for arson until the year 1841, when 4 and 5 Victoria, chapter 26, section 2 and 3, the Government of Canada (Union of Upper and Lower Canada) amended the law as to penalties by leaving the death penalty only where a dwelling house was set on fire with a person actually therein at the time, and ordinary arson was punishable by imprisonment only. In 1869 in Canada all death penalties for arson were removed, but it is interesting to note that life imprisonment persisted until 1938.

Before dealing with the modern law of arson, it is probably fitting to outline briefly the origin and functions of those Crown officers called "Fire Marshals" who have no counterpart in English law but now exist in every province in Canada and a great many states and cities in the United States. Credit for their origin must be given to our sister province of Quebec, for by (1869) 31 Victoria Chap. 31, an officer entitled a Fire Commissioner was established for the City of Quebec, followed by a similar statute for the city of Montreal in 1870. These Fire Commissioners or Fire Marshals were given power to inquire into the cause and origin of fires occurring in these cities and are given "all the powers of any judge of session, recorder or coroner to summon before him and examine upon oath all persons whom he deemed capable of giving information or evidence touching or concerning such fires." These officers also had power to arrest any suspected person and to commit the accused to trial in the same manner as a justice of the peace. In Ontario the Coroners Act gave to coroners power of inquiry into fires, and indeed these still remain in that Act. However, in 1914 the Ontario Legislature enacted the Fire Marshals Act giving substantially the same powers of investigation as contained in the early Quebec Acts except the power of arrest. All of the provinces now have substantially the same statutes and have their peculiar officers called "Fire Marshals" or "Fire Commissioners" among whose main duties is the investigation of arson.

Just to remove any doubts anyone may have of the constitutionality of these provincial statutes, there is a long list of cases upholding the rights of the provinces to clothe their officers with the very wide authorities they exercise. The Privy Council in *Regina v. Coote*, L.R., 4 P.C., 599 (1873)

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held that the Quebec Act was valid provincial legislation and also held that evidence taken before the Fire Marshal was admissible at a subsequent criminal trial of the witness from whom the evidence was obtained. These rulings have been followed in many cases since, for instance *Rex v. Shapiro* (1922) 40 C.C.C. 14, and *Rex v. Harcourt* (1929) 53 C.C.C. 156. In 1938 we had an unreported case of *Rex v. Kennedy* which went as high as the Supreme Court of Canada in which one of the grounds of appeal was that the accused was convicted on the wrongful admission of his own evidence, given under subpoena and without the usual warning. In that case, without written reasons, the Ontario Court of Appeal dismissed the appeal and the Supreme Court of Canada refused a motion for leave to appeal.

The present law of arson is rather vitally affected by a number of amendments to the Criminal Code which came into effect on September 1, 1938. Personally your speaker had very considerable to do with these amendments as he first recommended them to the Dominion Department of Justice in 1936 and subsequently assisted in drafting the detailed amendments, in which the change in Section 541 is rather radical. A summary of the law of arson as it is now in force is:

*Section 511 (1)* is the main arson section and provides: "every one is guilty of the indictable offence of arson and liable to imprisonment for a term not exceeding fifteen years who wilfully sets fire to any building or structure, whether such building or structure is completed or not, or to any stack of vegetable produce or of mineral or vegetable fuel, or to any mine



or well of oil or other combustible substance, or to any ship or vessel, whether completed or not, or to any timber or materials placed in any shipyard for building or repairing or fitting out any ship or to any of His Majesty's stores or munitions of war."

The 1938 change in this provision was the dropping of the old penalty of life imprisonment and the substitution of a fifteen year term which seemed adequate as no penalty greater than ten years had been imposed in Canada in the past 25 years. Life imprisonment was found by actual experience in arson prosecutions to be a great deterrent to convictions, particularly with a jury before whom defence counsel usually found means of stressing the serious possible results to his client of a conviction.

Section 511 (2) provides 5 years for the wilful and fraudulent setting fire to any chattel having a greater value than \$25. The old section used the word "burns" instead of "sets fire to" and the value of the chattels fixed at \$200 which was too high to include second-hand automobiles and sometimes household furniture.

Section 512 provides 5 years' imprisonment for anyone who attempts to commit arson as covered by Sec. 511 or "who wilfully sets fire to any substance so situated that he knows that anything mentioned in (Sec. 511) is likely to catch fire therefrom." The old provision was for fourteen years' imprisonment, with the peculiar effect that arson actually committed under 511 (2) had a penalty of 5 years, but if only attempted under 512 could be punished with 14 years.

Section 513 provides 5 years for anyone who wilfully sets fire to any crop, whether standing or cut down, or any tree, lumber, timber, etc. Here for the sake of uniformity the old term of 14 years was reduced to 5 years.

Section 514 provides for any attempt to commit the offences under Section 513.

Section 515 is a somewhat strange section extending the law of negligence in relation to fires and enacted first in Canada in 1919. The first subsection provides a two year penalty for anyone who (a) by negligence or in violation of any provincial or municipal law sets fire to any forest, tree, lumber, logs, etc., or (b) by negligence causes any fire which occasions loss of life or property, with the added provision in ss. 2 that the person owning, occupying or controlling the premises in which the fire occurs shall be deemed to have caused the fire by negligence if he has failed to obey any law intended to prevent fires. As far as I know we in Ontario in the last three years have had the only prosecutions under this section, and all of ours have been under 515 (b). There are no reported cases defining the exact degree of negligence necessary for a conviction. Obviously there cannot be *mens rea* as is necessary under say Sec. 284, the general negligence section of the Code, for if there was a guilty mind the prosecution would be under Sec. 511 or 513. The only case of a conviction under this section going to the Court of Appeal was decided on another point entirely, the propriety of trying together charges under 511 and 515 (1) (b) and without written reasons the Court of Appeal ordered new and separate trials. The accused pleaded guilty when he came up for trial the second time, so the opportunity disappeared for an authoritative definition of this section.



Section 515 ss. 4 is so unique that it deserves a paragraph by itself. This subsection provides that where any fire authority has recommended any measures to safeguard life or property from fire, a Dominion officer may approve of such recommendation and serve notice of his approval, and, after 30 days, if the owner, lessee or other person controlling or operating the property has failed to carry out the recommendation, he is subject to a fine of \$1,000 and six months imprisonment. You will note that no fire need occur to make this an offence, and indeed that the essence of the offence is the approval of the federal officer and the personal service of the notice of his approval. It is not the maintenance of a fire hazard which is the offence, and so far as I know this is the only instance in the entire Criminal Code where the act of some one other than the accused, here the act of the federal officer in approving and serving notice of the approval, determines whether a criminal offence has taken place. I am informed that no prosecution under this subsection has ever taken place in the twenty years it has been in the Code, so there is no light from the courts on this provision. Some amendments to it are at present under consideration.\*

Section 516 provides three years' imprisonment for anyone who sends a letter threatening to burn, an extension of the old felony law of 8 Henry VI Chap. 6. "Distributing of bills of menace to burn houses, if money be not laid down in a certain place, was made high treason if the houses were burned accordingly."

Section 516 A was enacted in 1931 providing one year's imprisonment for making a false alarm of fire. This section prohibits an offence which is all too common, often as an alleged joke, and recognizes that as many firemen are killed or injured while on their way to or from a fire as while actually fighting fires.

Section 541 is the color of right section mentioned earlier and which had a very important amendment in 1938. In the instances where the accused is the owner of the property and it is necessary to prove intent to defraud, Sec. 541 ss. 2 now says: "Provided however . . . where the accused is the holder of or is named as a beneficiary under a fire insurance policy in respect to the property in connection with which the offence is alleged, such facts should be *prima facie* evidence of intent to defraud." Although at first this may seem to be a very drastic shifting of the onus to the accused to prove his innocence, in reality it is not so drastic and really was made necessary by court decisions. Of course it arises only in insurance fires, and has effect only after the Crown has already proved beyond a reasonable doubt that the accused has wilfully set the fire. Court decisions had held that the intent to defraud could only be proved by showing the accused had made a formal claim for his insurance after the fire. One case is given where the accused halfway through his trial surrendered his insurance policy and was acquitted on the ground there was no intent to defraud even though it was proved he set the fire. Only a year or so ago a county judge in Ontario held that the fact the accused demanded payment under his policy from the insurance agent and called at the adjuster's house to discuss the details of his claim was no evidence of intent to defraud as long as he had not actually sworn to his formal proof of loss under the Insurance Act. In practice the

results were that these charges of arson could not be laid against an owner until after he had filed his proof of loss even though the fire was stealthily set by night and its origin concealed. Sometimes this would delay the laying of the charge for the maximum time of ten months and give defence counsel some apparent grounds for argument that the charge was only to protect an insurance company. In other instances no charge was ever possible because the suspect, realizing the Crown could prove he set the fire, never made any formal claim. It is only those individuals who commit arson for profit, without regard to the danger to the lives and property of others, who come under this new amendment and I submit such individuals merit no sympathy.

Notwithstanding the difficulties in the prosecution of arson we in the Ontario Fire Marshal's Office have a rather enviable record in this regard. In the year 1938 we had 75 prosecutions for arson and allied fire crimes and obtained convictions in 62 of these cases. That is a conviction ratio of 82.6 per cent. The average for arson convictions is only about 50% in the United States where almost all States have the very comprehensive but still very simple model arson law, and the general average for Canada is below even that figure. So we may point with pride to our record in controlling arson in Ontario, and say that our 82.6 per cent of convictions is plain evidence that our cases are thoroughly and efficiently investigated and properly prepared for court.

