

ROYAL CANADIAN MOUNTED POLICE QUARTERLY

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NINETEEN THIRTY-FOUR

A CATECHISM

on the

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BY THOMAS W. S. PARSONS, *Assistant Commissioner, B.C. Police*

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Royal Canadian Mounted Police Quarterly

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COLONEL JAMES FARQUHARSON MACLEOD, C.M.G.
Commissioner North West Mounted Police, 1876-1880.

Editorial

This issue contains a most interesting article on riding kindly contributed by Lieutenant-Colonel R. S. Timmis, D.S.O., the Officer Commanding the Royal Canadian Dragoons. The modern craze for speed has **The Horse** compelled members of this Force to do most of their work now-a-days by motor car. In consequence, the number of horses on charge has dwindled tremendously. Riding, however, still plays an important part in the training of recruits. It is sincerely to be hoped that the day will never come when horses are taken away entirely from the Royal Canadian Mounted Police.

* * *

The formation of a Royal Canadian Mounted Police Museum in Regina has been sanctioned and the Officer Commanding this Force in Saskatchewan is most anxious to make as full a collection as possible of **A Museum at Regina** interesting relics and exhibits so that the Museum may contain a complete history of the Force. To this end the Officer Commanding in Saskatchewan would be most grateful for any contributions that anyone would care to make of old uniforms, equipment, arms or ammunition of the earlier periods. If anyone could spare a copy of the Annual Report for the years 1874 to 1878 or 1881, 1883, 1885, 1886, 1887, 1889 and 1890 it would be most acceptable.

Many old-timers and ex-members of the Force visit the Barracks in Regina. A well equipped Museum would be of the greatest interest to them and should be instructive for recruits.

Anyone who would care to make a donation to this Museum may rest assured that his generosity will be appreciated and any contributions will be treated with proper care and attention.

* * *

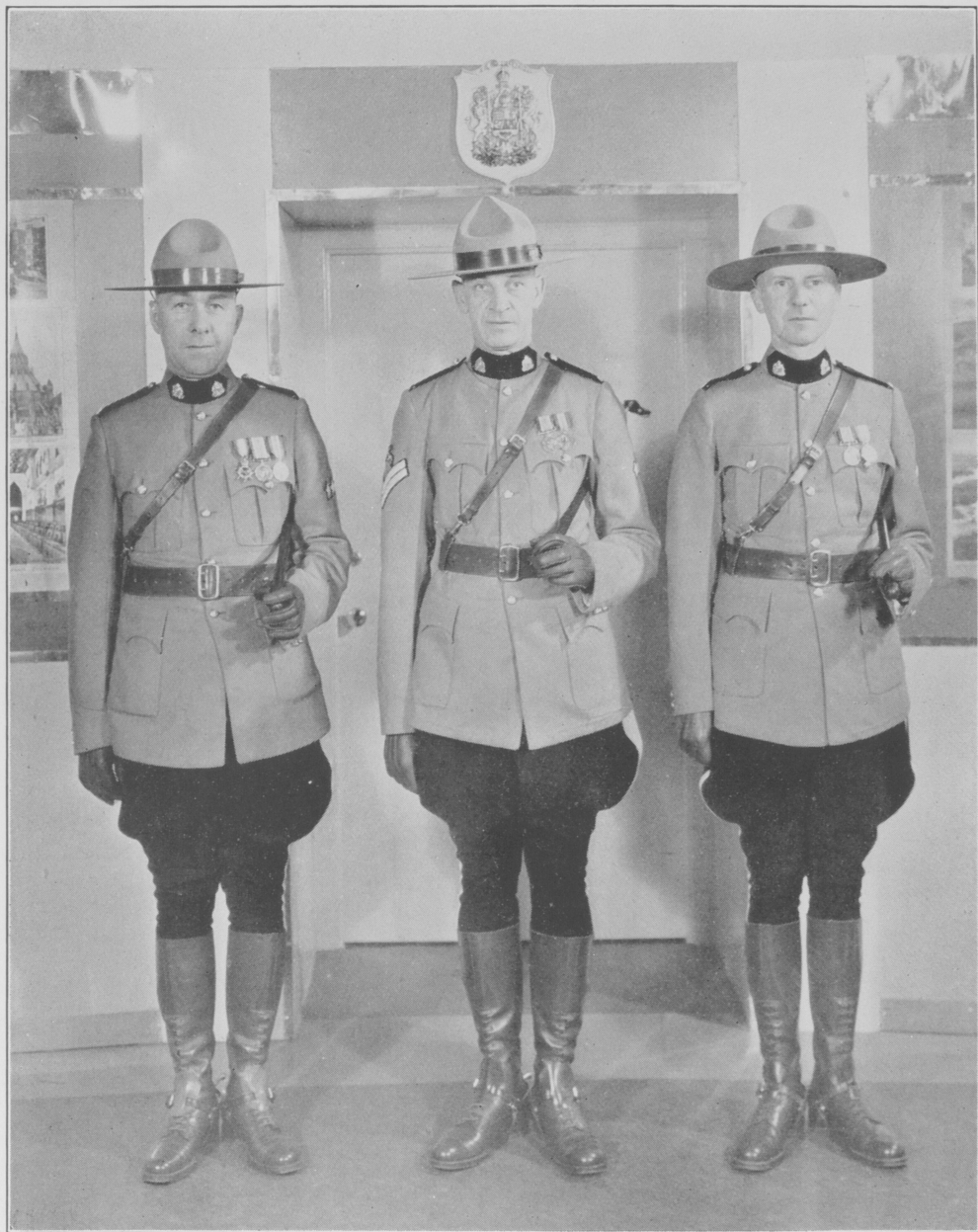
There are available at Headquarters a number of copies of the first three editions of the *Quarterly*. Anyone desiring to have an extra copy of any of these issues will be supplied with same on payment of the **Extra Copies** usual fee of 15c per copy to anyone directly connected with the Force, or 25c per copy to other intending purchasers.

* * *

This issue brings to a close the first year of the *Royal Canadian Mounted Police Quarterly*. The support accorded to this publication so far has been most encouraging. The *Quarterly* has subscribers in **The Royal Canadian Mounted Police Quarterly** the United States, the United Kingdom, Channel Islands and Spain as well as all over Canada. The response to requests for contributions indicates that a great many are taking an interest in our own magazine which is just as it should be. This magazine can only be what members of the Force make it.

The Editorial Committee is also extremely grateful to all those ex-members and others who have so kindly sent in articles, pictures and drawings for publication. To them is extended the cordial thanks of the Committee who also express the hope that these gentlemen will continue to favour us with their very valuable assistance.

The Editorial Committee hope that the magazine has proved sufficiently interesting to induce every member of the Force to become a subscriber next year.



MEMBERS OF THE R. C. M. POLICE ON DUTY AT THE CANADIAN EXHIBIT, CENTURY OF PROGRESS,
CHICAGO, ILL., U.S.A.

Left to right—Const. F. C. Johnes (H.Q. Division), Corporal S. G. Gumm and
Constable A. G. Arthur ("A" Division).

Colonel James Farquharson Macleod, C.M.G.

Commissioner of the North West Mounted Police

1876-1880

JAMES FARQUHARSON MACLEOD was born on the Isle of Skye in 1836, the third son of Captain Martin Donald Macleod of the 25th Regiment. When he retired from the Service Captain Macleod settled in Canada and sent his son to Upper Canada College. On leaving school young Macleod went to Queen's College, Kingston, where he took his B.A. degree. There he commenced the study of law and was called to the Ontario Bar in the Easter term 1860. He practised his profession at Bowmanville, Ont.

Macleod had evidently inherited the military spirit as he entered the Militia as a Lieutenant in the Volunteer Militia Field Battery, Kingston, in 1856, and by 1867 he had advanced to the rank of Major and Brevet Lieutenant-Colonel.

When the first Red River expedition was organized in 1870 young Macleod was appointed Brigade Major under Colonel Wolseley. He gave such an excellent account of himself during the long and arduous march which terminated at Fort Garry that he was mentioned in dispatches and decorated with the Order of St. Michael and St. George.

In 1873 when it became necessary to organize the North West Mounted Police, Brevet Lieutenant-Colonel Macleod was appointed Superintendent, and was placed third on the Seniority Roll of the Force. During the following year he was promoted to the rank of Assistant Commissioner and became second in command of the North West Mounted Police.

Throughout the famous march of 1874 Assistant Commissioner Macleod was ever to the front, invariably resourceful, helpful under difficulties and defiant of danger.

The march terminated in the Sweet Grass Hills, the Force having failed to locate "Whoop-up", its objective.

Later Colonel French decided to return with half the Force to Fort Pelly, on the Swan River, while Colonel Macleod was left with three troops, or 150 men, to establish a Post at some point from which he could commence to wage war on the whisky smugglers who were demoralizing the Indians. Colonel Macleod selected a site on the Belly River which he reached on 13th October, 1874. This place was named Macleod in his honour.

Assistant Commissioner Macleod found conditions among the Indians thoroughly bad. He at once set to work to put matters right. The Indians are shrewd judges of character and they soon discovered that "Stamixotokan", (Bull's Head) as he was christened, was a man in whose word they could place implicit trust. Accordingly the Indians respected him. He held many a "pow-wow" with the Crowfoot and other chiefs who quickly realized that the old days of unrestricted whisky smuggling were over.

The following spring Colonel Macleod was able to report that the period of danger was past and the illicit whisky trade had been stamped out. For this notable achievement he received the well merited thanks of Parliament.

When the Government of the North West Territories was organized he was relieved of his duties as Assistant Commissioner of the N. W. M.

Police, and appointed by Order-in-Council of 15th November, 1875, to take effect from 1st January, 1876, one of the three Stipendiary Magistrates authorized by the then North West Territories Act. His first term of service with the Police lasted from 25th September, 1873, to 31st December, 1875.

Upon a vacancy occurring in the office of Commissioner of the Mounted Police, due to the resignation of Colonel French, Lieutenant-Colonel Macleod was appointed to that office by Order-in-Council of 22nd July, 1876. He also performed the duties of Stipendiary Magistrate in the Bow River Judicial District of the North West Territories, as well as commanding the Mounted Police.

In 1878 Lieutenant Governor Laird and Colonel Macleod concluded a Treaty with the Blackfoot Indians. Colonel Macleod's experience, tact and infinite patience, together with the esteem in which he was held by the Indians, were the means of bringing these negotiations to a successful conclusion.

Colonel Macleod resigned his office of Commissioner of the Force in the fall of 1880, and permanently resumed his old duties as one of the three Stipendiary Magistrates of the North West Territories, from 1st October, 1880. His place of residence was Macleod.

On 18th February, 1887, Colonel Macleod was appointed Judge of the Judicial District of Southern Alberta. He held this appointment until he died on 5th September, 1894.

An old friend of Colonel Macleod's wrote of him:—

"He was a particularly handsome man: a happy combination of the gentleman of the old school, and the man of the world and affairs. He had a manner which put strangers at their ease at once, but effectually prevented any undue familiarity. As a host he was simply without a superior: generous to a degree, the soul of hospitality, he always knew the right thing to say and the right thing to do. As Soldier, Diplomat, Law-maker and Judge, he deserves an honoured place in the history of Canada."

The official records indicate that Colonel Macleod fully earned this tribute by the conspicuous services he rendered to Canada.

100A-68 34

A recent applicant for engagement in the Force cheerfully confessed to qualifications of an unusual nature, when he wrote as follows:—

"I am presuming to make to you personally my plea for employment in your organization. My age—23, occupation—relief work—ex-racketeer. I have spent three years in the penitentiary—no recommendation but it could be made very useful. I am willing to go any place—do anything as long as I can say I served my country—my King."