\*NOTE:—Sec. 515 (4) Cr. Code was amended during the past Session of Parliament by adding the words "pursuant to any law in that behalf" after the phrase "when any Dominion, Provincial or Municipal Fire Officer or authority" and by deleting the words "to the satisfaction of the Officer in the service of His Majesty herein-before mentioned" to allow the courts to decide as to any non-compliance, and by making certain clerical changes. Also new sub-sections (5) and (6) were added to avoid conflict with provincial enactments and to provide for subsequent charges if the offence of failing to remedy a fire hazard continued.

Recently it was held by an Ontario Court that the provincial law authorizing the making of orders with respect to the removal of substances which created fire hazards was, in view of the provisions of Sec. 515 (4), *ultra vires* the province. The aforementioned amendments were for the purpose of making it clear that the criminal code does not conflict with the provincial laws dealing with fire prevention matters.—Ed.

## Break West Point Rule for R. C. M. P.

A DETACHMENT of Royal Canadian Mounted Police was received officially Saturday at the United States military academy for the first time in history.

The detachment, including band was taken on a tour of the grounds and buildings and, because of the intense heat, official bars were let down sufficiently to permit the troop to swim in the gymnasium pool.

Brig.-General Jay Benedict, superintendent of the academy, further departed from strict rules by inviting the Canadians to visit the officers club for a spot of liquid refreshment.

The detachment came and returned to New York by boat. From New York they entrained Saturday night for Ottawa by way of Montreal.

The R.C.M.P. detachment had been giving exhibitions of musical rides at the New York World's Fair for a week.

*Ottawa Citizen (C.P.)*

## The Deputy Commissioner's Thirty-fifth Anniversary in the Force

A very timely combination of circumstances led to the presence at the Depot, Regina in March, 1939, of Deputy Commissioner T. Dann on the thirty-fifth anniversary of his engagement in the Force. This happy event was the occasion for a dinner in the Officers' Mess, at which Assistant Commissioner T. H. Irvine, Officer Commanding "Depot" Division, presided. Also present were the Officer Commanding "F" Division and the officers of "F" and "Depot" Divisions, the Rt. Rev. E. H. Knowles, Hon. Chaplain to the Force, officers of the 22nd. Instructional Class, officers of the Marine Section in training, and Chief Constable Shute of Edmonton, Alta.

The speakers were the Rt. Rev. E. H. Knowles, Asst. Comm'r C. D. LaNauze, Asst. Comm'r. T. H. Irvine and the guest of honour Deputy Commissioner T. Dann, who, in replying to a toast to his health, recalled many incidents and interesting events throughout his long career in the Force.

The high light of the evening was when a large cake bearing thirty-five burning candles was placed before the guest of honour who, in traditional form, extinguished them with one breath to the amazement and admiration of all present. The Band stationed in the ante room entertained the guests with a number of appropriate pieces throughout the evening.



FIRST ROW (seated left to right)—Master J. W. Bonner, Asst. Commr. T. H. Irvine, the Rt. Rev. E. H. Knowles, Hon. Chaplain to the Force, Deputy Commr. T. Dann, Asst. Commr. C. D. LaNauze, Surgeon M. Powers, A/Supt. L. H. Nicholson.

SECOND ROW (standing left to right)—Insp. Jones, Mstr. Kelly, S/Insp. Trickey, Chief Constable Shute (Edmonton Police Dept.), S/Insp. Courtois, S/Insp. LaRiviere, A/Mstr. MacNeil, Insp. Mortimer, Insp. Grennan, Insp. Butchers, S/Insp. Wood, Mstr. Fraser, Insp. Allan.

BACK ROW (left to right)—Mstr. Cassivi, S/Insp. Metcalfe, Insp. Graham (C.P.R.), Insp. McGowan (C.P.R.), Insp. Lougheed, Insp. Hutchings (Post Adjutant).

# "Towards a Better Understanding"

by COXSWAIN W. E. F. BELL

*Note—The writer of this article was one of a party of officers and ratings of the Marine Section which underwent a course of instruction at the Depot during the past winter. As indicated in Coxswain Bell's paper, it is apparent that apart from its instructional aspects, this experience at "the cradle of the Force"—by the very nature of the various contacts made—has been beneficial to both the Land Force and the Marine Section. There is little doubt but that the members of the Marine Section will resume their police duties at sea with a clearer conception of what is entailed in the enforcement of the country's laws by the R.C.M. Police.—Ed.*

THE MORNING of January 25th, 1939, heralded the opening of another chapter in a story that is being enlarged on by every passing day in the History of the R.C.M. Police. A small chapter it is true, but a significant one, for on that day a party of officers and men of the Marine Section turned their backs to the sea and set their faces to the West. They were the new pioneers of a movement that had been proposed, discussed and accepted in an effort to create a better understanding between men, both as individuals and as members of an organization.

They did not travel as did the earlier pioneers, but with the comforts and conveniences that had been made possible by three-quarters-of-a-century of progress. This progress had been ministered to and lawfully protected by the Force, of which they were an integral part.

It is not possible to say what were the reactions of these men. Discussions as to work, results and underlying motive were many and varied, but for the most part, superficial. Their thoughts were known only to themselves, and possibly were of hopes and aspirations that could never be voiced. In conversation with one officer respecting this venture, the writer will always remember a remark that was made. It was "If you go, you will never regret it."

It was thought at the time that this was just another case of "rooting" but subsequent events have proved otherwise. It was said in a sincere and honest belief that we as individuals and the Force as a whole would benefit thereby.

It is not intended to dwell on the journey out and back. We are all familiar with railway travel these days. However, the writer does appreciate and value the opportunity to see the sweeping grandeur of lake and mountain and the bustling activity of the industrial centres of Canada, the country of his adoption.

Our arrival at Regina was the starting point of a period of new faces, new thought and an interchange of ideas. The process of settling down was simply and easily accomplished. This was due, in part, to the adaptability of the average seaman, and in part, to those with whom we were to live being eager to facilitate the process. Introductions were the order of the day and discussion was rife. Slowly, from a conversational chaos, extending over some days, came an orderly interchange of thought and ideas. The landsmen learned of our work on the coast and at sea, while we learned of the difficulties and hazards of effectively policing a vast country.



The value of the work done by the various instructors cannot be over-emphasized. Their task was not made any easier by reason of our not being recruits. Working with recruits would have given the instructors the opportunity to work on plastic and uninfluenced minds, whereas, in our case, fixed ideas had to be overcome or revised.



*The Officer Commanding "Depot" Division, Assistant Commissioner T. H. Irvine, with instructors and members of the first Marine Section Training Class, Regina, March, 1939.*

The tact and patience displayed by them materially assisted us in our work. Through them we learned the very truth of the statement that "crime does not pay." To only touch on the fringe of science as applied to the control of crime was in itself, a revelation. We learned to appreciate detail and that the aim of an efficient police force was not the regimentation of a people. Rather, it was the calm, dispassionate dispensation of the processes of Law in order that many may be protected from the few.

The resources of the Law were made known to us. We were made aware that Justice does not mean the suppression of a people by a Government, but that the reverse, their elevation, was its aim. A sincere realization of these things has brought home our own short-comings in these matters. Whether it will bear fruit is for the future to decide. One thing is certain: We have made a contact and should profit thereby. This contact may be divided into two major parts, one on the surface and the other hidden and only felt in a dim and indistinct way.

The surface side concerns itself with friendships that have been made and which make for a closer co-operation in our work. We saw and were

seen by others. Men, to whom the salt atmosphere of the sea was strange, were brought into its orbit and they learned of an unfamiliar branch of police work. We in turn, moving for a while in the rarer air of the hinterland, learned of the magnitude of the task of these other men.

Those friendships will continue through the years. The wall between the two Departments, will be torn down and co-operation will take its place. We are the servants of the people and no house can flourish when the servants do not work together.

At this point, it is thought appropriate to pay a tribute to the Band. The familiar strains of "Anchor's Aweigh" will always conjure up a mental picture of the morning of our departure. The sight of many smiling faces and waving hands as the party passed along the road should give food for thought. Its memory will remain through the years to come.

The hidden or thinking side of the contact is different. This is not generally discussed, in fact, many of us could not put those broken and disconnected thoughts into coherent speech, but, surely, Tradition has impressed itself on the inner mind of these men. All men react differently to Tradition. However, it is not possible to be at Regina for any time and not be affected by its power. One cannot help but feel that, for sixty-five years, History has been gathered into this one spot. It is a history of men who discharged their duties faithfully, even to the point of death in the name of Duty. The story of these men is as a strong pillar to the faith and tenets of the Force.

The Museum affords ample opportunity to grasp the sense and significance of it. Much of it is contained in those few names embroidered in gold on the Guidon in its case. Even the brick and stone of the buildings breathe of it. They have seen men, fresh from city and plain, going out to their work and have seen other men returning, their duty well done. Some have passed in slow and solemn procession, resting after their labours, the greatness of the Force to which they belonged in no way dimmed by their efforts.

The apparent results of this venture are written in a series of examination papers, the results of which will probably never be known. These are, to some extent, superficial. They indicate a certain standard in certain subjects, but they do not truly portray the progress of the individual. What does matter is how much he has grasped the relationship between "Why" and "Because" in the matter of Law and Crime. Progress moves with the advancing years, but the root of all progress is the simple "Why." The scientist, the inventor, all those who have contributed to the sum of human knowledge, were all living, breathing questions. They were never satisfied until they knew the answer.

So it should be with us. If we have learned that the "Why" of crime of today is the "Because" of the conditions that foster it in the youth of the country, then we have advanced a big step toward its ultimate eradication.

If we are now aware of even a few of the facilities that Science, Medicine and good Education has placed at the service of Law and Order, we

have taken another step forward. By these means we can assist to control present crime and remove future wrong-doing. If that is the case, then indeed the venture has not been in vain.

That this would appear to be so is evident in those quietly spoken words in the Conference Room of the Justice Building at Ottawa. "From the reports, it is considered it was justified."

Surely, that is satisfaction enough.



### Salute!

*Not the hysterical puppets of some "Ism."  
Riding amidst menacing mechanisms massed for war;  
But like God's promise in a storm-wracked sky,  
Royal guardians of our honour and tradition,  
Their Majesties, King George and Queen Elizabeth.*

*They come . . . suddenly, as from eager hands  
A sea of fluttering flags breaks forth,  
Spontaneously, from hearts assembled breaks the one prayer;  
Fervently . . . individually prayed. .  
God save the King, God save the Queen.*

*Here is no forced and regimented cheer,  
No vaunt of might, no threatening growl of power;  
This is the strength of love alone, the God given weapon  
That crushes hate and banishes dark discord.*

*Long live our King, crowned with the gold of a warm Canadian sun,  
Long live our Queen, cloaked in the fragrance of a morn in May;  
Cheer on reverberating cheer swells, is borne along,  
Ever increasing, sweeping all the land;  
For there is a potent magic in the warm welcoming handclasp,  
That is the King;  
Beauty to stir the heart in the rare radiance of the smile,  
That is the Queen.*

MURLA I. MACKINNON-LATTA

These very moving verses were written especially for the R.C.M. Police Quarterly by Mrs. MacKinnon-Latta, of Punnichy, Sask., in commemoration of the visit of Their Majesties to Canada.—Ed.

## Recent Amendments to the Criminal Code

**D**URING THE past Session of Parliament twenty-six amendments, repeals and substitutions to the Criminal Code were enacted, some of which add greater clarity to the Code and all of which are commented upon hereunder for the information and interest of our readers:

Sections 81, 82, 83, 436, 439 and 657 are amended to make them applicable to members of the Air Force as well as to the Naval and Military Forces.

Section 125 is amended by deleting the word "ten" appearing in Sub-Sections 1 and 2 and replacing by the word "eleven." This was necessary to correct a clerical error made during 1938.

Section 216 has been amended to eliminate the necessity of the Crown proving that the accused has no visible means of support. There have been instances where an accused has stated that he owned possibly a one-tenth interest in a cigar store or a boot-black chair, thereby successfully evading conviction.

Section 285(7): The object of this amendment is to require a copy of an order, which may be issued, to be forwarded to the Registrar of Motor Vehicles in any Province wherein a license or permit to drive has been issued to the person convicted for an infraction of this section, so that the Provincial Authorities may have a record of the suspension of the license of a person so convicted.

Section 406: This section is amended to include not only a false advertisement regarding the sale of property, but also a false advertisement promoting any business or commercial interest.

Section 461 has been amended in order that its provisions will be consistent with the provisions of Section 460 by including therein the words "car, coach." The previous deficiency in Section 461 which is complimentary to Section 460 was brought out in the case of *R. v. Arpin* (1939) 1 W.W.R. 564.

Section 502A is new and its object is to make it an offence unlawfully to refuse to employ a person, or to dismiss a person, for the sole reason that such person is a member of an unlawful trade union or association, or to seek, by intimidation or threat, to compel an employee to abstain from belonging to such a trade union or association, or to conspire with any other employer to do any of these things.

Section 504A is a new section and limits the powers of money lenders; also stipulates that interest of not more than 2% per month be charged, with a reduction if the term of loan is for more than a period of fifteen months.

Section 515(4) has been repealed and a new sub-section provided, the object of which is to make it clear that this sub-section does not conflict with the provincial laws dealing with similar subject matter. Recently it was held by a magistrate and county court judge in the Province of Ontario that the provincial law authorizing the making of orders with respect to the removal of substances which created fire hazards was, in view of the provisions of this



sub-section, *ultra vires* the province. This amendment should be of value to all persons enforcing the various regulations regarding fire protection.

C.C. 679(1(a)) was repealed and a substitution made to correct a clerical error; the word "summing" being substituted for the word "summoning." For some reason this clerical error did not appear in the latest issue of Crankshaw's Cr. Code.

Sections 720(2) and 782(1) have been amended by the inclusion of the phrase "or branch thereof," the object of which is to make it clear that a summons may be served on an officer of the branch of a corporation. Cases have arisen where the officers and head office of a corporation were located in a province other than the one in which the offence was alleged to have been committed.

Paras. (a) and (b) respectively of Section 750 have been amended to—

- (a) permit, in the Province of Prince Edward Island, the hearing of appeals at dates earlier than the sittings of the Court: and
- (b) extend the time allowed in the Northwest Territories for entering an appeal to an additional fifty days.

Section 774 is amended in order to give jurisdiction to magistrates in Nova Scotia holding an appointment for a district as provided by the laws of that province.

Sections 778 and 779 have been amended to make it clear that the provisions of Section 46 of the Prisons and Reformatories Act (which authorizes the imposition of indeterminate sentences in Ontario) apply to cases coming within these sections. Some doubt was expressed in this regard in the recent Ontario Court decision *R. v. Martin* (1939) O.W.N. 107.

Sections 781 and 798 have been amended in order to provide that a magistrate, when acting under Part XVI of the Criminal Code, may adjourn a hearing, remand an accused, admit him to bail, and if the accused does not appear after being admitted to bail, issue a Bench Warrant. It is realized that magistrates in many instances in the past have admitted to bail, but no provision has been contained in the Criminal Code, Part XVI, authorizing them to do so.

Section 999 has been amended to include the words "has since become and is insane." The object of this amendment is to permit the evidence given by a witness at a Preliminary Hearing to be received at the trial if such person has, since giving the evidence, become insane. The present section only provides for the receiving of such evidence if the witness has died or is so ill as not to be fit to travel or is absent from Canada.

The amended Sections 216, 406 and 502A are operative from August 1st, 1939, and Section 504A from January 1st next.

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# The Memorial to Commissioner Sir James MacBrien at Regina

ON SUNDAY, MAY 7TH, the Officers' Memorial Tablet to the late Commissioner, Sir James MacBrien, was unveiled in the barracks chapel at Regina.

The sun was shining brightly at 9 a.m. when the Police Band led the "Depot" and "F" Division members to Church Parade to the strains of Onward Christian Soldiers. The parade was commanded by Asst. Commissioner Irvine and Brigadier Russell of Military District 12 took the salute. Some 225 members were on parade. The guests were confined to our Late Commissioner's personal friends who were Brigadier and Mrs. Russell, Mr. and Mrs. Cowdry of Regina, The Honourable Justice, General and Mrs. Embury, Colonel James Cross, K.C., Colonel and Mrs. A. G. Styles, Mr. and Mrs. J. L. MacDougal.

The service was conducted by our Honorary Chaplain Bishop E. H. Knowles assisted by three other of the clergy. Cards of the Order of Service were distributed and St. Mary's choir was in attendance.

The ceremony was simple. The Officers Commanding "Depot" and "F" Divisions walked to the chancel steps and led the Bishop and his staff to a space on the West Wall where the Tablet was placed and draped by the Union Jack. The Officer Commanding "F" Division then said, "Sir, it is our desire that this memorial be dedicated to the Glory of God and the Memory of Commissioner Sir James MacBrien". The Bishop replied, "This being your wish we will proceed with the ceremony of dedication". The memorial was then unveiled by the Officer Commanding "F" Division in the enforced absence of members of Sir James MacBrien's family. A few appropriate prayers and the Lord's Prayer completed the ceremony.

At the conclusion of "For all thy Saints", Bishop Knowles preached a simple and stirring sermon taking his text from the 2nd. book of the Chronicles, Chapter 31, V.21, "In every work that he began he did with all his heart and prospered".

Our Chaplain spoke of the late Commissioner's start in the Force as a young Constable in Calgary, he traced his career in South Africa and Australia, his Great War Record and his renewed association with the Force in 1931. He traced the Force's expansion under his direction and mentioned the monuments he had left behind in Regina as an example of his interest and vision. Some remarks were fittingly addressed to the many recruits present, nor was the kind and human side of Sir James' character neglected. There were not a few wet eyes for those of us who knew Sir James Howden MacBrien, Seventh Commissioner of the Royal Canadian Mounted Police.

The memorial is in the form of a very beautiful and simple bronze plaque placed in the centre of the Nave on the West Wall of the Chapel and inscribed as follows:—

In Memory of  
Major-General  
Sir James Howden MacBrien  
K.C.B., C.M.G., D.S.O.  
Commissioner  
Royal Canadian Mounted Police  
who died at Toronto, Ontario  
on the 5th March, 1938  
aged 59 years.  
*erected by his brother Officers  
in token of their respect and affection.*

## Press Clippings

MEMBERS OF the Royal Canadian Mounted Police in Ottawa are proud of the showing made at Royal Military College of Canada by two sons of the Force.

Battalion Sergeant Major Michael D. MacBrien has won the sword of honour for conduct and discipline. He is the youngest son of the late Major General Sir James MacBrien, who at the time of his death was Commissioner of the R.C.M.P. B.S.M. MacBrien, who is 21, was born in Surrey, England. While at Ashbury College he was to the forefront in athletics in addition to making a fine showing as a student.

Sergeant Donald Zachary Taylor Wood, son of Commissioner S. T. Wood of the R.C.M.P. and Mrs. Wood, awarded the gold medal for the highest aggregate marks through the entire course at R.M.C., was born at Winnipeg on March 17, 1918. After completing public school he attended the Prince of Wales School for one year.

When his father was transferred to Regina he completed his high school education at Scott Collegiate and from there went to R.M.C. where he has headed the class for the past four years. He has won all three of the Governor General's medals, the bronze, silver and gold, as well as other prizes. Incidentally Sergeant Wood is a descendant of Zachary Taylor, a president of the United States. *Ottawa Journal.*

### LE GENDARME GALLANT

A WOMAN driving her car very fast down a Paris boulevard, was stopped by a gendarme. "Alors, alors, alors!" he cried, and sharply demanded what she meant by driving at such a rate. Thinking fast, the lady explained that she was pursuing her husband and another woman who were in a car ahead. The gendarme stepped aside. "After them, madame, after them!" he said, gallantly waving her on.