"Camp Wascana"

by SERGT. B. G. MEYRICK

(With apologies to the author of "Hiawatha's Wedding Feast")

On the banks of the Wascana
Lo, there stands a big encampment
Which is known throughout the country
As the Red-coats' training depot.
It is not a place of comfort
Nor of ease or recreation,
But a place to get away from
As recruits do in the evening.
In one corner stands the tepee
Of the Big White Chief's assistant;
In another is the wigwam
Where the medicine-man comes daily,
He who mixes mystic potions,
He who says "Just put your tongue out",
Ere he sends you back to duty,
In a third unsheltered corner
Is the place of many tomb-stones
And of little concrete crosses;
In this little spot sequestered
Lie the bones of former warriors
Who have passed beyond the sunset
To the grounds of happy hunting.
In the one remaining corner
Stands a gaunt forbidding structure
Which was recently erected
By a scrupulous contractor
At a cost of sixty thousand
Goodly dollars of the treasury.
In this "hall of fame" each morning,
Bits and buckles all a-sparkle,
May be seen a group of riders
Going through their evolutions
At the gentle instigation
Of instructors whose deportment
Would convey a strong impression
That their matutinal slumbers
Had been prematurely ended.
Though they be not great of stature
These instructors know their business,
And the doughty sergeant-major
Sees that others know it also
As he brandishes his black-snake
With a smile like clouds of thunder.
In this dreadful torture-chamber
Long and oft the riders suffer
As they breathe unholy curses
'Pon the brigands who invented
Forms of torture such as riding
With crossed stirrups and arms folded.
Come with me and I will show you

From the safety of the gallery
Pulsing nostrils filled with tan-bark,
Sweating faces dust-beclouded
That you cannot recognize them,
While outside upon the roof-top
Shrills a meadow-lark enraptured
With the joy of spring's warm sunshine.

But lest you be nauseated
With this scene of human suffering,
Let us see another aspect;
Let's perambulate the sports-field.
Here we see more budding warriors
Who with robot-like precision
Execute amazing movements
While an apoplectic sergeant
Utters incoherent war-whoops,
Unintelligible war-whoops
Such as scandalise the ladies.
Here the Braves display their prowess
With their shooting-sticks a-glitter,
Muttering acrid imprecations
On what they describe as useless
Sabre-rattling, till the welkin
Rings with protest unrestrained;
And the corporals assisting
In the role of drill-instructors
Add their quota to the tumult.

See the column marches hither,
Marches thither, turning, wheeling,
Jostling, pushing, doubling, walking,
Till they reach the wooden side-walk
Slimy with its film of gumbo,
And as each man treads more firmly
Forth they sally to the precincts
Of administrative buildings,
And when just outside the windows
Of the chiefs who sit in conclave
And of those whose office duties
Call for utmost concentration,
Inexorably they're halted
To receive loud admonitions
On the step that they've been keeping,
On the way they swing their right arms.
And when due time has been given
To create a good impression
And sufficient interruption
In affairs within the office,

On they journey to dismissal,
And in hectic fifteen minutes
To prepare them for a lecture.

As we wait for "evening stables"
See that lithe and supple figure
With a trumpet 'neath his arm-pit;
See him amble to the flag-pole,
Scarce a lad of sixteen summers,
As he grapples with the halyards
And the good flag comes fluttering
To the ground at sound of "Sunset".

Now the warriors are assembling
In their jail-like stable-jackets
With their grooming-kits beside them.
Near them stands the sergeant-major
With his erudite assistant,
He who says "You'll be for
Night-guard",
He who says "Why were you absent
From the sick parade this morning?"
And when all preliminaries
Such as Roll-call and Inspection
Are completed, when "All present"
Is stentoriously reported
To the officer on duty,
With a swinging gait that wavers
Like the great Atlantic breakers,
Moves the party to the stables
To commune with long-faced comrades

With too obvious reluctance;
There to gather the aroma
Of wet straw and filthy bedding
Which is subsequently carried
On their garments to the mess-room.
Such the stench, one cannot wonder
That when mixed with smell of food-
stuffs
One becomes a thing abhorrent
Even to one's boon companions.

But there comes an end to all things,
E'en monotony and tedium
Have their limits; e'en the patience
Of an editor is finite;
And lest I should be indicted
On a charge of too much verbiage
Let me hasten to assure you
There are sundry other aspects
Which may well be relegated
To a subsequent edition.

Thus we leave the mental pictures
Of the Pile-o'-bones encampment
As we steal away in silence
In the gathering of the shadows,
In the aftermath of sunset,
With the twittering of the night-birds,
And the requiem of nature.

—B.G.M.



The first Jig-Saw Puzzle to reach the Arctic.

Writing-on-Stone

by TONY LASCELLES (ex-Sergt. H. U. Green)

Author's Note—During the winter of 1930, when in a mood reminiscent of my early service in the Force, I wrote the little descriptive sketch, "Writing-on-Stone", which is reprinted through the courtesy of the Winnipeg Free Press Co. Many members of Coutts Sub-District may have almost forgotten this beautiful place, rich in the memory of happy days and friendly associations on the open range. Perhaps, then, I may recall to them thoughts worthy of revival; and, to others, offer a moment's enjoyment while reading of what in the colorful history of the west lies in the valley 'neath the setting sun from which there is no return.

THE DESCRIPTION of any place of interest is ever enhanced by the historical associations it may possess, and when intimately connected with the Mounted Police and the early days of the west, carries in its wake an aura of adventure and romance. Scenic beauty, too, and the traces of a civilization undoubtedly more remote than the earliest history of our present aboriginal people, can only create an added stimulus to natural curiosity.

By whom Writing-on-Stone was named remains a mystery, except, perhaps, to the ancients of the Blackfoot tribe from whose language it is a literal translation. Why it was so designed, the name itself implies.

Situated in the valley of the Milk River, 17 miles east of Coutts, Alberta, as the crow flies, and within the shadow of the Sweet Grass hills, Montana, Writing-on-Stone is truly an oasis of beauty amid the rolling prairie surrounding it on every side. It is there that the Milk River, threading a tortuous way from the foothills of the distant Rockies to the broad Missouri enters a short canyon carved by its waters during the course of centuries through the Tertiary sandstone peculiar to the district.

Sheer faced cliffs, rent with jagged crevices, rise abruptly to a height of some two hundred feet. Here and there, caves hollowed by the winds of ages loom darkly in the shadows, and grotesque sandstone shapes resembling gargoyle faces, exaggerated mushrooms, and temples of queer design, line the summits in disorderly array.

On the small flats formed by the river as it swings from side to side, thick growths of cottonwood and tangles of aspen and willow, line the banks in profusion. Among the rocks the creeping juniper spreads its jade-colored foliage, and mosses of every hue cling tenaciously to the canyon walls.

Within the narrow confines of this park-like area is the home of the beaver, the drinking place of Prong-horned antelope and Mule deer, the playground of the fretful porcupine and the Trader rat, and the last resting place of Indian warriors.

Sufficient indeed to excite one's imagination and foster a desire to explore and learn of many things.

Years before the era of the plough and barbed wire fence when long-horned cattle roamed the range and countless antelope flashed their flower-like rumps in the summer sunlight, the North-West Mounted Police established a detachment at Writing-on-Stone. The neat whitewashed log buildings stand out in strange contrast to the sombrencess of the surrounding sandstone and appear diminutive to a degree as one looks down upon them from the heights above. Bridle paths a few feet wide literally cling to the cliffs; a wagon trail fords the river a stone's throw away, while, almost on the threshold, a road blasted through the rock to the plain above, steep and

perilous, affords an outlet for freight and light wheeled transport when floods and freshets brim the river's banks. Open house to every traveller of the open spaces, unofficial post office for the convenience of ranchmen thereabouts, and a meeting place for all and sundry, Writing-on-Stone has rightfully earned an enviable niche in song, story, and pictorial embellishment.

Before the advent of the Mounted Police, creaking ox-carts and wagons loaded with trade goods passed along the canyon's rim, wending a noisy way from Fort Benton, Montana, to Fort McLeod and Whoop-up. Their deep-rutted trail crossed the river below the rock formation and passed close by a huge squarefaced block of sandstone standing in solitary grandeur upon the open plain on which the pioneers of early days imperishably engraved their names. The inscriptions of I. G. Baker, Fort Benton trader, "Baldy" Buck, of Circle ranch fame, Sergeants Sexton, Gillespie, McLeod and Rock, Constables Percy Ashe and "Spud" Murphy, mingle with the rude colorful etchings of Indians and impressions left by round-up bosses, cowpunchers, and other personages peculiar to the old west.

Whisky smugglers, fearful of carrying too much contraband into the Indian country, cached excess supplies within the caves and crevices near the trail. Sometimes, though, the vagaries of unkind fate must have prevented their return, but the passing years kept the secret well. Keg staves, spread fanwise as they fell apart when rust severed the hoops which held them in order, scatter the floors of more than one out-of-the-way cavern where they were cunningly hidden long before the fiery contents became absorbed by the all-prevailing sand.

Whatever other uses the caverns may have served it is more than mere conjecture to presume that, at a very early period in the days before history, they sheltered a race of people pre-dating the Indian of the plains. Digging below the surface of the frontal ledges, hearths of fire-burned stones, portions of broken bones, and horn implements which crumble to the touch when exposed to the air, are unearthed at a depth of a foot or more below the present level. Within the deeper recesses scratches faintly colored with ochre and almost effaced by time appear criss-cross on the soft walls. Perhaps the inhabitants were responsible for the construction of the intricate stone patterns laid circle within circle, which are discovered by uncovering the surface of the flat-topped buttes nearby? It may be their bones, too, portions of human skulls and other osseous fragments of human origin that one finds beneath the sandy floors of these primitive habitations?

The historic interest of later human remains brings us to a more recent period. It is stated upon reliable verbal authority that the Sioux Indians who were engaged with American troops about the time of the Custer massacre, camped during a temporary cessation of hostilities in the vicinity of Writing-on-Stone. This is supported by the evidence of an extensive camp-site on the prairie between the canyon and the international boundary, and by the remains of Indians who succumbed to injuries inflicted in warfare and were placed with all their paraphernalia in the rock crevices thereabouts. From among the human fragments can be found bones fractured and shattered by bullets which apparently caused death. And what is more, the bodies were once clothed in blue red-lined cloaks worn by the American cavalry of the period, robbed from the dead and dying soldiery on the field of battle.



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tobacco can
be smoked"

Lancet

While the fabric turns to dust at the touch, the tell-tale buttons bearing the insignia of the American eagle remain as proof of their origin.

Time would have preserved intact the mortal remains of these warriors of other days, but the Trader rats, in their insistent search for novelties, have removed many of the smaller bones and objects of interest, replacing them with sticks and pebbles by way of compensation for their pilfering.

Nor is this all bearing on the past history of Writing-on-Stone, for petrified wood is everywhere, and deep in the river banks and among the deposits of gravel and loess the now-brittle scales of some prehistoric reptile await the delving of the collector.

But I write of twenty-five years ago. During the interim no perceptible change has affected the towering cliffs, nor has time effaced the colorful pictorial messages left by passing Indians on the face of the canyon walls. The marks and scars of civilization have, however, left their record. The Indian remains are gone, removed by curiosity hunters from the surrounding settlement. The once clean white buildings of the Police Detachment stand disreputably amongst a litter of barnyard refuse. The huge rock of sandstone on the plains above, instead of remaining a memorial to those who inscribed their names thereon, is desecrated with the inane scribblings of picknickers who leave as mementoes of their visits the garbage of outdoor feasts and revelry. The antelope have been blotted out of existence, the Mule deer now inhabit the solitudes of the Sweet Grass Hills, and the beavers have gone the way of all fur. Even the Trader rat has departed in disgust.

General Duties "A" Division

by SERGEANT G. H. McLEWIN

UNLIKE OTHER Divisions of the Force, the duties of "A" Division consist chiefly of the supervision of the Federal Government Buildings in and about the City of Ottawa.

This, however, is only one of the multifarious duties charged to the Division, but, as fully three-fifths of the personnel is employed in this connection, the responsibility of affording protection to Government Buildings and property is of paramount importance. At the present time, there are some twenty-eight buildings over which we have supervision, both day and night. This includes such important buildings as the Royal Canadian Mint, Government House, and the East Block (in which are located the Finance Currency Vaults, etc.).

The duties in connection with the supervision of these buildings, while not of a strenuous or arduous nature, are most monotonous and tedious, and for the greater part, offer little in the way of diversion.

These duties are carried out on a three-shift basis, viz: 8.00 a.m. to 4.00 p.m.; 4.00 to 12.00 M.N.; and 12.00 to 8.00 a.m. In some of the smaller and less important buildings, two shifts only are in operation, providing Police Protection during the night hours only, viz: 4.45 p.m. to 12.00 M.N.; and 12.00 to 9.00 a.m.

The change of shifts takes place on Monday of each week, on which day the man on duty from 12.00 M.N. to 8.00 a.m., Monday morning, is required to return for duty at 3.50 p.m. in order to commence his week on the 4.00 o'clock shift. The man on duty from 8.00 a.m. to 4.00 p.m., Monday, returns for duty on the Midnight Shift of the same date. Thus, the Constable reporting off duty at Midnight on Sunday is not required for further duty until 7.50 a.m., Tuesday morning, on which shift he also remains for the balance of the week. It is obvious from the foregoing that two men on each building work the "double-shift", but as they change to the 4.00 o'clock shift, they, likewise, benefit by the day off on Monday.

In the majority of the buildings, only one post is established and this is generally located at, or in the vicinity of the main entrance. In such buildings as the East Block and Victoria Memorial Museum, however, a number of posts are maintained within the building in addition to the post at the main entrance. This provides greater protection to such important branches as the Currency Grilles, valuable Art Exhibits, etc.

In addition to the protection afforded within the buildings, outside supervision is also provided to some of the larger buildings, both day and night, the year round. On Parliament Hill, for instance, members of the Division are employed continuously on Patrol Duty. These Patrols include the East and West Blocks, in addition to the Centre Block, which is the seat of the Federal Parliament. Similar Patrols are utilized at the Royal Canadian Mint and Rideau Hall, the residence of Their Excellencies. The duties in connection with this supervision, are simply in the nature of a constant patrol of the buildings, including the examination of all doors and windows

on the Ground Floors, after regular office hours, to insure that these are properly secured to prevent unauthorized access to the premises.

Members of the Division are also employed on Parliament Hill, both at the entrances and on the Hill proper, in connection with the regulation of traffic and supervision of the parking areas. These duties are carried out the year round; but following the prorogation of Parliament, the number of men assigned for this work is somewhat reduced.

Police protection is also provided the Central Experimental Farm throughout the year, and this service is augmented at night time during the summer months, in order to provide additional protection to the fruit orchards, flowers, etc. The regulation of traffic on the Farm Grounds is also given attention by our men.

Three Constables are employed in the Senate precincts during the Session of Parliament; and a Constable is also detailed for duty at the Supreme Court of Canada during the Spring and Fall Assizes.

Members of the Division on general duties are required to be conversant with the various Government officials, together with the location of their offices, and, while their duties during office hours are more or less confined to straight guard duties at the respective posts, during the night hours they differ somewhat, inasmuch, as they are required to record an accurate check to insure that none other than those authorized are permitted access to the buildings. In addition, examinations of the buildings are made with control clocks, at fixed hours during the night time, chiefly as a precaution against fire. The keys of the control clocks are located in various parts of the buildings to assure a thorough examination. Fire Appliances and all Electrical Apparatus are also given careful inspection, and any irregularities disclosed by such inspections are promptly reported for attention.

Telephone reports are also made from the majority of the buildings to Divisional Headquarters at stated hours. This enables the N.C.O. on Desk Duty to check up on the men, and, at the same time, serves as a protection to the men themselves, inasmuch, as failure to report might signify that the man on duty had met with some misfortune or other. In the event of the telephone report not being received at the appointed hour, the Desk Sergeant immediately endeavours to communicate by telephone with the particular post, and failing this, a member of the Division is promptly delegated to investigate the matter.

Patrol N.C.O.'s. are also employed in the Division for the purpose of visiting the Constables on duty at the various posts. These visits are made at irregular hours and their effect is quite obvious. The Patrol N.C.O.'s. are also required to instruct the men on duty, where necessary, in connection with the execution of their duties.

The importance of maintaining a careful vigilance on Government property is, therefore, quite apparent; and, whilst the duties generally, are somewhat prosaic, they tend to encourage a sense of responsibility and alertness. Standing Orders are on file at each post and the instructions embodied therein are quite explicit so that each man has a thorough working knowledge of the duties required of him in connection with the particular building to

which he is posted. Departmental Directories are also provided for the information and guidance of the Constables on duty at the various buildings.

Generally speaking, the duties of the Division are not of a diversified nature, but those men showing a natural aptitude for clerical work or other duties, or possessing any outstanding qualification, are generally placed as vacancies arise, and this, in many cases, acts as an incentive to the men who may devote a portion of their time during the night hours to study.

The members of the Division are frequently recalled after their regular tours of duty, in connection with functions, etc., and as an instance of the increased demands for Police protection on such occasions, it is pointed out that during the Year 1932, there were no less than sixty-two functions, requiring the services of a total of some 1,500 men, and representing, approximately, 4,000 hours of additional duty.

The Criminal Investigation Branch, with a complement of some twenty members, is also a most active unit, and owing to the unusually large territory covered, their duties in connection with the enforcement of Federal Statutes, Criminal Code, etc., are numerous, and their hours long.

The Fire Branch of the Division, which is charged with the maintenance of all Fire Appliances in Government Buildings, and on Government property, is comprised of one N.C.O. and six or seven men. As a result of their activities, the appliances, etc., are kept in constant good repair and ready for service. All fires on Government property are thoroughly investigated by the Fire Branch in an effort to trace the origin, and reports are duly submitted.

A system governing the collection and despatch of all inter-departmental mail, inaugurated in the late Dominion Police, is still in force and is familiarly known as the "Departmental Mail Service" or the "Police Mail". Three members of the Division are employed regularly on this service and a brief survey of their work may be gleaned from an excerpt from the Annual Report for the Year 1932, which reads in part: "During the Year 1932, approximately 30,000 letters were collected and delivered to their destination, without one loss being traced to the Mail Orderlies." This record speaks for itself and is a tribute to the conscientious manner in which the duties are carried out.

The system is much akin to the registered mailing system in vogue in the City Post Offices, and in addition, the service is most expeditious. Frequently our Mail Orderlies are entrusted with mail containing money instruments of enormous proportions destined for other Federal Departments.

A Motorcycle Patrol on the Federal District Commission Driveways and Parks, etc., has been in operation in the Division since August, 1930. Seven Motorcycles, with a personnel of one N.C.O. and eleven men, comprise the Squad, whose duties are chiefly to enforce the Traffic Regulations on the Driveways. This service is provided both day and night, the year round, and their presence has effected a noticeable decrease in offences for careless driving, speeding, etc., as a result of which the beautiful Driveways surrounding the City have been made quite safe for Motor traffic.

The total mileage of the seven motorcycles, annually, reaches 200,000 miles, which is a fair estimate of the territory covered by the Squad. They also render valuable services to other local Police organizations, particularly in connection with the recovery of stolen cars, etc.

One Sub-Division, comprising seven Detachments, is maintained in the Division. Their duties are chiefly concerned with the enforcement of the Custom and Excise Acts, and there is unusual activity along these lines as all the Detachments are situated along the water front.

Petawawa Detachment, which is not a part of the Sub-Division, supervises the Military Reserve at Petawawa, also the Relief Project Camps on the Reserve.

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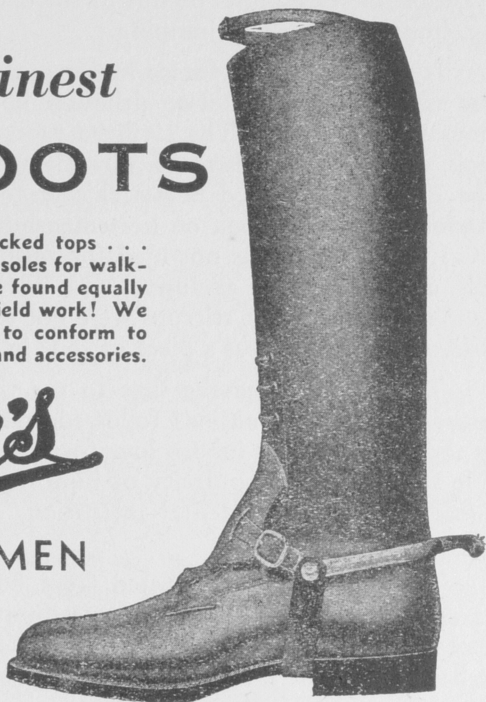
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Seat and Hands

by LIEUTENANT-COLONEL R. S. TIMMIS, D.S.O., R.C.D.

THE TECHNIQUE of the art of riding is based so much on the seat and the hands that it is surprising to the student of horsemanship that until comparatively recently these matters have received very little consideration and far less scientific study. All other sciences have made steady progress due to the painstaking manner in which they have been studied. And if we look upon horsemanship merely as a sport, is there any other sport or pastime that has been regarded so carelessly and so unscientifically? Is there any other sport in which the tyro is so apt to think he is master after a very short and limited experience? The old methods have seldom been subjected to critical analysis: they dominated the art for so long that no one ever dared to question their correctness. The forward seat was introduced into flat racing for mechanical reasons, but little advancement has been made off the race course.

The good, and notably the bad, points of riding have been studied scientifically within the past two or three decades. This is to the credit of the cinematograph and the focal-plane camera. The slow-motion cinematograph has allowed the minutest details to be studied. Photography, in fact, has revolutionized riding. Other nations have made much greater progress than the British, which has never been quick at making changes, especially from methods practiced for centuries. The photographer has proved by visible fact the incorrectness of seat and hands in the old established methods. We see endless examples of this in the daily and weekly press; in steeplechasing, hunting and show jumping.

It is strange that for so many centuries nothing of a scientific nature was written on the horse, although horses were ridden more than three thousand years ago. The civilized races of Egypt and Palestine rode bareback. Barbarian herdsmen invariably used horses as a means of locomotion. The Eastern races used horses chiefly for war, both for riding and in the chariot. The first book on horsemanship published was by Xenophon (400 B.C.). The horse was not used for agriculture for many centuries. Homer tells us it was used exclusively in war. The saddle was invented about Xenophon's time, but stirrups were not used for another two centuries. The earliest form of bit was a piece of rope in the mouth.

The British were the first to use the horse in sport; several centuries passed before other nations followed. Hunting and racing were introduced by the Briton, whose inborn love for sport and for the horse has been responsible for the great popularity of hunting. He has always taken his sport as a real recreation—a mental relaxation, and held rightly aloof from commercialization of sport.

The sportmen who hunted from boyhood and rode straight and hard across country in hot blood, became completely convinced that their methods were unbeatable, and whenever anyone has dared to introduce a new method, he has been given a very cold reception. The Briton is still the world's best horsemaster, but in horsemanship he is a long way behind. Many of the European nations, not having the advantage of British hunting, took up the

Haute Ecole, studied riding scientifically, and brought the art to a very high standard. But those of the hunting-field scorned it as artificial and savouring of the circus ring.

War has in the past dictated the equipment worn by the horse. The introduction of armour necessitated the deep-seated, high cantle saddle and the straight seat and long stirrup. The weight of the armour produced the heavy charger of Cromwell's day when the charge was made at the trot. The modern cow-boy saddle is of similar type and the rider uses a straight leg and long stirrup. These saddles are admirably suited for the purpose for which they were invented. But one cannot jump a horse properly in such a saddle. Baucher, the greatest master of Haute Ecole, never attempted jumping. Xenophon and Newcastle, masters in their day, admitted the fallacy of the long-legged seat in jumping. The long leg used by the British Cavalry after Waterloo was until late in the nineteenth century, suited for the use of the sword and lance in war; it was not suited for jumping. Our present cavalry saddle is much more suited for the long-leg seat and the old heavy marching order. It is too high in the arches and too short in the seat. There is not sufficient room on the saddle for the knee in the correct place.