*Police Chronicle and Constabulary World.*

A POLICEWOMAN has won the King's Police Gold Medal Essay Competition which closed on November 1st last year.

She is Policewoman Jessie J. Clarey, of Melbourne, Victoria, Australia. With the coveted medal is awarded the first prize of thirty guineas.

The second prize of twenty guineas has been awarded to P.C. Lawrence Dexter, Nottingham City Police.

Third prize of ten guineas has been divided between Corporal R. H. Barker, Royal Canadian Mounted Police, Quebec, and P.S. Frederick Henry Banfield, Metropolitan Police, whose essays were considered of equal merit.

The subject of the essay was "*Juvenile Crime—Its Causes and Treatment.*"

*Police Chronicle and Constabulary World.*

"WHEN THE history of the present Force is written and its service to Canada recorded, its laurels will exceed those won by our old N.W.M.P."

That was the glowing tribute J. J. Roberts, veteran of the Riel Rebellion days, paid to the R.C.M.P. at a reunion banquet of veterans of the old Royal North West Mounted Police.

Mr. Roberts, whose eighty-fifth birthday coincided with the date of the dinner, referred to the way in which the present force was carrying on the best traditions of the old.

*Vancouver Daily Province.*

A ROYAL Canadian Mounted Police dog, "Tell", recovered stolen harness from under a rotted tree trunk in the Devil's Lake district of Northeastern Saskatchewan, it was revealed in the report to headquarters here.

Harness and other equipment were stolen from John Skwarchuk, a farmer of the Devil's Lake area. He notified R.C.M.P. and "Tell" was sent from the Canora detachment. Although the trail was 60 hours old the dog kept a steady course and

at varying places along the trail dug out the harness, some if it buried under an old fallen tree.

*Ottawa Citizen.*

### *Calling all Dogs*

"GOING ONE BETTER!"

ON ANOTHER page is reported the case of an Australian Police dog which has been trained to take orders by radio. As the report comes from Australia and not from America, the home of "tall" yarns, we suppose there is something in it; but it takes a lot of believing. Doubtless, when the dog has been trained to track persons, it will complete the job by escorting them to the police station, taking their names, filling in the charge sheet, and conducting the prosecution for the police, the vocal part being effected by barking in the Morse Code.

### *Police Dog takes Orders by Radio*

A SYDNEY Alsatian police dog named "Zoe" (reports the "British Australian") has been trained by the police to obey commands given to her by radio, and it is proposed to give similar training to other dogs.

"Zoe" now carries a radio set strapped to her back, but she was first made "microphone conscious" by her trainer, Constable Denholm, who broadcast instructions from a police transmitting station.

Following perfectly her orders received through a loudspeaker, "Zoe" learned to fire a revolver, climb to the top of an eight-foot trestle and lower herself backwards, turn on a tap, fill a can of water and remove and replace her collar. Now Constable Denholm intends to train her to track persons.

When the small set which she now carries was first strapped to her body, "Zoe" was surprised to hear a voice apparently coming from her back, but she soon got used to the idea, and followed the orders given to her with alacrity.

The set which she carries has special valves imported from Holland. It includes two miniature batteries, weighs only eight pounds and is attached to a small saddle, the receiver being on one side and the batteries on the other. The unseen aerial is three feet long.

*From The Police Chronicle and Constabulary World.*

## The Joy of Being an Editor

Getting out this journal is no picnic.  
 If we print jokes people say we are silly;  
 If we don't they say we are serious.  
 If we clip things from other magazines  
 We are too lazy to write them ourselves;  
 If we don't we boost our own stuff.  
 If we stick close to the job all day  
 We ought to be hunting up articles;  
 If we do get out and try to hustle  
 We ought to be on our job in the office.  
 If we don't print contributions  
 We don't appreciate true genius;  
 And if we do print them the journal is filled with tripe.  
 If we make a change in the other fellow's copy,  
 We are too critical;  
 If we don't, we are asleep.  
 Now, like as not, someone will say  
 We pinched this from some other magazine.  
 Well—you are right this time—  
 We DID! !

*Social Credit (London).*



## Book and Magazine Review

"THE LAW MARCHES WEST", by Sir Cecil Denny, Bart. Edited by W. B. Cameron (J. M. Dent and Sons, Canada, Ltd. Toronto). \$3.50.

Biographies, histories and books of fiction have been written on the very early days of the Force but the posthumous edition of Sir Cecil Denny's book, "The Law Marches West", is the clearest and best arranged.

Sir Cecil Denny an ex-Inspector of the N.W.M.P. 1873-1882, died in Edmonton in 1928 at the age of 78. He was always an active member of the Veterans Association and left a bequest to it. The stone erected to his memory at Calgary bears the following inscription:—

"In Memory of Captain Sir Cecil Edward Denny, Bt., sixth Baronet of Tralee Castle, Ireland. Born in Hampshire, England, 14th Dec., 1850. Died in Edmonton, Alberta, 24th August, 1928. Crossed the plains in 1874 as Inspector in the original North West Mounted Police. Co-founder of Forts MacLeod and Calgary. Honorary Chieftain in Blackfoot Nation, Indian Agent, Government Archivist, Explorer, Pioneer, Adventurer and Author. He knew not fear. A born optimist."

The writer remembers his first book now out of print named "The Riders of the Plains", he also knew the writer and Sir Cecil told him he was working on a better book. Now it is published eleven years after his death. Sir Cecil seemed to be a cheerful hardy old chap when the writer met him in Athabasca in 1912 and in keeping with all other pioneers was generally "broke". We are indebted to Mr. W. B. Cameron for the book. No one could edit such a work better than the author of "The War Trail of Big Bear", as Mr. Cameron was himself captured by the Rebels in 1885 after the massacre of Frog Lake.

The book throws much light on the first year of the Force. The march across the Plains and the first winter at Ft. MacLeod are most minutely told and with great interest. The anxieties, the responsibilities thrust upon this untried Force, the hardships they underwent are told in a graphic and unostentatious style. Read about them and then consider how well off we are to-day! The men of 74 must have looked pretty 'tough' in nothing but Buffalo skin clothing. Supt. Crozier is given his just praise. As the book proceeds, the past and present history of Alberta is outlined as a map.

"The Law Marches West", is a "history without tears." Thank you Mr. W. B. Cameron.—C.D.L.N.

\* \* \*

"The Law Marches West" is not—nor was it intended to be—a thriller filled with daredevil exploits. It is an inspiring account of the organization, march west, and the responsibility devolving upon a small body of men recruited in Eastern Canada and which proceeded westward by rail, saddle, and ox-cart to bring Law and Order to the vast territory hitherto unfamiliar with any law other than that of force.

From his personal experience as an officer in the North West Mounted Police, Sir Cecil Denny in simple, unaffected prose describes the lawlessness with which the Force had to cope. Unscrupulous traders bartering whisky to the Indians for furs and buffalo hides, hostile Indians, and a variety of criminal activities formed the early background upon which the work of the Force was undertaken. With the elimination of these conditions, Sir Cecil describes the opening of the ranching era, the advance of civilization with the building of the Canadian Pacific Railway, and the encroachment of the small farmer and settler on the preserves of the large-

*Continued on page 86*

## The "Old Timers" Column

QUOTED BELOW are extracts from a letter received from Reg. No. 4408 ex-Sergeant R. C. Waters, now of the Jamaica Constabulary, which undoubtedly will be read with much interest by past and present members of the Force who knew Mr. Waters in the old days:

"My friend the Editor of the Jamaica Police Magazine has passed several R.C.M.P. Quarterlies on to me, and in the October 1938 issue I was very interested in the story "The Cradle of the Force" by Corporal D. A. Fleming.

"I served in the R.N.W.M.P. from 1905 to 1913 and spent several years in what was then Maple Creek Division, Saskatchewan. Battle Creek, Willow Creek, Eastend and Cypress Hills are very familiar names to me; and I was stationed at Maple Creek when Jackson was drowned trying to cross Battle Creek. Poor Tubby Jackson.

"But what amused me was the story of "those tasty morsels, slabs of sow belly pork" which had been returned to the Q.M. Stores. I feel sure it was some of this same issue that we had at Medicine Hat Detachment (then in Maple Creek Division) and which even the coyote hounds from a neighbouring ranch refused to eat!

"Looking through several issues of your Quarterly I find names which I remember well. Supt. E. J. Frere was with me at Claresholm, and 20 years after saying good-bye I received a letter from him. I still have a photograph of Frere on my horse which I took, and it hangs in my house now. Surely Supt. A. S. Cooper, M.C., was at Carmingay in old "D" Division? If so, here goes, and does he remember Meakin? But one could go on recalling names for a long time and become boring. I was on leave in 1937 and saw your Coronation Detachment ride down the Mall. My small son, age 12 then, was considerably impressed when I told him that I too, at one time, wore a red coat and rode a horse.

"Inspector Trundle passed through Jamaica a year or so ago, and we met and had several long yarns. He was doing a trip around the world on a motor bike, which seemed to me a very uncomfortable method of travel in this climate. I often think it would make a good holiday to go over the old trails in a motor car, and see again the country where we "pounded the saddle", but perhaps it is better to retain the memory of it all without that.

"Life in the Jamaica Constabulary has been somewhat disturbed by recent labour troubles—but we hope these are now over.

"Wishing you all the best of luck. etc."

Mr. Waters' address is:

Constabulary Office, Morant Bay,  
Jamaica, B.W.I.