It is strange that the British Cavalry seat of a century and more ago is now adopted in a ludicrous fashion, by the so-called modern American saddle-horse riders in the show ring. If such absurd and artificial fashions continue it will not be long before the practical uses of the modern show ring will be hard to find. How much more elegant and practical is the seat seen in the British Hack classes.

The hunting saddle, with the front of the flap cut well forward, is the only type that will allow the seat and legs to be close to the horse. So many English saddles have the front cut straight down; this allows no room for the knee to rest on the flap unless the leg is held much too straight with a stirrup much too long. Unfortunately, this of course suited the old sit-back type of seat in the hunting field.

Special saddles have been introduced by the Italians, and copied, more or less correctly, by others. They have marked forward cut to the flaps and some have knee-pads to increase the grip.

Those with a strong seat should not resort to too much mechanical assistance. But the padding in the sweat-flaps in front of the knees should be sufficient to prevent the knees from sliding forward off the saddle on to the horse's shoulder. With the straight cut flap, used so much in hunting and polo, it is impossible to keep the knee on the saddle if the stirrup is worn at a length to keep the knee in the best position.

The common belief that there is a difference between military and civilian riding, and a difference between show jumping and riding across country, should be exploded. There should be no difference at all. The horshow should be a means to an end and any rider or horse trained in the show ring should be better fitted for cross country work. The real object of the show should be as a school for the real thing, which after all is the *raison d'être* for indoor schooling. Otherwise the horse-show defeats its own object. Unfortunately in the modern horse-show, rich owners who are seldom real horse-lovers, resort to any practice to win at all costs.

It is commercializing sport and departing sadly from the sportsmanship and chivalry that have so nobly associated man and horse for so many centuries. No wonder real hunting men decry the show ring and ask what good it does to horse-breeding or to sport. Wealthy people who have no love for horses and many who never see their horses except in the ring, own their horses for the love of social distinction or notoriety, or due to the lure for the arc lights or the clapping of hands. Fortunately the British nation has not allowed real sport to degenerate as much as some nations.

To many it appears unreasonable to advocate revolutionary changes in the seat, even in face of what the camera tells us so plainly. There are many that cannot be convinced that the old sit-back seat in the hunting field and the lay-back seat in the steeplechase are not the safest and the easiest on the horse. The fact that so-and-so won the National this way is no proof that this seat cannot be improved. In fact the very great number of falls of horses and riders every year at Aintree proves that there is a good deal wrong. The subject is delicate; but an impartial examination should be given the various methods in use.

The origin of the sit-back seat over jumps was apparently due to the false impression that otherwise the rider would be pitched over the horse's head on landing. This can be proved to be pure imagination. In fact, the forward-seat rider even over high-jumps is never pitched forward, but it is very common to see those of the old seat catapulted over the horse's head, especially when the horse takes off sooner than anticipated.

From the rider's point of view the old seat may be comfortable, but what about the horse? It is he who is doing the jumping and it must be the aim of every horseman to consider the horse first and give him every possible assistance. The abuses that the horse is subjected to by improper seat, hands and other faults must be avoided if we are to make real progress in the science of equitation. Hunting conditions and customs have had much to do with the continued popularity of the sit-back seat. We see so clearly the error of this seat in the hopeless exhibitions of jumping so often shown in cold blood in the show ring. So long as riders pick up their riding from those poorly qualified to teach it, and act as good, indifferent or bad passengers on their horses, progress in the most successful and most humane methods will not be made. Like all diversions, to learn to ride takes time and infinite study; there is far too great a tendency to scorn learning and to denounce the riding school.

As confirmation varies so it is unwise to lay down rules too hard and fast. General principles must be followed, and the pupil will find for himself where he must make personal allowances. He must sit on the centre of the saddle and as near to the centre of gravity of the horse as possible. His weight is borne on his knees, thighs and buttocks; too much weight is not borne on the buttocks—he should not sit down tight on his tail (*coccyx*). Three factors determine the position in the saddle: balance, grip and harmony with the horse. Balance and harmony are of vital importance. The latter comes naturally to many, and is never acquired by some. Grip is resorted to mildly, normally and only strongly when required. All muscles must be supple, that is there must be no rigid position anywhere. Stiffness is contrary to good horsemanship. Supple loins are essential. Perfect hands demand a

perfect seat, but a good seat does not signify good hands. A cramped or forced position, immobility of the legs or stiffness in the loins, back or shoulders prevent firmness in seat and lightness in hands. We will consider the seat first. The body at the halt or walk must be vertical, back not hollowed nor loins rounded. Head erect and natural. Shoulders open and easy, arms hanging below the shoulders with elbows close to the sides or a little forward. Forearms horizontal or below, hands low, wrists rounded, back of the hands to the front. The fingers maintaining a light and sympathetic feeling on the reins. The thigh is pressed well into the saddle with the knee fixed against the front part of the flap; the leg below the knee behind the vertical so that the ball of the foot is below the centre of the knee. The foot should be well home in the stirrup with the heel pressed well down; the more the heel is pressed down the greater will be the grip of the knee against the saddle. The stirrup must be of such a length that the knee is well bent. A rough guide to the length of the stirrup and leather is one to two inches less than the length of the arm from finger-tips to arm pit. The beginner must aim at turning his thigh inwards on to the saddle so that the point of the knee inclines towards the saddle. This takes time and is governed by the rider's conformation. The toes will point a little out. No attempt should be made to turn them in parallel to the horse's side. The knee is the fixed fulcrum on which the lower leg can move and the thigh moves when the seat is raised out of the saddle for jumping and the faster paces.

At the trot the position remains the same, except the body is leaned forward and the seat raised at each stride. The body is balanced over the fulcrum. At the slow canter the seat can be kept in the saddle and the body kept erect or nearly so. At the gallop the body is leaned forward and seat raised. These are increased as the pace increases, in order to lighten the hindquarters which are the propelling agents. In jumping, which will be considered later, the body is leaned forward and the seat raised during the complete flight to preserve perfect balance and harmony and to prevent abuse to any part of the horse.

The seat in flat racing is radically changed. The scientific advantages of the very forward seat and very short stirrups outweigh the loss of control the jockey has over his horse. Speed is the one object aimed at. The jockey's weight is carried right over the horse's shoulders.

But off the race-course the rider must be over the centre of balance, without stiffness or straining and always ahead of any movement the horse may make. Light contact between hand and leg and the horse is essential. The rider must anticipate any movement of the horse and place himself in a position to aid the horse to overcome the inertia of the rider's weight. Hence the forward seat in jumping. There must be no involuntary movement of hand or leg; absolute control of all muscles is essential. Straightness without stiffness, suppleness without slackness. Suppling exercises of various kinds are invaluable for the learner in the saddle; these include leaning in different directions, twisting the body at the hips and increasing the grip of the knees.

Never attempt to develop big muscles. Practice in jumping without reins, and later without stirrups, is invaluable for increasing balance and confidence. The novice cannot de-contract until he has complete confidence.

Lack of confidence is immediately communicated to the horse. Position is attended to after confidence is gained. Balance will never be acquired if the rider is allowed to hold on to the reins. Modern methods require quietness and horse-sense; none of the noise and roughness of the old school, which knew little of equestrian tact.

The catch of the stirrup bars should never be closed, to allow the stirrups to come off in the event of a fall with the foot caught in the stirrup. Stirrup leathers must be of equal length. Shape of leg and build of body materially affect the progress made. A moderately long thigh and flat inside muscles are best. Practice and time will greatly change the shape of the leg, etc. This may take several years.

The horse is controlled by leg, hands, position and voice. The last seldom receives the attention it should, but is outside the scope of this article. The legs are used behind the girth, together to create impulsion, singly to cause lateral movement away from the leg. When the leg is carried as advocated, only a slight movement is needed for its application. The calf is normally just free of the saddle: it is thus easy to mobilize the horse. There are heavy, weak and light legs. A heavy leg may be a greater fault than a heavy hand—it may bring disaster over solid jumps. It is easier by far to ride through a jump than over: it may win races but it will not have the same success in the show ring. A strong leg must not be confounded with a heavy one, nor a weak one with a light one. The light leg has power at its command, and is always sympathetic and controlled.

Good hands are born not made, as they are in a musician, though bad hands can be improved. Really light hands are rare. No movement made by the horse will cause light hands to make an involuntary move or alter the touch on the horse's mouth. This is perhaps as accurate a definition of hands as it is possible to give. Perfect hands cannot exist without a firm and supple seat and perfect harmony with the horse's motion. Loose reins are so often mistaken for evidence of light hands. A rider with poor hands may leave the horse's mouth alone, which is wiser than interfering. Interference is responsible for very many accidents. The rider who, through knowledge of his bad hands, loses contact temporarily is known as a "good passenger". In many cases, no doubt, ladies have better hands when riding side-saddle due to the firmer seat afforded. Although ladies as a rule have better hands, and more tact. A strong feeling is sometimes necessary, but this must not be dead, but sympathetic. Suppleness of the whole body and understanding are the key to sympathetic handling. The failure of many to succeed is due to refusal to attempt to learn the character and individual idiosyncrasies of each horse.

Since the hands control the impulsion produced by the legs, the horse is lightly balanced between the hands and legs. The rider synchronizes with the motions of the horse and not that of the saddle. Hence the necessity for his seat leaving the saddle in jumping. The legs and hands must be quite independent of the rider's body and, if necessary, independent of one another. The horse is controlled by equestrian tact; the seat, hands, legs and voice are the agents. No two horses are alike: we must learn the key for each horse. The horse's psychology must be studied if we are to attain the best results. The horse must also have complete confidence in and understanding

with his rider. If a horse learn that a kick in the side or a jerk in the mouth may give no indication of the rider's intentions, he will soon lose confidence. Sharp spurs should never be used: they prevent harmony between horse and rider and they never won a race. In jumping they shorten the horse's stride at the very time we require to lengthen it. A hard-mouthed horse will soon stop pulling with light hands; one alone cannot pull, good hands give and take. Reins should be held normally in two hands, experienced riders always do, except when requiring one hand, as in using the whip. The nearer the reins are held towards the ends of the fingers the lighter the control. Should the rider be left behind in a jump, it is far better to let the reins slip through the fingers than to jerk the mouth. With the proper forward seat the chances of being left behind are much diminished.

Single reins are held outside the little fingers or immediately between them and the third fingers. With double reins the upper ones should be held the same way and the lower ones in between the next finger towards the thumb. The reins must be short enough to avoid having to raise the hands or draw them in past the sides when the horse trots, and long enough to give the horse perfect freedom at all paces, by letting the hands go forward as the head is stretched. In jumping, the reins generally require to be shorter than normal, when the hands must be well forward during the entire flight.

Severe bits are as useless as sharp spurs and are more cruel and dangerous. They expose gross ignorance on the part of the rider. A snaffle or a double Weymouth bit should be sufficient for any horse in proper hands. A Pelham is a mild bit and in the hands of bad or indifferent horsemen is excellent.

Good head-carriage is necessary in order to have the horse properly balanced, but this does not mean an over-flexed head or an over-collected horse—such is contrary to free forward movement, which is so essential. The face should be at an angle of 50 to 60 degrees with the horizontal. A horse must be taught direct and lateral flexions in order to supple him and assist so materially in his further training. The bit, with the curb chain flat and properly fitted, is generally necessary to obtain the direct flexions. The curb chain should be just taut when the branch of the bit is at an angle of 45 degrees with the line of the head. The indirect flexions are obtained by first getting the bend and then the flexion of the lower jaw; they are invaluable in getting a ready response to hand and leg and in supplying jaw, neck and forehead. Directly the horse flexes his lower jaw, he must be allowed to relax and be caressed.

Martingales are not necessary except in some cases of horses that have been badly handled. Good hands with a Weymouth bridle will generally produce better results.

The jump of the horse, analyzed, is composed of three factors: speed, spring and bodily exertions during the flight. Each leap is made up of varying proportions of these three, and the position of the rider for each particular type of leap may have to vary in order to give the horse the maximum assistance. The rider must be ahead of the centre of gravity of the combined mass. The minimum inertia for the horse to overcome in his thrust is what we aim at. The horse's forehead is meant to carry weight, whilst his hind-quarters are meant to propel. In the old sit-back seat the thrust that the horse has to overcome is greatly increased. This thrust is never zero, but is

at its minimum at a fast pace. In the opposite extreme, the standing jump, the sit-back rider is often catapulted over the horse's head. With the proper forward-seat (as distinct from the crouch, with the hands held on the neck or down on the shoulders and the reins left loose) the body is bent forward from the hips, the back is kept straight, the seat raised by pivoting the thighs on the knees, the hands are extended forward as the horse's head stretches and light contact is maintained on the bridle. In this case the thrust is reduced to an absolute minimum. The amount the seat is raised out of the saddle and the body leaned forward depends on the height of the jump and the angle of rise of the horse's body, as well as the manner and speed at which the jump is taken. This forward position is maintained until the jump is cleared and the horse's hind legs are again on terra firma. Then the seat is brought smoothly back on to the saddle, except in a race when it is kept out all the time. With the raised seat the hindquarters are free to exert their maximum effort. But if the body is crouched too far forward, which is so common with many civilian professional show-riders, the forehand is abused. The proper seat will not cause any abuse to hindquarters nor forehand during any part of the leap. The leg must remain bent at the knee and in the same position below the knee, except that it is closed on to the horse's side as determined by the rider. Once the horse has commenced to raise his forehand preparatory to the thrust any incorrect position of the hands will cause as much, or more, abuse to the horse, but if the legs and body are correct, the chances of incorrect hand positions are much diminished. Abuse from leg or hand may cause the horse to strike the obstacle, or worse, it may cause a fall. And if the rider is not certain of his position the horse cannot have complete confidence in him. Nerves play an important part in errors made by the rider. A clever horse will not generally strike a jump if he is not thrown off his balance by an error on the part of the rider.

The best way to convince those who fail to understand the importance of these facts and who are prejudiced in favour of the sit-back seat is to show them a horse jumping at liberty, then with a proper forward-seat rider up and finally with a sit-back rider up. The results are so obvious that any doubts about the merits of the forward-seat will immediately be removed.

There are two schools of thought in schooling the horse to jump: that of the French school at Saumur, where the classic customs of the Haute Ecole are followed, and the horse is severely collected and made to do a good deal of his work on his hocks. Impulsion is sacrificed to collection. And the horse while jumping is given a free hand. In the other school, that of the Italian, very little collection is demanded and the horse carries his weight more forward and head lower. Everything is aimed at obtaining freedom of forehand and impulsion. The horse is allowed to go more as at liberty and to seek his own balance, while carrying the major part of the rider's weight on the forehand. While jumping light contact is maintained all the time. The horse is ridden to the exact inch of the obstacle the rider wishes to jump.

Although most of the different schools have adopted the Italian forward-seat more or less, there are considerable variations in detail. The Italian seat is the proper forward-seat with the body bent at the hips, with the spine

straight. The French tend to round the back a little. So do the British. The Italians remain well forward until the horse's hind legs are on the ground. In the Saumur seat the seat is raised as the horse rises, but comes back into the saddle as the horse descends and the legs do not remain behind the vertical below the knee. The proper forward-seat allows perfect freedom in the use of the horse's loins and hindquarters and allows the horse to clear any obstacle without pain or difficulty. The Swedes, Poles and Germans aim at greater collection than the Italians and do not give the horse as much head freedom as the latter do with light hands that follow through so nicely as the horse extends his neck. The Germans have a much more pronounced forward position, and demand more collection. Their horses are more flexed, but do not carry their heads unnaturally high. The British school at Weldon tend to keep their seat in the saddle as they lean forward, and when rising to the jump give much freedom to the horse's head by losing contact. They ride with a longer rein.

Horses vary a lot and it is suggested that it is not wise to lay down too hard and fast rules. The key to every horse has to be discovered. Some go better one way and some another. It requires much greater skill and years of practice to jump with proper contact. Anyone can hang on to a horse and it is strange how so many of the civilian Irish horses jump with a strong hold on a snaffle bit. This hanging-on is often mistaken by the uninitiated for contact. The continued use of wings is, no doubt, responsible for so many riding over the jump with a loose rein. But now that all the International Military courses have no wings, riding with loose reins does not do. The sit-back rider in the steeplechase uses his reins very often as a means of keeping in the saddle. With the proper forward-seat in the steeplechase the rider can take a strong hold on his horse all the time, similar to the hold taken by the flat race jockey, but he never "strap-hangs" nor jerks his horse in the mouth. How some of the horses, we see abused in the photographs published in the daily press, keep on their legs is perfectly amazing. The loss in speed and power must be immense. On landing we see these riders gather up feet of rein and lose all contact or control just at the moment when the horse most needs it. Very many accidents are caused by this form of riding, and many riders are pitched off if the horse swerves or falls for the simple reason that they are entirely out of balance and have been maintaining their position on the horse more by the reins than anything else. The numerous photographs we see published only go to show how extraordinarily difficult it really is to fall off a horse. Anyone who has seen the excellent performance of the Italian and other Continental horsemen, on all types of horses over every variety of obstacle at various paces, with very few falls and very few accidents, is convinced of the superiority of the proper forward-seat. The advantage given the horse is the strong point intended to be advanced. Whilst with the lean-back seat it is common to see accidents in every race, and far too many fatalities to horses and to riders.

Once the pupil has sufficient confidence jumping should be taught concurrently with riding. Reins must not be held until the rider can go over jumps with easy control over the position of his arms, so as to avoid jerking the horse in the mouth. The beginner should exaggerate the forward position as the horse jumps and can quickly learn the correct balance by resting his

hands on the horse's neck. The position during the approach is important. One school endeavours to place the horse at each jump, the other allows the horse to place himself. If the horse will get into his own stride without assistance so much the better. It is then better to encourage him to use his own initiative. It is not wise to cramp the horse's initiative. When a horse gets into difficulties, the wise horseman lets him get out of it if he can. He allows him the necessary freedom and asks for more impulsion. Novices so often bungle by trying to ride the horse over. The few accidents we see with hunting men who ride with the proper forward-seat, and the freshness of their horses after a hard day, are proof of the wisdom of the forward-seat. Avoidable accidents happen with alarming frequency nowadays. Yet the abuses and faults in equitation continue and no one ascribes these accidents to the rider. The horse is nearly always blamed, whilst really he is seldom to blame. This injustice will continue until everyone studies riding seriously and scientifically. This is necessary in the interests of humanity, sport and the horse industry.

A few remarks on the side-saddle will not be out of place. Since its introduction by a queen centuries ago, the dictates of fashion have kept it in existence. We all admire a graceful side-saddle rider, but how many really are, and our object is utility, not beauty. The decrees of dictatorial fashion have unfortunately played too prominent a part in the modes and manners of equitation, and have been responsible for far too much senseless and unjust forms of cruelty. Sane reasoning and considered experience must rule. Some argue that a woman's conformation is not suited for the astride-saddle. There are many men who suffer the same handicap, and the performances put up by countless ladies astride show that they are just as fitted as the male sex. The side-saddle in cold blood for jumping in the show-ring is out of the question. And therefore how can it be the best saddle to use in riding across country? It cannot be the most efficient. The side-saddle rider is completely at the mercy of the girths, has only one leg to ride with (the whip cannot take its place) has great difficulty in mounting unaided and, in a fall of the horse, is very liable to be hurt. The utilitarian virtues of efficiency and adaptability must overrule other considerations.

In conclusion, I submit that the modern forward-seat has proved its safeness and efficiency overwhelmingly and that its general acceptance is only hindered through the attitude of those who are unwilling to change from old methods and long-established customs. Finally, as a great many real sportsmen denounce the modern forward seat as being too artificial and suited only for the show-ring, it should be made quite clear that this idea is wrong. If it were only for the show-ring it could rightly be called too artificial, because the modern show-ring is terribly artificial and depends too much on those who have wealth and those who use any means, fair or unfair, to win at all costs, the horse being often the last to receive any consideration. The owners' interests in horses being so often confined only to showing them or themselves before the public. The show-ring should be a school for the real thing—riding across country, real sportsmanship. The proper forward-seat is for all riding, especially across country; the show-ring is only a very small part of riding.



WHEN A HORSE IS MAKING A SLOW JUMP THE BODY SHOULD BE INCLINED FAR FORWARD
 The pace of the horse and the fact that the rider is without reins, saddle or stirrups accounts in a large measure for the extra incline in his body.



AT THE COMPLETION OF THE SLOW JUMP THE RIDER RETURNS TO THE
 PROPER POSITION
 Just as the horse's forefeet touch the ground the rider's seat is brought back on to his mount, although the body is still ahead of the perpendicular.



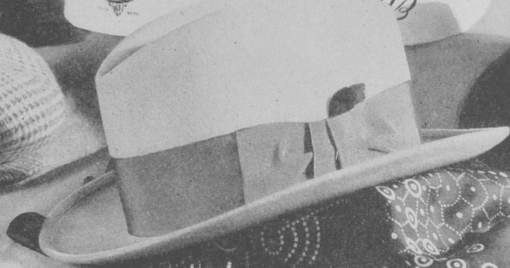
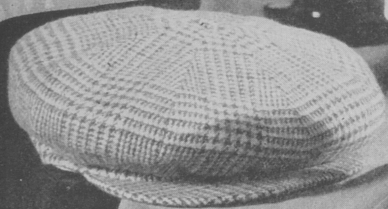
BECAUSE OF THE DIFFERENT PACE THE RIDER'S BODY ASSUMES A MORE UPRIGHT ANGLE

In this picture the horse is jumping at a slow gallop and, therefore, the rider's body is less inclined forward than for a slower jump as his mount takes off.



ILLUSTRATING WHAT MAY HAPPEN WHEN A RIDER LEANS TOO
FAR BACK WHEN JUMPING

In this picture the rider has been thrown into the air by the forward thrust of the horse, with the result that he has completely lost his seat and control of his hands.



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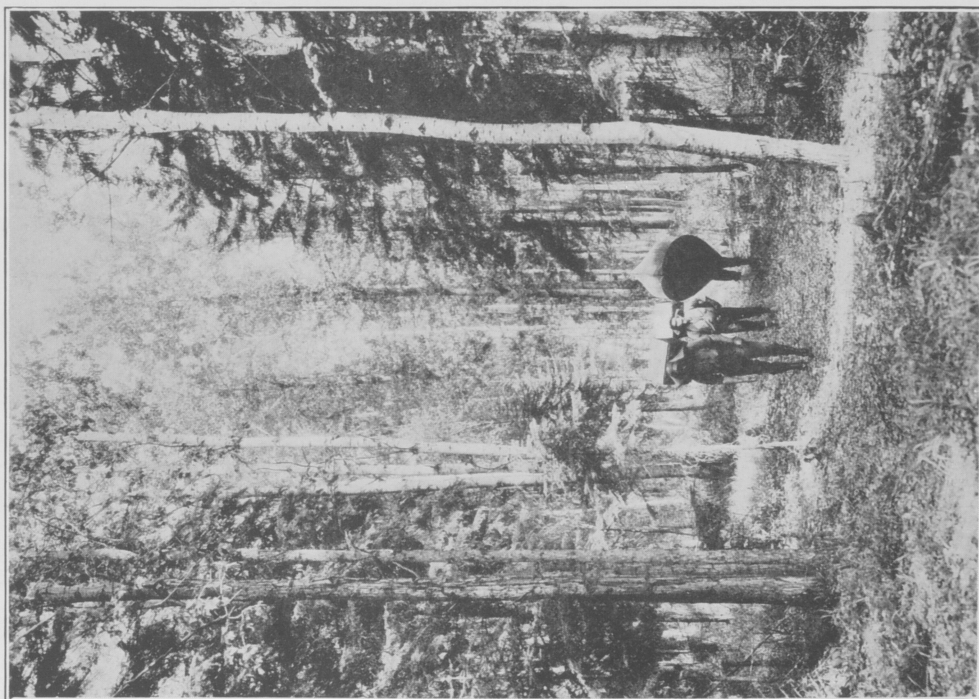
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SCENE IN PRINCE ALBERT NATIONAL PARK

Saskatchewan's National Playground

PRINCE ALBERT NATIONAL PARK

THIRTY-FIVE MILES north of the city of Prince Albert lies Saskatchewan's national playground—Prince Albert National Park—a vast region of lake and woodland, comprising an area of 1,869 square miles. Here thousands of crystal lakes tied one to another with innumerable little rivers provide with short portages, continuous waterways for hundreds of miles, while forests of birch, white spruce and jack-pine clothe their shores with diverse shades of green. Scores of clear white sand beaches border the lakes, shelving gently out into the blue waters, forming ideal camping, bathing and picnic grounds. Pickerel, great northern pike and lake trout swarm in many of its lakes while through the woods roam moose, deer, and other interesting wild creatures.