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## Dog Finds Dog

A REQUEST was received from Dr. R. G. Scott of Wakaw, Sask., late in the evening of June 14th, to assist in finding a valuable young retriever which had been hit by an automobile and disappeared. Reg. No. K25, R.C.M. Police Dog "Chief" was immediately put to work. He picked up a trail near the hospital and followed it for almost to the missing dog, which had taken shelter under an overhanging bank of the river, where he had gone to rest after the accident. The retriever was returned to his master. The efficiency of P.D. "Chief" is emphasized when we learn that he followed this trail regardless of the hindrance of seven men and three dogs also employed in the search.

# Royal North West Mounted Police Veterans' Association

ON MAY 20th at the Georgia Hotel in Vancouver, a dinner was held by veterans of the R.N.W.M.P. to celebrate the 26th anniversary of the formation of their Association.

In the absence of Major T. C. Goldsmith, President of the Association, who was unavoidably away due to sickness, ex-Constable Albert Champion, Vice-President, occupied the centre of the head table, and grouped round him were men of all ranks who had served in all branches of the Force almost since its inception. In fact, one member present, ex-Constable Regan, had joined the Force sixty-two years before, and was able to answer his name at the roll call in a loud and vigorous tone.

Immediately after the toast to the King, Ex-Corporal Frank Corby, whose initiative and energy were largely responsible for the success of the affair, called the roll of all veterans present, and regimental numbers from 449 which was ex-Constable Regan's up to more recent numbers were called. In proposing the toast to the old Force, Colonel C. E. Edgett, an ex-member well known to the many present, explained to the gathering that he was taking the place of an old and tried officer of the Force who was unable to be there because of illness. He referred with pride and admiration to Major-General A. Bowen Perry, Commissioner of the Force for twenty-three years. Colonel Edgett gave in an interesting manner a recounting of some of the incidents which remained in his mind of the early days in the Force, and voiced his pride and admiration for the work the present members of the R.C.M.P. were carrying on.

Responding to this toast ex-Hospital Sergeant J. J. Roberts, a well-beloved figure in the work of the Association whose 85th birthday coincided with the date of the dinner, spoke glowingly of some of the men he had known in the Force and of their particular attainments. He stressed more especially the pride of the older members in the wonderful work now being carried on by the R.C.M.P. "We did our duty as we saw it, but ours was a much smaller sphere of action, and did not call for the planning and ingenuity that present conditions demand." In concluding his remarks, Comrade Roberts declared, "Much has been written and said about our work of the earlier years, but, as an old veteran, I believe that when the history of the present Force is written and its service to Canada recorded, their laurels will far exceed those won by our old R.N.W.M.P."

Assistant Commissioner C. H. Hill, M.C., Officer Commanding "E" Division, R. C. M. Police, responded to the toast to the present Force, and gave a most interesting talk on some of the work now being carried out.

One figure present at the dinner was the well-beloved old veteran Major A. E. Snyder, one of the original organizers of "A" Division, R.N.W.M.P. Veterans' Association, twenty-six years ago. This quiet old gentleman, now in his 80's who later spoke to the gathering, was received with loud applause whenever his name was mentioned. In his address, Assistant Commissioner C. H. Hill gracefully tendered thanks for what he had achieved in the Force to the advice and guidance given him by Major Snyder many years ago.

Messages were received from Commissioner S. T. Wood, voicing his approval of the Association's work and wishing them God's blessing for the future. Other messages from members unable to be present were also read and loudly cheered. Among those missing was one whose efforts in the past have been of great benefit to the Association. He is Captain S. Garnham, who at the time was suffering from a severe accident in St. Paul's Hospital. Also absent for the same reason was ex-Corporal J. D. Clanchy, who was in hospital.

A special message was forwarded to the Commissioner of the R.C.M. Police, reaffirming the pride and admiration that the old members had in the present efforts of the Force.

Following is a list of names and numbers of those present: Angers, J. E.; 1206, Sgt., Banham, H.; 2797, Sgt., Balderson, E. H.; 1188, Const., Baker, C. H.; 11311, Const., Batts, A.; 2858, Sgt., Browning, J. T.; 2357, Sgt. Major, Bowdridge, W. J.; Const., Bowdridge, W. J. Jr.; 6748, Sgt., Ballard, P.; 3012, Const., Champion, A.; 4219, Corp., Corby, Frank; 4565, Sgt. Major Capstick, J. E.; 5361, Sgt., Clifford, Geo.; 4701, Const., Clarke, E. R.; 3193, Inspector, Dempster, W. J. D.; 2288, Const., Dean, W.; 3659, Const., Dundas, W. P.; 8284, Const., Drapeau, J. L.; 3692, Const., Edgett, C. E.; 3095, Const., Filtness, C. R.; 8211, Const., Henry, W. J.; 10830, Const., Hecker, P.; 6474, Const., Hodgson, P. P.; 2435, Const., Harris, E.; 5707, Trumpeter, Hadley, H.; 4722, Const., Howard, E. L.; Const., Hazzard, J.; 3133, Corp., Henderson, W.; 3126, Const., Hamilton, J. J.; 8238, Const., Ingram, H. J.; 3035, Sgt., Jealons, W. S.; 3045, S/Sgt., Joy, G. B.; 7792, Const., Kennedy, G. M.; 4479, Sgt., Meyrick, G. B.; 4381, Inspector, Proby, W. C.; 3735, Corp., Rogers, B. E.; 884, Hosp. Sgt., Roberts, J. J.; 449, Corp., Regan, M.; 2979, Const., Rawson, C. H.; 5092, Const., Randle, H. C.; 5114, Sgt., Richards, E. C.; Commissioned, 1885, Major, Snyder, A. E.; 5393, Const., Stad, L.; 8194, Const., Seigny, T. R.; 3936, Const., Smith, C.; 7741, Const., Simmons, E. A.; 4300, Const., Sgnires, F.; 4527, Corp., Todman, G.; 4373, Const., Tracey, C. F.; 1577, Sgt., Whitehead, C. A. W.; 2979, Const., Rawson, C. H.; 7386, Const., Van de Kirckhove, M.; 3701, Const., Stevenson, H. J.; 7060, Corp., Jorgensen, R. J.; Crane, H. A.; Plummer, A.; Grier; McCann; Sgt. Const., Ostrich, H. S.; Const., Colclough, Eric; Spl. S/Sgt., Chatwin, J. N.

Guests—Asst. Commr. C. H. Hill; Insp. J. Fripps, C.I.B.; Judge Forin, Butterfield James, Columnist, *Vancouver Daily Province*. W. E. G. Macdonald, Executive Secretary, *Scarlet and Gold*.

## BOOK AND MAGAZINE REVIEW

*Continued from page 83*

scale ranching interests. Then the Riel Rebellion, the Gold Rush of '98, and numerous other lesser occasions are dealt with in succinct and lucid English.

Able edited by Mr. W. B. Cameron after the death of Sir Cecil Denny. "The Law Marches West" is an enthralling account of the early days of the N.W.M.P., and the development of the West during the last quarter of the past century.—D.S.

\* \* \*

"THE BATON"—The Quarterly Magazine of the Trinidad Police Force, B.W.I.

Vol. 1, No.1 of the above publication has come to hand, and has been read with much interest. The first issue of the Trinidad Police Quarterly Magazine contains much interesting reading material, is well edited, and the cover presents a most attractive appearance with the crest of the Force in silver against a light blue background. In a Foreword the Editor writes "In short the aim of "The Baton" is not only to foster the essential ingredient of 'esprit de corps' in the Force itself, but to improve relations, already amicable, with the public in general." We wish "The Baton" well in the furtherance of these most excellent ends, and will look forward to the next issue of this able police magazine.—R.M.



## Division Notes

### "A" Division

The Division Athletic & Social Club held its annual meeting on June 6th, and it is with pleasure we are able to announce that our Commissioner has again kindly accepted the position of Honorary President of the Club.

Committees were then elected to look after the following:—Canteen, Athletics, Rifle and Revolver Shooting, Entertainment, Sick, and Library. It is confidently expected that the coming year will show increased activities in all branches under the direction of the Athletic & Social Club.

\* \* \*

That little fellow Dan Cupid is still keeping his eye on "A" Division and is shooting his darts with unerring aim at our young men. During the past few months the following members of the Division joined the ranks of the benedicts:—

Reg. No. 11780, A/S/Sgt. M. P. Fraser was married to Miss Margaret Sumner of Moncton, N.B.

Reg. No. 10982, Sergeant L. R. Dubuc and Miss Margaret Hewson of Lacolle, P.Q., were united in marriage.

Reg. No. 12425 A/Corporal C. F. Johnstone and Miss L. McCann were married at Ottawa on June 16th.

Reg. No. 10539, Constable J. S. Ferguson and Miss Katherine Scoble of Victoria, B.C., entered the bonds of matrimony.

Reg. No. 11210, Constable W. D. J. Young and Miss Jean June Hilds of Edmonton, Alta., were married at Ottawa, Ont.

To all these young couples the members of the Division extend best wishes for their happiness.

\* \* \*

An event of unusual interest took place recently when a Revolver Team comprising 3 members from our detachments on the St. Lawrence waterfront along with 2 members of the Royal Military College at Kingston, Ont., visited Alexandria Bay, U.S.A., to compete against a 5-man team of the United States Customs Patrol in a friendly revolver match. Keen competition developed and our friends from the U.S.A. defeated our team by a close margin of 4 points. The results were—U.S.A. Customs Patrol, 1152 points; R.C.M.P. and R.M.C., 1148 points. The members of the Division on the Canadian team were Reg. No. 10734, Corpl. C. W. Bishop, Reg. No. 11211, Const. E. C. Sinnema, and Reg. No. 11855, Const. W. M. Beatty. The members from R.M.C. were Professor E. Sawyer and S/Maj. C. Taylor.