The region now within the park was once the hunting ground of the Cree Indians, a tribe of whom now live on a reserve immediately adjoining the park to the east. They are a peaceful and friendly people, retaining still many of their ancient traditions and beliefs. Their mythology is rich in stories relating to the supernatural or semi-supernatural beings in whom many of them still believe. The most popular hero of these legends is Wee-sa-ka-chack, the supernatural trickster, who has the power to assume any form or shape he chooses, and to change the appearance of any animal or bird. The tales relating to his exploits are so numerous that the old story tellers can relate one each night from autumn until spring without exhausting them all, and he still lives as vividly in the imagination of the Indians of today as he did in the minds of their ancestors hundreds of years ago. He has been seen, they will tell you, by Indians now alive, and is there not a rock in the Waskesiu river, known as "Old Man Rock", which is his special habitation and which no Indian to this day will pass, without leaving some votive offering, be it only a pipeful of tobacco or an eagle's feather, to gain his good will and ensure a favourable outcome to his journey! Stories of the Deluge, of how Wee-sa-ka-chack formed the earth from a little mud brought up in the muskrat's paws, of how the various animals acquired their distinctive characteristics—how the diver got his red eyes, the kingfisher his beautiful plumage, the ermine his coat of white fur and the wolverine the stripes on his back—these tales are told today about the Indian Campfires near Montreal lake and in the long winter evenings they still form part of the entertainment of the tribe, taking the place of books, newspapers, radio and movies.

From the city of Prince Albert an all-weather highway leads to the southeast corner of the park, where it connects with the government road to Waskesiu Beach, the park headquarters, on lake Waskesiu, the first of the large lakes of the park, lying thirty-five miles north of the park boundary, and approximately 70 miles north of Prince Albert.

Leaving Prince Albert the road passes through some of the finest stands of jack pine in the country. Emerging, for the next fifteen miles or so it leads through a fine farming district, until the 14th base line where a turn is made to the left and for the next twelve miles the road runs through rolling country heavily timbered with poplars to the eastern boundary of the park.

Entering the park and climbing to the summit of a small hill, the visitor looks down over a charming expanse of country, dotted with groves of poplar, jack pine and white birch, and set with green meadows bright with a profusion of prairie flowers, through which the silvery waters of Spruce river take their winding way. About eight miles farther on the road touches Halkett lake, while a short distance away in the line of travel Trapper lake and Namekus lake are visible to the right. A mile or so beyond Namekus lake the road rises gradually passing through thick woods, until at last, topping a high ridge, one catches the first view of beautiful Wakesiu lake.

And what a picture it is! Stretching away like a great uncut crystal for twenty miles, its waters coloured with the hues of heaven, its shores a rich unbroken green. Out in the lake, like a green frigate at anchor, lies King island, rising high above the water and covered with pines. The south shores of the lake are low, broken by little capes with small bays and sandy beaches, but on the north they rise often from fifty to one hundred feet.

Turning to the right the road curves about Prospect point, a high bluff heavily wooded with pine, spruce and poplar, at an elevation of about one hundred feet above the water. Prospect point forms the residential section of Waskesiu Beach, and a number of summer cottages have been erected there, chiefly by residents of Saskatchewan. The sites for buildings may be leased from the Government on long term leases at a small rental.

Leaving Prospect point, the road follows the lake shore dropping down gradually to the business subdivision and the beach. "Big Beach", as it is called, forms one of the chief attractions of the park. Nearly a mile and a half in length, the attractive shoreline shelves so gradually into the water that one may wade for a distance of almost 200 yards while its clear silver sand provides an ideal children's playground.

The business section looks over the lake, and contains three summer hotels, several stores and a recreation hall. These hotels provide good accommodation throughout the summer months at reasonable rates. Meals may be secured at the hotels or in a restaurant adjoining. Camping supplies including fishing tackle and photographic equipment may be purchased from the stores, while a modern service station provides for the immediate necessities of the motorist. Located between the business section and the motor campsite is the Government Administration Building, the summer office of the Park Superintendent. The administration of the park is directed through this office, which also serves as a bureau of information to visitors.

The Government motor campsite, ideally situated on the lake front, commands an excellent view of Waskesiu lake to the Narrows, a distance of almost ten miles. The grounds are large and well laid out, and are provided with kitchen shelters, campstoves, tables and benches. There is an ample supply of fresh water. Camping permits are issued at the rate of one dollar per month for ordinary tents, and two dollars per month for tent house. Permits may be obtained at the office of the Park Superintendent or from the camp caretaker.

Recreational facilities include the use of a very good tennis court situated on the beach in front of the business subdivision. A well equipped children's playground adjoins the campground. Boats and canoes are available for hire from the boat liveries which operate at the beach, and outboard

motor boats may also be secured with or without the services of an operator. Four large motor boats make regular trips up Waskesiu lake. These boats have a seating accommodation for twenty to forty persons, and the rates charged are commensurate with the length of the trip and the number of stops made.

An airport and anchorage for seaplanes has been established by the Government at Waskesiu lake, which is used as a base of operations for aircraft operating in forest patrol work and also by commercial firms engaged in other activities. This airport is situated in a bay about five miles southwest of the townsite at Waskesiu Beach, and is accessible by motor road from the park highway.

The more adventurous visitor will not be content with merely seeing Waskesiu lake—he will want to adventure farther, to see other sections of the park. Practically his only means of travel is by canoe, but he may, with only a few short portages, make a complete circuit of the park by water, passing through nearly a score of lakes en route.

The trip is made from east to west, though the reverse order may be followed if desired. Leaving Waskesiu beach the route in the first case lies northwest, following the south shore of the lake around green Prospect point, past Clare point, with its magnificent stand of white spruce, with King island looming to the right. Just west of the northern tip of King Island is Twin Point bay, cradled between long green peninsulas, so evenly matched in length and shape as to make an almost perfect pair. Now the north shore of the lake begins to close in, the passage becoming only about a mile wide. This narrow neck of the lake extends for about three miles then the two shores are pinched so closely together that there is only a narrow strait between. Immediately, however, they open again for about two miles more, then reclose to form a second Narrows, opening out once more into another expanse a little over three miles in length.

Kingsmere lake, two miles to the north of Waskesiu lake, has an elevation of about twenty-two feet higher than the latter. A small stream, known as the Kingsmere river, unites the two and forms a pleasant waterway from one to the other. Leaving Waskesiu lake, for the first mile the paddling is easy. The waters flow down without a murmur, slipping silently as an Indian, through a thick forest of willow, white birch, poplar and spruce. Rounding some bend one may come, too, upon a moose feeding by the water's edge or catch a glimpse of a deer coming down to drink. About a mile from Kingsmere lake, however, one strikes a stretch of picturesque rapids where the canoe must either be pulled up through the rough water or the short portage trail taken through the woods. A light railway equipped with a hand truck has been constructed at this point to assist in the transportation of canoes and luggage. Beyond the rapids another three-quarters of a mile or so of quiet water brings one into Kingsmere lake, where a good campsite is found about three-quarters of a mile to the left on a high plateau with ample shade and grass.

This lovely sheet of water, six miles long by five wide, arouses the admiration of all who visit it. Its crystalline waters are very deep, reaching in places a depth of one hundred and seventy-five feet. Its high shores, mantled with a rich forest that has never known the scarring touch of fire,

run into bold rocky points built up by large boulders into a kind of rude masonry. Between lie white beaches of clear sand which offer ideal spots for bathing and camping. Fishing in this lake is, perhaps, the best in the park. Pike, pickerel and lake trout are all found in abundance.

Kingsmere lake may be crossed directly to its northern shore but a more interesting trip is to make a circuit of the small lakes near the western boundary of the park, re-entering the lake again a few miles farther north. These lakes are in succession, Clare, Lily and Bagwa, all shallow lakes about a mile by half a mile in extent, connected by waterways and short portages.

Between Kingsmere lake and Clare lake there is a short portage of about 200 yards. Clare lake is green and cool, with shallow waters and little bays thickly covered with lily pads. During the fly season these bays make a cool and appetizing feeding ground for moose and at this season one may often come upon the monarch of the woods, his head buried to his shoulders in the water, as he grubs for the delectable tubers that form part of the roots of the plant.

From Clare lake another portage of about 200 yards brings one into Lily lake, a shallow body of water almost entirely covered with lily pads. From Lily lake there is a natural waterway to Bagwa lake, a charming little sheet of water shut in by high shores heavily timbered with white spruce. From Bagwa lake an arm running south from Kingsmere lake provides a waterway to the western end of Kingsmere lake.

North of Kingsmere lake lies another cluster of beautiful little lakes, connected by waterways, or accessible by short portages, giving access to Lavallee lake, which lies on the northern boundary of the park. These are in succession: Ajawaan lake, Lone Island lake, Sanctuary lake, Little Beaver lake and Lavallee lake.

The first portage, from Kingsmere lake to Ajawaan lake, is about 500 yards long and begins about 400 yards from the Game Warden's cabin. Ajawaan lake is about a mile long by a half a mile wide. Lone Island lake—so named because it possesses one small island—and Sanctuary lake are somewhat larger, perhaps two miles long by three-quarters of a mile wide. Their waters are almost always still so that they form perfect forest mirrors, their glassy surface reflecting in minute detail every leaf, twig and rock about their shores.

Sanctuary lake inspired its own name. It is a little watery retreat so shut away from the noise of the world that some of its peace descends upon all who visit it even for an hour.

From Sanctuary lake there is a portage of several hundred yards to Little Beaver lake. To reach Lavallee lake, two long portages of three miles each are required. The effort, however, is worth while for Lavallee lake is not only a fine sheet of water but it is the home of hundreds of pelicans and cormorants which have their rookeries on two islands in the lake.

The pelican is one of the quaintest of our northern birds, "relic of a twilight, antediluvian age". Its large melancholy eye, and its huge gullet pouch, which it uses as a kind of pantry for food for its young, give it a semi-dignified semi-humorous expression that is quite delightful. In flight, however, it becomes a thing of grace and beauty. Rising a little splashily from

the water it beats the air for about a dozen times and then sails with outspread motionless wings on a long, easy glide.

Lavallee lake is named after Louis Lavallee, an old trapper who came to this region over 65 years ago. Here he has lived ever since, contented not to return to civilization. The return from Lavallee lake to Kingsmere lake is made by the same route. From Kingsmere lake, however, an alternate route is open for return to Waskesiu lake, permitting a visit to the north-eastern section of the park, by way of Crean lake and the small cluster of waters known as the Hanging Heart lakes. The distance is about thirty miles.

Crossing the northern end of Kingsmere lake to its east shore a portage will be found leading in about three-quarters of a mile to Chipewyan lake. From Chipewyan lake another portage of three-quarters of a mile leads to a little unnamed lake, beyond which another portage of about the same distance is necessary to reach Crean lake.

Crean lake abounds in fish—pike, pickerel and lake trout being very abundant. Deer are plentiful too, about its shores and are often seen even on the islands in the middle of the lake.

Crean lake is connected with the Hanging Heart lakes by a narrow strait opening from its southwestern end. The Hanging Heart lakes, themselves, are so closely connected that they form virtually one sheet of water, approximately eight miles long. A portage of about 500 yards connects the Hanging Heart lakes with Waskesiu lake, emerging at a point on its north-east shore almost opposite King island and approximately six miles from Waskesiu beach. A light railway has also been constructed here for the convenience of those using the portage.

The entire circuit of the park by this route covers about one hundred miles and can be made with steady paddling in from four to five days. A more leisurely trip, however, is to be preferred and from eight to ten days will give the visitor a chance to explore byways and to enjoy a little fishing and bathing as he goes. Lake trout, whitefish, pickerel and pike abound in the larger lakes, while moose, caribou, deer and elk are also abundant, with, in the summer, black and cinammon bears.

The R. C. M. Police detachment, conspicuously situated on Waskesiu lake, was erected during the fall and winter of 1930-1. It was built of local spruce logs. A temporary summer detachment had been opened, under canvass, in 1929 but increased police duties in the district prompted the present permanent arrangement.

The detachment area is a huge one, taking in nearly 5,000 square miles and embracing, beside the Park, a large district to the north and east, including the Montreal Lake Indian Reserve. As there are only 40 miles of highway, most of the patrols are made by canoe in the summer and by dog-team during the winter.

Driving Whilst Intoxicated

A CHARGE is laid under section 285 (4) of the Criminal Code for the offence of "Driving Whilst Intoxicated". When laying the Information and Complaint for this charge, use the words as contained in the section of the Code applicable; do not use words out of your own head—there may be something missing.

Definitions of intoxication have been attempted and used all the way from the effusion of the bibulous rhymster who protests that:

"He is not drunk who from the floor
Has strength to rise and drink some more,
But drunk is he who prostrate lies
With neither strength to drink nor rise."

down to the scientific definition attempted by Sir James Purves-Stewart, senior physician to the Westminster Hospital, viz:

"A drunk person is one who has taken alcohol in sufficient quantity to poison his central nervous system producing in the ordinary processes of reaction to his surroundings a temporary disorder which causes him to be a nuisance to himself or others."

Another medical definition of "Drunkenness":—

"Drunkenness is any alteration for the worse in an individual's normal behavior, judgment or skill, one or more of these caused by the consumption of alcohol."

The Court's conception of "Drunkenness" is:—

"Drunkenness is a demeanour directly caused by the voluntary consumption of alcohol and/or fermented liquor which is calculated to interfere with the comfort, convenience and safety of His Majesty's lieges."

The definition of "Drunk" as laid down by a report of a Committee appointed by the Council of the British Association, of which Major-General Sir William Macpherson was Chairman, and which included general practitioners, police surgeons, magistrates, scientists and members of the service, is as follows,—

"So much under the influence of alcohol as to have lost control of his faculties to such an extent as to render him unable to execute safely the occupation of which he was engaged at the material time."

It was pointed out in discussion that it cannot be said without the possibility of dispute that a man is "drunk" or "not drunk" in the same way as it can be said a man is "dead" or is "not dead".

There has not been afforded any judicial definition of "intoxication" in Canada. The law in the United States, as stated in 33 Corpus Juris at p. 802 says:

"Intoxication is a broad and comprehensive term, having a different meaning to different persons. In the absence of any controlling definition, the word should be given a reasonable interpretation, having reference to the purpose of the instrument in which it is used. According to some definitions the words may be applied to any mental exhilaration,

however slight, produced by alcohol without regard to its effect on the judgment or reasoning process."

It is not essential to the commission of the offence that the driver of the automobile should be so intoxicated that he cannot safely drive a car, for one who drives an automobile upon a public street while under the influence of intoxicating liquor offends against a statute prohibiting such operation, even though he drives so slowly and so skilfully and carefully that the public is not annoyed or endangered, and it is immaterial whether he exercised due care to avoid injury to other travellers, as he may be convicted of the offence, even though there were no travellers on the street. *Corpus Juris*. Vol. 42. p. 1330.

A Constable on detachment is therefore faced with no small proposition when he has decided to apprehend a person whom he has good reason to believe is driving whilst intoxicated.

Medical evidence is oft times limited to "neither drunk nor sober" or "was too drunk to be in charge of a motor car but not too drunk to walk along a street."

A Constable must rely to a great extent upon his own powers of observation and the evidence of independent witnesses.

The Constable arresting should carefully note the time the prisoner is arrested, his reaction to the effect of the arrest, his protest (if any) of innocence to the charge, his condition, whether normal, sleepy, sullen, contrary, rambling in speech or talkative. Unless hopelessly incapable of thought or action, the prisoner should be told the reason for his arrest, cautioned and submitted to some tests sufficient in number and practicability to enable the Constable to form a well-supported opinion as to the degree of intoxication and its effect upon the faculties of the prisoner.

"EDEN" writing in the *Police Journal* gives the following tests as being likely to meet the approval of any Magistrate before whom the charge is brought:

1. Prisoner can be asked to tell the time by a watch or station clock.
2. Supplied with pen and paper, he can be invited to write his name and address.
3. He can be asked to read a boldly printed paragraph of a newspaper.
4. Pick up an article from the floor.
5. Walk the length of the room with arm outstretched and place index finger on a drawing-pin which has been affixed to a wall or door at shoulder level.
6. Walk a straight line.
7. Sit on a chair and take off and put on a shoe.
8. Walk up and down a flight of stairs and steps if available.
9. Recount movements of an hour or two previous to arrest.
10. Add sum of figures (sufficiently easy for a child say of seven years).
11. Touch tip of nose with index finger.
12. Touch toes with hands from standing position.

and goes on to state that by adoption of the foregoing suggestions the

faculties of sight, memory, touch, reasoning and sense can be fairly well measured, but it must be recognized that no single test is conclusive, and that decision can often only be made by careful observation of the prisoner's general ability to respond to the examination; indeed it is safe to say that many sober men would be unable to pass all the tests with accuracy.

If prisoner desires to call a doctor his request should be complied with, provided of course he will agree to the payment of the fee. A doctor called on behalf of the police would balance this. Time of arrest and time seen by the doctor should be carefully noted bearing in mind that nothing tends to sober a man so much as arrest—unless he is too far gone to appreciate his surroundings.

In cases where auto accidents are concerned, the difficulty of distinguishing between concussion and intoxication is of a different kind. It only arises when the intoxication is advanced and the patient little or barely rousable. The condition of the whites of the eyes may help—if bloodshot, intoxication would be the more likely diagnosis. If on the other hand there is anything to suggest that the accused was the victim of an accident or foul play the possibility that he is suffering from concussion should be considered very carefully. But a "drunk" may easily come by a concussion. In any case of the kind, hospital for observation is indicated, and NOT a police cell. Better a hundred "mere drunks" in a hospital than one death in a police cell.

Results of "Ciper" Contest

Six correct solutions were received for the cipher published in the January issue, from the following subscribers:—

S/Sgt. F. V. Kent, "O" Division.
Const. A. Allen, "B" Division.
Const. D. Bain, "E" Division.
Const. J. Green, "K" Division.
Const. R. S. V. Miller, "F" Division.
Const. R. Warrior, "K" Division.

A solution containing only one error was received from
Mrs. Otter Stewart, 410 Daly Ave., Ottawa.

The Transposed letters of the cipher are contained in the sentence used by those practicing the touch method of typewriting, as follows:—

THE QUICK BROWN FOX JUMPS OVER LAZY DOG.

By elimination of duplicate letters and the substitution of the straight alphabet the message appears:—

CACHE SECURITIES WITH BROWN UNTIL LATER &
GATHER DONOVANS FRIDAY.

Congratulations are extended to those subscribers who solved the cipher, and this feature will probably appear in future issues.

At Long Last. The "Silent Force" Will Speak

From EX-SERGT. H. E. TAYLOR

Correspondent for the Ottawa Daily Hoot

DROPPING INTO the office of Acting-Assistant-Deputy-Superintendent McOodle, of the R. C. M. Police, I was surprised to receive an effusive greeting.

"Sit down, sit down", he beamed, "You're just the man I'm looking for".

This was positively stupefying, as the R. C. M. Police, being notorious for their reticence, had long cast a stony eye upon representatives of the daily press in their efforts to obtain news copy.

"You will be glad to hear", said the Acting-Asst.-Deputy-Supt., loosening his Sam Browne belt and pushing forward a box of stogies, "that the Force has at last awakened to the needs of advertising."

"You're telling me", I gasped in amazement, biting my stogie in half.

"I *am* telling you", replied McOodle, emphatically. "This is distinctly an advertising age, and the heads of this Force have begun to realize that for too long have they hidden the heads—er—the lights—of their men, under a bushel. Such terms as "The Silent Force" and "Strong Silent Men of the North" are as out of date as the Charleston and the Prisoner's Song. The Force is AWAKE. It is our intention to rise on our hind legs (metaphorically speaking) and TELL THE WORLD. A sum of Nine thousand dollars and forty-one cents is to be included in our next estimates, for this sole purpose."

"You overwhelm me", I muttered, reaching for my third stogie and feverishly thumbing my notebook. "Just what form will your advertising take?"

The Acting Asst.-Deputy-Supt. pressed a button and a trim young N.C.O. noiselessly appeared. Upon the right sleeve of his tunic was a single stripe, surmounted by a fountain-pen rampant, with a hammer and bugle couchant.

"This is acting sub-corporal Blidge", explained McOodle, "and he wears the newly created insignia of Non-commissioned Publicity Officer. His sleeve crest is emblematical of our new slogan, 'The Pen is Mightier than the Six-Shooter. If you can't knock, BLOW'. Get the idea? Pen, hammer, bugle. Write, knock, blow. Pretty smart, what? Yes, quite my own idea." He turned to corporal (acting-sub) Blidge who was standing smartly at attention in the new pose, with one foot uplifted and one hand to his left ear.

"Blidge, tell the press what steps have already been taken to advertise the Bigger and Noisier Police Force."

"Sir", began Blidge, "I have the honour to report that space has already been engaged in all leading dailies of the north American continent, for this full-page ad.", and he produced for my inspection an advertising lay-out. It was certainly a work of art. Inside a fancy border of six-shooters and Stetsons, six debonair mounted policemen were depicted one-stepping with six handsome damsels, beneath a caption, which read, "WHO SAYS A POLICEMAN'S LIFE IS NOT A HAPPY ONE? JOIN THE MERRY MOUNTED MEN. ONE CONTIUAL ROUND OF PLEASURE AND

PAY-DAYS. POSITIVELY NO FATIGUES NOR SERGEANTS-MAJOR. HURRY. HURRY. HURRY. A LURID LIFE AWAITS YOU IN THE LAUGHING LALLAPALLOOSAS. SPECIAL BONUS TO THE FIRST TWENTY MEN ENLISTED WHOSE FIRST AND SECOND NAMES BEGIN WITH Z."

"That should fetch 'em, what?" chuckled McOodle, slapping his manly thigh, "What next, Blidge?"

"Sir", replied "Blidge, "I have the honour to report further that, after a month, the advertisement will be replaced by this." A second lay-out featured mounted policemen in a whirling blizzard, engaged in life-and-death struggles with desperadoes. It was captioned as follows:—"DO YOU WANT WHIPCORD MUSCLES AND SINEWS OF STEEL? DO YOU WANT TO BE A HE-MAN AND LIVE AMONGST HE-MEN? JOIN THE R. C. M. POLICE TO-DAY, AND BECOME THE TERROR OF EVIL-DOERS FROM NOME TO NASHVILLE. CLIP THE COUPON THIS MINUTE. TO-MORROW MAY BE TOO LATE."

"How's that?" queried McOodle. "If that doesn't knock 'em for a gold-plated row of back uppers, I'll swallow my spurs. Tell him the rest, Blidge."