### "D" Division

By kind permission of the Officer Commanding, A/Com'r. R. L. Cadiz, the Division Smoker was held in the Auditorium at Division Headquarters on the evening of April 14th. This is an annual event and is looked forward to with anticipation and enthusiasm by all members of the Division whose duties permitted them to attend. There were approximately 300 present—a record turnout. Late comers had difficulty in finding parking space. The increase in numbers was partly due to the fact that about 70 members of the R.C.M.P. Reserve were present.

It was agreed by all that this year's gathering was the most successful of any such get-together yet held. Advantage was taken of this function to entertain members of the Winnipeg City and other police forces of greater Winnipeg, as a measure of appreciation for their splendid co-operation and valuable assistance in the enforcement of law and order.

Inspector A. T. Belcher acted as master of ceremonies and was ably assisted by Sgt. H. G. Nichols and Cpl. W. S. Ferguson. The program opened with the singing of "O Canada". This was followed by a short address by the Officer Commanding who welcomed the visitors and referred to the splendid spirit of co-operation existing among the various police forces in the Province of Manitoba and particularly of greater Winnipeg.

Introduction of the principal guests was performed by Insp. A. T. Belcher and amongst those present were Mr. John Allen, Deputy Attorney General, Chief Constable George Smith of the Winnipeg City Police, the Chief Constables of all the various police forces of greater Winnipeg, Police Magistrates A. C. Campbell, J. T. Murray and A. W. Laws of the Provincial Police Court, Mr. D. G. Potter, K.C., Assistant Deputy Attorney General, Messrs. E. J. Heaney and R. B. Bailey, Crown Attorney, Mr. B. C. Scrivener of the T. Eaton Co. We also had the pleasure of entertaining Col. J. Whitney, Supervisor, Alcohol Tax Unit, St. Paul Minnesota, Captain McConnachie and two other members of the U.S. Immigration Patrol, Pembina, North Dakota, and we trust they will be able to be back with us next year and bring others with them.

The stage entertainment was provided solely by members of the Force and the Reserve, and included songs, skits and sketches of excellent variety, and proved first rate entertainment. There were many laugh-provoking scenes, the one causing the most laughter was a special preview of coming Paris fashions for both men and women. Some of these were indeed a revelation—yes, most revealing. Another was a short one act play which revealed what might happen to any man going home from a Mounted Police Smoker, or any such similar function, who had partaken fully of the evening's good-fellowship, etc. It provided food for thought, and it is understood there are a few who did some thinking. In between items there was community singing of old favourite songs, led by the inimitable one and only, Sgt. H. G. Nichols.

One of the highlights of the evening was the presentation of a very beautiful curling trophy, kindly donated to the Force by the T. Eaton Co. for annual competition within the Division. The presentation was made by Mr. B. C. Scrivener of the T. Eaton Co. Winnipeg, who in his excellent presentation address spoke very highly of the R.C.M. Police, and expressed on behalf of the T. Eaton Co. their appreciation of the work of the Force and the pleasure it gave them in making this presentation. The Trophy was received by A/S/Sgt. A. R. Walker, skip of the rink winning the trophy for the past season, who replied very suitably on behalf of the Force and heartily thanked the T. Eaton Co. for their kind thought in donating such a magnificent trophy. This trophy is of silver, and represents a curler in the act of delivering a stone, supported by three pillars twelve inches high with a silver base on an ebony stand, the whole being twenty inches tall. The winning rink this year consisted of A/S/Sgt. A. R. Walker (skip) Sgt. H. G. Nichols, Constable J. Lambie and A. DeB. McDonell, and their names have been inscribed on a suitable shield on the ebony stand.

It was a very enjoyable evening and the spirit of good fellow-ship and co-operation between all Police Forces cannot help being improved from associations and gatherings such as this.

### **"Depot" Division**

The general impression in "Depot" is that the R.C.M.P. Band is going to be very popular wherever it plays. Their practising is followed keenly, whilst the first concert held in the afternoon of Sunday, April 30th, was appreciated by members and the public alike; over four hundred cars were parked in the Barrack Square, showing how much the residents of Regina had desired to hear them play. The Band

was in attendance and played at Church Parade for the first time on the 23rd March, the parade marching around the Square prior to attending Divine Service.

\* \* \*

The Badminton Club had a successful season which came to a very pleasant end when Deputy Commissioner T. Dann presented the prizes to the winners of the Club Tournament on the 21st March. This presentation was followed by an impromptu dance which was thoroughly enjoyed.

\* \* \*

Constable J. Primrose won the Heavyweight Boxing Championship of Saskatchewan in April for the second consecutive year, whilst Constable C. L. Delisle carried off the Lightweight Wrestling Championship.

\* \* \*

Regimental dances were held in the Gymnasium in February, March and April. All were thoroughly enjoyed by the three hundred odd members and friends who attended each; the organisation of these dances was very good, both for dancing and also for the serving of light suppers.

\* \* \*

Two members of the Division were married recently—L/Corporal A. H. M. Downey to Miss Lili V. North, and Constable C. F. Gilhespy to Miss Isobel A. Burch, both ceremonies being held on the 8th April. The best wishes of all are extended to both.

### “F” Division

The married strength of “F” Division Headquarters was increased on May 6th when L/Cpl. F. A. Cheesman of the “F” Division Orderly Room staff was married in Regina to Dorothy Loraine Lavers.

On May 5th L/Cpl. Cheesman was called upon to be present in the Interior Economy Office and a large gathering of the staffs of “Depot” and “F” Divisions united in wishing him and his intended bride every happiness. A nicely framed illuminated address, the work of Const. J. M. Cuthbert and others, was presented and read to the future bridegroom by the Officer Commanding “F” Division, he also presenting a complete Electrical Mixing Set. L/Cpl. Cheesman replied fittingly and with no sign of nervousness, which is a good augury for his impending future.

We trust the Cheesmans will be able to balance the budget as well as he balances the Form 138 and the strength of the Division.

\* \* \*

Reg. No. 10426, Sergt. J. Molyneux, retired to pension on May 31st from Yorkton, Sask. where he had been stationed for 4½ years and having completed 21 years' service.

Sergt. Molyneux was a fine fatherly type of policeman who joined the old Saskatchewan Provincial Police in 1918 and came over to the R.C.M.P. in June, 1928. All his service having been in Saskatchewan, he knew the Province as few others do.

Sergt. Molyneux is an Irishman from County Kerry and his good name still lives on in the Force in the person of two of his sons, both noted hockey players.

Sergeant and Mrs. Molyneux have gone to live at Arnprior, Ontario, and “F” Division wishes them a long and happy retirement.

\* \* \*

Another “F” Division Irishman retired to pension on May 2nd in the person of Reg. No. 5099, Sergt. A. P. Colfer, having completed 29 years' continuous service in the Force.

He served in the Hudsons Bay region in the pre-war days, went overseas with the R.N.W.M.P. Squadron to France, and after the War was stationed in Ontario and Manitoba, being in charge of Portage La Prairie Detachment for several years.

During this last year of service he has been in charge of Prince Albert Detachment and retired from that point to live in Hudson, Ontario, where he has secured civilian employment.

"F" Division wishes the Colfers every good luck in their new sphere of life.

### "G" Division

The following transfers will be carried out during the summer and autumn of 1939, and may be of interest to past and present members of the Force:

- Sergt. G. T. Makinson from Fort Smith, N.W.T. to "Depot" Division.
  - Sergt. H. W. Stallworthy from "J" Division to Fort Smith, N.W.T.
  - Const. J. J. Cranney from Fort Smith to "Depot" Division.
  - Const. A. W. McQueen from "K" Division to Fort Smith, N.W.T.
  - Constables W. L. Casselman and H. J. McManus from "K" Division to Yellowknife, N.W.T.
  - Const. A. T. Rivett from Resolution, N.W.T. to "Depot" Division.
  - Sergt. E. S. Covell from Aklavik, N.W.T. to "Depot" Division
  - L/Cpl. D. C. Martin from "N" Division to Aklavik, N.W.T.
  - Const. C. V. Teeple from "K" Division to Aklavik, N.W.T.
  - Const. J. N. Reid from "O" Division to Arctic Red River, N.W.T.
  - Const. R. E. Medley from "Depot" Division to Norman, N.W.T.
  - Const. S. B. H. Littlewood from Simpson, N.W.T. to "Depot" Division.
  - Const. S. S. Lang from "O" Division to Simpson, N.W.T.
  - Const. R. N. Yates from "N" Division to Coppermine, N.W.T.
  - Const. S. E. Alexander from "K" Division to Cambridge Bay, N.W.T.
  - A/L/Cpl. L. E. Corey from Pond Inlet, N.W.T. to "N" Division.
  - Const. E. W. Leach from Pond Inlet, N.W.T. to "N" Division.
  - Constables J. W. Doyle and T. T. Birkett from "N" Division to Pond Inlet, N.W.T.
  - Const. L. T. Fyfe from Craig Harbour, N.W.T. to "N" Division.
  - Const. E. E. Muffitt from "N" Division to Craig Harbour, N.W.T.
  - Const. E. E. Robinson from Eskimo Point, N.W.T. to "Depot" Division.
  - Const. J. J. Watkins from Eskimo Point, N.W.T. to "Depot" Division.
  - Constables H. O. Humphrey and R. E. Parsons from "N" Division to Eskimo Point, N.W.T.
  - Const. L. C. Wharton from Dawson, Y.T. to "Depot" Division.
  - Sergt. D. Wallace from "F" Division to Dawson, Y.T.
  - Const. B. de R. D'Easum from "E" Division to Dawson, Y.T.
  - Const. A. K. Bond from "F" Division to Dawson, Y.T.
  - Const. J. P. Clemmitt from "Depot" Division to Dawson, Y.T.
  - Corpl. E. A. Kirk from Old Crow, Y.T. to "Depot" Division.
  - Const. G. I. Cameron from Selkirk, Y.T. to "Depot" Division.
  - Insp. D. J. Martin from Norman, N.W.T. He will proceed immediately to Churchill to join the R.M.S. "Nascopie" and will inspect Detachments in the Eastern Arctic during the summer of 1939.
  - Const. D. A. MacDonald has left Yellowknife, N.W.T. on account of sickness, and is at present in hospital at Edmonton, Alberta.
  - Const. W. E. Hastie of "J" Division will be "Spare Man" on the R.M.S. "Nascopie" this summer, and will stay in the Eastern Arctic if necessary.
- The R.C.M. Police Schooner "St. Roch", which has been wintering at Cambridge Bay, N.W.T., will leave that point next August and proceed to Tuktoyaktuk, N.W.T., where she will load supplies for Cambridge Bay and Coppermine Detach-



ment, N.W.T., after which she will proceed to Esquimalt, B.C. and winter there. The crew will consist of the following members:

Sergt. Larsen, Master and i/c Detachment; A/L/Cpl. M. F. Foster, Engineer; Const. F. S. Farrar, Mate; Const. D. E. Parkes 2nd. Engineer; Const. V. R. Josephson, Wireless operator; Const. A. J. Chartrand, Deck hand; Const. R. W. Christy, Deck hand; A/L/Cpl. Wareham G. T., Deck hand.

All the above members will be transferred to "E" Division, with the exception of the last two named, who will go to "Depot" Division.

Of the twenty-one members going into the Northwest Territories and the Yukon Territory this year, eight of the men are "Sourdoughs" who have previously served in the North and have again answered the "Call of the North".

### "H" Division

During the past few months, the Division Social and Sports Club, has been very active especially in regard to bowling, badminton and shooting.

\* \* \*

A Candle Pin Bowling League was organized early in the winter comprising approximately thirty-four members. The bowlers were most enthusiastic and the league was generally considered as one of the best yet at this Division. Thirty-one prizes were given at the close of the season and were presented at a very enjoyable informal dance.

During the winter we were successful in renting the badminton court at the Y.W.C.A. which without doubt ranks with the best in the city. Quite a number participated in this form of sport but many more could have been accommodated and it is hoped that next season will see a larger turnout of players.

\* \* \*

Shooting still occupies a prominent position in the Division activities and the report of the Shooting Committee shows an added increase being taken in this sport. After going through the season without a single loss, our team unfortunately lost out in the shoot-off for the Moirs Trophy. Annual trophies awarded by the Shooting Club were won by Cox. Bell in the Senior Class and Cst. Thurston in the Junior Class. Csts. Douglas and Woodland were successful in winning Dominion Marksman trophies.

\* \* \*

A review of the season's activities would not be complete without mention of our Social and Sports Club Ball, held at the Nova Scotian Hotel, Halifax on February 21st. Mrs. F. J. Mead, Mrs. J. W. Kempston and Mrs. W. Farley acted as chaperones and approximately two hundred couples were in attendance.

The Ballroom was gayly decorated with flags and balloons, while a realistic reproduction of the R.C.M.P. Cruiser "Ulna" with its blue lighting effects housed Sadler's ten piece orchestra which rendered the latest musical hits. The blending of the Land Force and Marine Section uniforms presented a very colourable spectacle. The Committee in charge of the Ball not only received many favourable comments from the civilian guests who were present but also from the management of the Hotel. In view of the success of this Ball, it is hoped that it will become an annual Division event.

\* \* \*

At the present time, the Sports Committee is entering into negotiations with several local organizations in order to secure suitable tennis and soft ball facilities and it is hoped that they will be successful as both of these sports have been very popular with members in previous seasons.

### "J" Division

A meeting of the Riverside Tennis Club was held at the home of the President on May 3rd to elect officers and arrange a program for this season. There were twenty-five members present, among whom were a number of members of the Force.

Cst. R. M. McNabb was re-elected President. Cpl. J. E. Sirr was elected Chairman of the Grounds Committee and the two other Committees elected were "Tea" and "Ways and Means," as well as Secretary and Vice-President.

Last year there were approximately eighty members, compared with twenty the year before. The fact that members of the Force stationed at "J" Division Headquarters donated noon hours and evenings for a week to ten days in getting the courts and grounds in shape was mostly responsible for the increase in membership. The courts are in one corner of the Police grounds and the members of the Force took much interest.

A more active season and a larger membership are expected this summer.

\* \* \*

During the latter part of the winter two teams of five competitors each were entered in the D.C.R.A. Indoor competition. All members except one qualified for special spoons and the odd man won a first class spoon.

A five-man team was high in the S.M.L.E. .22 Rifle shoot-off among local units, winning the right to take part in the Provincial Shoot-off held at Saint John sponsored by the New Brunswick Rifle Association. In this event our team took second place.

Our Senior Team entered in the R.C.M.P. Dominion Marksmen Revolver Competition made the highest score ever made by this Division, and finished second. However, it was not good enough for "K" Division which took first place.

One member of the Division, Sgt. J. D. O'Connell, in open competition with the service rifle, has won his place on the Inter-maritime Team, a team match sponsored by the Provincial Rifle Association of the Maritime Provinces and fired alternately in each of the Provinces. This year the match is to be fired in Prince Edward Island on June 24th.

### "K" Division

The Division Cricket Club held a meeting on April 20th and elected the following officers for the coming season. President: Insp. A. F. C. Watts. Vice Pres. Corpl. S. C. Coggles. Captain: A/L/Cpl. A. B. Johns. Vice Captain: Cst. E. C. Parker. Hon. Sec. Treas.: L/Cpl. D. R. W. Mason. The club is eagerly looking forward to the season just commenced, they having won their first game which was played on April 29th.

\* \* \*

During the past winter season a Table Tennis Club was formed. A team entered the Edmonton and District League and did very well. This game is rapidly becoming a skilful and popular sport.

\* \* \*

The Division Billiard Club held a handicap tournament in billiards and snooker. Twenty-three members took part and it proved a success. Two teams from our club entered the Edmonton inter-club Billiard League and made a good showing, one appearing in the semi-finals.

\* \* \*

Vegreville Sub-Division report that the main sport interest there at present is golf.

\* \* \*

Our best wishes are extended to the following members of the Force and their brides.

On April 1st. Cst. L. Broadway was married to Miss Helena Harms at Vegreville. After the ceremony a reception was held at the Alberta Hotel and the couple left that same night on their honeymoon.

On April 8th. Cst. S. M. Murray, also of Vegreville Sub-Division, was married to Henrieta Emily Wallance Gully at Edmonton.

April the 10th. saw the marriage of Cst. E. V. Butler of the Edmonton Sub-Division Staff to Miss Violet Young. The bride and groom were presented with a silver tea service by the local members.

On April 29th. Cst. G. S. McGlynn of the Edmonton H.Q. Staff was married to Miss Alice May Calder. After the wedding a reception was held at the McDonald Hotel.

Our best wishes are also extended to Miss Fay Gaetz who has been a stenographer on the H.Q. Staff for the past seven years. She resigned at the end of April for the very happy purpose of becoming married.

\* \* \*

The "K" Division Revolver team consisting of Sgt. Ford, Sgt. Forsland, Cpl. Mighall, Cst. Blair and Cst. Eaton have retained their shooting skill of 1938 by again winning the Dominion Revolver Championship open to R.C.M.P. teams. Their score was 1433 x 1500. Cst. Eaton won the trophy for the individual high score with a 291 out of 300.

### "O" Division

Early in the year, the Bowling Schedule was concluded after a successful season. During the entire League Schedule participating members of the Division evinced a very keen interest in this popular winter pastime and many league games were closely contested.

Outdoor sporting activities have been somewhat curtailed owing to poor weather conditions. Plans are being formulated, however, for the coming summer season and it is hoped to arrange a series of softball games and horseshoe tournaments. If at all possible, it is proposed to inaugurate a program of sports during the summer months which will provide competition between active members of the Division and members of the Reserve at Toronto.

\* \* \*

Sincere good wishes are extended to Inspector C. A. James and Sergeant A. J. Stretton who are presently on leave pending retirement to pension. Inspector James has been a member of "O" Division for the past seven years, during which time, he acquired a wide host of friends. Sergeant Stretton was transferred to "O" Division in the summer of 1938 and has, since that time, made many friends in the Division.

\* \* \*

Congratulations are extended to Constable G. E. Dexter who was united in marriage to Miss Lillian Gregory at St. Basil's Church, Toronto, on the 8th April.

\* \* \*

### RIFLE AND REVOLVER SHOOTING NOTES

A THRILLING last-minute duel brought victory and a national shooting title today to marksmen of the Charlottetown No. 1 Military District rifle team in the final round of the 1939 Dominion Marksmen .22 S.M.L.E. Rifle League's annual nation-wide shooting competition.

An all-Maritime finish featured the tournament when the Charlottetown shooters nosed out a Halifax unit by a slight margin, results received from the Dominion Marksmen headquarters here showed. Both the winning team and "A" Team of the Royal Canadian Engineers stationed at Halifax, finished the contest with the same total of 483 out of 500 points. But the Prince Edward Islanders had scored 23 x—rings to 22 by the Halifax shooters. (X—rings are shots that hit a small dotted ring in the centre of the ten rings, the x—ring being half the diameter of the ten ring).

Third place in the competition, in which competitors use the .22 Short Magazine Lee Enfield rifle, official small bore training firearm of the Canadian militia, was won this year by "D" Company of the Royal Canadian Regiment of St. Johns, Quebec. The defending champions, "K" Division of the Royal Canadian Mounted Police at Edmonton, Alta., fell to last place this year with a score of 468 x 500. There were only eight of the provinces represented this year in the finals, when the South Saskatchewan Regiment failed to enter their provincial titlist team.

Many ties occurred among the other entries in the competition. Portage La Prairie Garrison Rifle Association drew for fourth place with "J" Division of the R.C.M.P. stationed at Fredericton, N.B., both scoring 480 x 500 points. "H.Q." No. 1 Team of the R.C.M.P. stationed at Ottawa drew for fifth place with a team representing the Princess Patricia's Canadian Light Infantry of Esquimalt, B.C., both scoring 479 x 500 points.

When two teams tied in scoring, their place was decided by the number of x—rings carded by each competitor. The final standing of the teams was as follows:

No. 6 District Signals, Charlottetown, P.E.I.	483 x 500 (23-x)
"A" Team, Royal Canadian Engineers, Halifax, N.S.	483 x 500 (22-x)
"D" Company, Royal Canadian Regiment, St. Johns, P.Q.	482 x 500
Portage La Prairie Garrison Rifle Association, Man.	480 x 500
"J" Division, R.C.M.P., Fredericton, N.B.	480 x 500
"H.Q." No. 1 Team, R.C.M.P., Ottawa, Ont.	479 x 500
Princess Pat's Canadian Light Infantry, Esquimalt, B.C.	479 x 500
"K" Division, R.C.M.P., Edmonton, Alta.	468 x 500

South Saskatchewan Regiment did not compete.

\* \* \*

Led by the brilliant marksmanship of Constable M. R. J. Eaton, 1939 winner of the individual high score trophy, the "K" Division of the R.C.M.P. stationed at Edmonton, Alberta, won top honours in the Dominion Marksmen annual R.C.M.P. revolver competition it was announced today from the headquarters of the Dominion Marksmen organization here.

Marking the fifth year in succession that they have led in this national shooting tournament, the Alberta R.C.M.P. unit posted a score of 1433 out of 1500 to easily outshoot the other 13 entries representing units from all parts of the Dominion. It is expected that the winners, composed of Constable Eaton, Sgt. Andy Ford, Sgt. D. E. Forsland, Corporal D. G. Mighall and Constable R. J. Blair, will compete next month against winners of the Dominion Marksmen Chief Constables Competition for the Open Revolver Championship of Canada.

Constable Eaton's victory in the individual competition was one of the outstanding features of the whole tournament. For the past two years this comparative newcomer to championship shooting has just missed winning first honours as other veterans shots won out. But this year he outshot not only the four other members of his own team, most of them former national individual high score champions, but all other crack shots entered from the different provinces of Canada. The Dominion Marksmen Shield he will receive has been well earned.

Both senior and tyro championships were at stake in the revolver competition as the tyro title went to No. 1 Team at R.C.M.P. headquarters in Ottawa, who scored 1377 x 1500 to outshoot the other 10 units that were eligible. In both classes of shooting the policemen shot eight targets, firing five rounds rapid fire at four of them and five rounds deliberate at the other four. Twenty-five seconds were allowed for each string of five shots in the rapid fire, the range being 12 yards as compared with 20 yards for the deliberate shooting.

The "J" Division team from Fredericton, N.B., placed second in the senior title match scoring 1401 x 1500, 32 points less than the Edmonton team while the "K" Division second team competing in the tyro class scored 1328.



## Obituary

### Superintendent James Ogston Scott

It is with profound regret that we record the death of Superintendent James Ogston Scott, who at the time of his death was in command of "L" Division, R.C.M. Police, Charlottetown, P.E.I. His untimely death at the age of 57 brought to a close a long and distinguished police career, mostly in the western provinces of Canada.



SUPT. J. O. SCOTT

At the age of 17, the late superintendent enlisted in the Canadian Forces, and saw active service in the South African War. Upon his return to Canada, Supt. Scott entered business in the west, until 1917, when he joined the Alberta Provincial Police. Whilst a member of this organization, he saw service at Edmonton, Red Deer, Blairmore, Lethbridge, Medicine Hat, and Vermillion. Upon the Alberta Provincial Police amalgamating with this Force in 1932, the then Inspector took over command of Vegreville Sub-Division, later serving at Calgary and Charlottetown, P.E.I.

The funeral service at Charlottetown was held in Trinity United Church, the Rev. Hugh Miller and the Rev. Lewis Murphy officiating. Among those present at the service were Inspector Bird and Inspector Wright of "J" Division, the Premier and Members of the Executive Council of Prince Edward Island, the Mayor and Members of the City Council of Charlottetown, members of the South African Veterans Association and the Canadian Legion, and members of the R.C.M. Police and the Marine Section of the R.C.M. Police. Honorary pallbearers were members of the South African Veterans Association. The Pipe Band of the Prince Edward Island Highlanders was in attendance.

Following the service, the remains were sent to Calgary, Alta, where interment took place at Burnsland Cemetery after a service at Central United Church.

The large attendance at the service and funeral by mourners from all walks of life was a tribute to the esteem in which the late superintendent was held. Officers of the Force acted as honorary pallbearers. They were Asst. Comm'r W. F. W. Hancock, Supt. John Kelly, Inspector W. Watts, Inspector A. B. Darling, Inspector F. Tucker and Sub Inspector N. Trickey. Thirty-five members of the South African Veterans Association and twenty ex-members of the R.C.M. Police were present, together with representatives of the Boy Scouts, Girl Guides, and the St. John Ambulance Association. Also present were Brigadier G. R. Pearkes, V.C., D.S.O., M.C., Officer Commanding Military District No. 13, and Major H. A. Young; Lieut. Colonel J. F. Scott, representing the 15th. Alberta Light Horse; Crown Prosecutor M. P. Staples, Magistrate D. C. Sinclair, and Colonel David Ritchie, M.C., Chief Constable, Calgary City Police.

Six sergeants of the Force acted as pallbearers. The casket was draped with a Union Jack, on which were the late superintendent's hat and sword; together with a wreath from the Commissioner and Officers of the R.C.M. Police. A trumpeter from Lord Strathcona Horse (R.C.) sounded the "Last Post" at the graveside.

The late superintendent is survived by his widow and two daughters, Mrs. F. J. Moir, of Kelowna, B.C., and Marjorie Scott; to whom we extend our deepest sympathy.

**Reg. No. 3186, ex-Constable John Ernest Lee**

The death occurred at Victoria, B.C., on the 28th February, 1939, of Ex-Constable John Ernest Lee, a member of the N.W.M.P. and R.N.W.M.P. for a period just under six years.

Coming to Canada in 1892, Mr. Lee joined the Force in 1897, and served until 1899, when he took his discharge after service in the Yukon. In 1900 Mr. Lee re-engaged and served for a further period of three years, taking his discharge in 1903.

Upon his discharge from the Force, Mr. Lee entered the Dominion Customs Service at Edmonton, Alta., with which organization he remained for over thirty-five years. Mr. Lee also played an important part in the formation of the 19th. Alberta Dragoons. In 1911 he was one of those chosen to represent the Canadian Cavalry at the Coronation of H.M. King George V receiving the Coronation medal. In 1915, Mr. Lee was attached to the newly-formed 51st Battalion, with which unit he proceeded overseas; serving in France until 1918.

Interment took place in the R.C.M. Police plot of the Edmonton Cemetery. Members of the Force acted as pallbearers at the funeral, which also was attended by members of the Canadian Legion. The late Mr. Lee is survived by his widow, a brother, Edgar L. Lee of Edmonton, Alta., and a sister, Mrs. F. M. Woodall, of Westcliff-on-Sea, England.

**Reg. No. 11330, ex-Sergeant Joseph Mitchell**

The death occurred at Treherne, Manitoba, on March 6th, 1939, of Ex-Sergeant Joseph Mitchell. In 1910, Mr. Mitchell joined the staff of the Manitoba Penitentiary as a guard. In 1911 he was promoted to the post of Chief Watchman, in which capacity he served until 1920 when he retired on medical grounds.

Serving with the Winnipeg Police Department for slightly over a year as a Special Constable Mr. Mitchell joined the Manitoba Provincial Police in October, 1922, and was promoted to the rank of Sergeant in May, 1927.

With the amalgamation of the Manitoba Provincial Police with this Force in 1932, the late Sergeant served in the R.C.M. Police until January, 1937, when he was invalided to pension.

**Reg. No. 10442, Constable Robert Glanville**

A member of the R.C.M. Police since 1928, Constable Robert Glanville died suddenly at his home at McKellar, Ottawa, on the 5th. January, 1939.

The late constable was a native of Doncaster England, and before coming to Canada had served throughout the Great War in France and Belgium with the British Forces. On his arrival in this country in 1926, Constable Glanville joined the Saskatchewan Provincial Police; becoming a member of this Force when that organization was amalgamated with the R.C.M. Police in 1938.

The late constable was buried with semi-military honours. Interment took place at Pinecrest Cemetery, with members of the Force present. Surviving Constable Glanville are his widow and one daughter, to whom our deep sympathy is extended.

**Reg. No. 3679, ex-Constable James Summerville Mullan**

A member of the North West Mounted Police for several years, Mr. James S. Mullan died at his home in Fredricton, N.B. on the 30th. April, 1939, at the age of 65 years.

Ex-Constable Mullan joined the N.W.M.P. in 1900, and served at Regina, Fort Qu-Appelle, Calgary and in the Yukon before taking his discharge.

The funeral service was held at Fredericton, with four uniformed members of "J" Division attending. Interment took place at Norwood, Ont.

Mr. Mullan is survived by his widow, one son, two brothers, three sisters, and four grandchildren, to whom our deepest sympathy is extended.



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