"Sir, etc.," replied Blidge. "We have printed, for free circulation, five million copies of an inspirational pamphlet entitled, "From Probationary Batman to Sick-Stable Orderly" in which is recounted the stirring story of special-constable Mutt, who forsook a promising career with the Provincial Barber College for the lure of the Laughing Lallapallosas. Special encouragement is also given to individual talent. Only last night, for instance, constable Blurp, our whispering soprano, entertained a milling crowd down on Yonge Street, Toronto, with his latest effort, 'I Give the Girls the Scarlet Fever, and the Crooks the Jail-house Blues.'"

"And it went over big", interrupted the Acting-Asst.-Deputy-Supt. "It got us all kinds of free newspaper space, which, after all is the true test for a publicity programme."

"You've said it", I muttered dizzily, lighting my sixth stogie.

"Tell him some more, Blidge."

"In future (Sir, I have the honour to report) said the sub-acting Lance corporal, "all men on active duty will be equipped with portable talkie-television transmitters, and——"

"Just think what that means, my lad", broke in McOodle, excitedly. "Imagine sitting in your cosy home and actually *hearing* and *seeing* one of our famous man-hunts. The swirl of the blizzard, the grunts of the desperadoes, the lusty curses of the avenging man-hunters, will come to you red-hot and fresh, direct from the Frozen North", and McOodle sank back, breathing heavily. "That should give you enough dope for a first write-up", he wheezed, "drop in next week and Blidge will have some more stuff for you. Cheerio."

Too hypnotized to utter a word of thanks, I pocketed the remainder of the stogies and staggered forth into the night.

The Long Arm of the Law

IN JUNE, 1927, one Israel Slatkoff alias Little Ikey was arrested at Montreal for being in possession of narcotic drugs illegally. The drugs consisted of two ounces of Heroin, two ounces of cocaine and one ounce of morphine. He was committed to stand trial on September 14th, but when his case was called he failed to appear and his bail, amounting to \$1,500 was ordered confiscated and a bench warrant issued for his arrest.

When an attempt was made to estreat the bail it was discovered that one of the bondsmen had disappeared. A seizure was made against the other bondsman but the amount received was insufficient to pay the bailiff's costs.

As time went on it became known that Slatkoff was in the United States but his exact address could not be ascertained. However, by means of finger prints and photographs, in November, 1932, the elusive trafficker was located in Leavenworth Penitentiary where he was serving under another name, a year and a day for violation of the United States narcotic and postal laws. But before arrangements could be made for his return to Canada he had been released and again dropped out of sight, and another year elapsed before he was rounded up, at Philadelphia, by the United States authorities, where he had again been arrested, charged with being a pickpocket.

In due course he was returned to Montreal where, on January 16th, 1934, five and a half years after the date of the original offence, he was sentenced to two years' imprisonment and to pay a fine of \$1,000 or in default to serve an additional year in the penitentiary.

The Results of Quick Action

The advantages of prompt complaints and expeditious investigations were strikingly exemplified in a recent Saskatchewan hold-up case.

Late one evening, last November, the constable in charge of a detachment received a telephone message that a farmer living in the adjacent district had been held up and robbed in his house by three masked and armed men.

The constable hastened to the farm and learned what had happened. It appeared that at about six o'clock of the same evening three men had arrived at the farm and, thinking they were neighbours coming to pay a visit, the farmer went to the door to invite them inside.

The three men who were masked with head-dresses of what appeared to be white sacking pushed their way into the house. Two of them were armed with revolvers. The farmer made a move to object to the intrusion when one of the men fired a shot past his head.

The robbers then demanded money. They were given \$6.00 but, not satisfied with this, they ransacked the place for nearly an hour. Finally, after locating a gold wedding ring, a watch and several grain storage tickets, they gave up, tied the hands of the farmer and his wife, and left the premises.

By the time the farmer and his wife had released each other's bonds there was no sign of the marauders. The farmer was only able to give a very vague description of the criminals, and he had no suspicion as to their identity.

There were no finger-print or other clues inside the house, but outside, in the snow, could be seen the tracks made by three men walking away from

the farm. It was dark by this time so, obtaining a lantern, the constable followed the trail left by the foot-prints. They led across fields for about one hundred yards, to a fence where the disturbed snow indicated horses had been left standing, apparently tied up. At this point the men's tracks ceased.

The horse-tracks led toward the east. Occasionally they faded out on harder wind-swept ground, but always the constable was able to pick them up again. The trail led on for miles until it diverged at another farm.

At this farm there were only some young children at home, the eldest a fifteen year old boy who said that three neighbouring men had arrived at the farm that afternoon and had stayed until eleven o'clock, playing cards all evening, until they left for home. According to the boy's statement the three men lived some miles apart, the nearest being twelve miles from the scene of the robbery.

The constable returned to the first farm-house to retrieve the police car, and found that re-inforcements in the form of two detectives from Saskatoon had arrived. The three Mounted Policemen then returned to the farm which the constable had just left. There, a search disclosed an old pair of long felt boots which the farmer who had been robbed was able to identify as those worn by one of the criminals.

After further questioning the boy admitted that the three men had arrived there at about nine o'clock and had instructed him to say, if questioned, that they had not left the house during the evening.

With this additional information it was decided to round up and arrest the three men. A few hours later they were located and escorted into Saskatoon. The next day they confessed to the crime.

In the afternoon of the second day after the receipt of the complaint the three accused pleaded guilty to the charge. One received three years in the penitentiary and ten lashes; the second was given two years and six months; the last of the trio had a two year sentence imposed upon him.

DIAMOND
JUBILEE

To the Royal Canadian Mounted Police

1873
1933

Our Dominion is guarded from shore to shore,
By the highly trained men of the Mounted Corps;
No finer body can there be found,
Their minds so keen and limbs so sound.

In the course of their duty from day to day,
Difficult problems come their way;
But they can be counted on without fail,
No matter the task or hard the trail.

For sixty years now they have stood the test,
And have rendered always service the best;
They are highly respected by the populace all,
Who know they'll respond when need to call.

Their many heroic deeds the records relate,
In performance of duty for our vast State;
Whatever the demands they aways succeed,
For once assigned they never recede.

So here's to men brave of the R. C. M. P.,
Who so nobly guard our liberty;
Their fame is known the world throughout,
They are a gallant Corps of that no doubt.

—H. H. Ward, ex-Deputy Minister of Labour.

Division Notes

"A" Division

During the past few years, the members of "A" Division, stationed at Divisional Headquarters in Ottawa, have evinced an unusual interest in the field of Sport.

Foremost among their sporting activities is the interest taken and successful achievements of the Tug-of-War Team, who are now undisputed Champions of Eastern Canada. Since the inauguration of the Tug-of-War Team in the Division, no less than 26 cups still remain in their possession, the majority of which are no longer competed for annually, as they have become the permanent possession of the Team through their successful efforts in defending them. A photograph of these trophies may be seen elsewhere in the *Quarterly*. Their victories in these competitions have been well merited, and the foundation of their success may be attributed to their keen interest and tireless efforts in practice, which, for the greater part, has been carried out in their own time.

Baseball and Softball are the most popular Summer Sports, whilst Hockey, Water Polo, and Bowling also attract considerable interest during the Winter Months. In many of these Sports, particularly Softball and Hockey, Teams representing three of the local Divisions, viz., "A", "N" and "Headquarters", have been entered in the local Leagues, and in spite of the strong opposition to be contended with, these Teams have made a most creditable showing.

First Aid, whilst not in the category of Sport, also finds favour with the men, and Teams representing the Division have established an enviable record in the past. At the present time, they are holders of the Shaughnessy Shield, the Irwin Challenge Cup and the Governor-General's Trophy, and they are now competing in the Dominion and Provincial Competitions having defeated "N" Division in the local elimination competitions.

A keen interest is also taken in both Revolver and Rifle Shooting, which is carried out on the Miniature Range during the Winter Months under the direction of the "A" Division Athletic and Social Club, in which membership is extended to all local Divisions of the Force. Spoons are awarded in the Weekly Shoots and four beautiful cups are also competed for annually by members of the Club. On two occasions in the past, the "A" Division No. 2 Team have been successful in winning the Tyro Trophy in the Chief Constables' Competition; and on one occasion the No. 1 Team won the R. C. M. Police Championship of Canada, but was defeated by the Toronto City Police in the finals of the Open Police Championship of Canada.

During the Winter Months, Boxing and Wrestling also attract considerable interest, and the splendid programmes provided in the Tournaments, which culminate the training periods, are most enjoyable. For weeks prior to the Tournament, "Work-outs" are held regularly, and the enthusiasm displayed during the Training period is a manifestation of the interest taken in these Sports.

* * *

"F" Division

The winter season in the Battleford sub-division has been one of great activity in the line of hockey. A Commercial League was formed in North Battleford at the beginning of the season, comprised of four teams, United Commercial Travellers, Bankers, Safeway Stores and the R.C.M.P. Rules were agreed upon by the executives of the teams and Thursday night of each week was chosen for the playing of all games. Each Thursday night thereafter a double-header game was played, thus putting all four teams in action once a week. The League was formed for the purpose of raising funds for the benefit of destitute families residing in the city who were not eligible for city relief. So far approximately three hundred dollars has been turned over to

the Relief Officer, who has expressed his gratitude for the wonderful assistance given him by the teams in the league.

Our own team, comprised entirely of members of the Force, was for awhile unable to cope with the fast pace set by the more experienced players of the other teams. This resulted in several defeats for us at the beginning of the season. However, an interest in the team was taken by Jack Lynem, one of the best known hockey coaches in Western Canada, and he kindly offered his services to us. A period of strict training was commenced and the most desirable results were obtained. It has been gratifying indeed to hear so much favorable comment on our team from the numerous spectators who attended these matches, especially when one considers the fact that in order to have a team at all it was necessary for every member stationed here to take the ice whether he had ever played hockey before or not. A few of the members have had considerable hockey experience, but the majority played their first games this year. However, with lots of workouts and strict training a "snappy aggregation" was soon rounded into shape.

At a meeting of our club the Officer Commanding, Inspector H. M. Fowell, was unanimously elected President and Corporal William McRae was chosen as Vice-President. The manager's job was voted to Const. A. E. Tyrrell while the reins of Captain were taken up by Const. F. A. Robertson. The Officer Commanding and Corpl. McRae have taken a great interest in the team and have given it all the support possible. The same applies to the manager and the coach and the team functioned very nicely under their able leadership. Appropriate uniforms of red and white were purchased, with the letters R.C.M.P. across the front in blue, giving the team a very "snappy" appearance.

The team was composed of—Goal: Const. A. E. Tyrrell; defence: Const. F. A. Robertson (Capt.), Const. W. H. Walton; forwards: Sgt. A. J. Stretton, Const. G. R. Saprks, Const. J. Lamb, Const. W. A. Sutherland, Const. F. W. Pay, Const. D. C. Slinn, Const. F. A. Love.

* * *

"Depot" Division

Ninety-six children, all under the age of twelve, were entertained by Santa at the Barracks on Dec. 22, 1933, when the 'Mounties' had their Annual Christmas Tree. It is not known who got the most fun out of it, the promoters or the youngsters.

February 9, 1934, was the date of a most important event, in Barracks, being our Annual Boxing Tournament.

The Gym was packed to the doors for this event, our visitors including His Honour the Lieutenant Governor, Brig.-Gen. Gordon and Officers of the M.D. 12, the Chief Constable of the City whose Staff gave an exhibition of wrestling, and all the 'old-timers' who could possibly attend.

About nine bouts of boxing showed the stamina of the men, medals being presented to the winners, whilst Corpl. Sykes and Const. Forbes gave an exhibition of Jiu Jitsu.

The Basketball and Hockey teams have worked hard this winter, and despite their newness as teams have played well and given a very good account of themselves.

The hockey team won two matches, tied six, and lost four, making their way into the 'play-offs'.

Some of these matches were played in the Province and have done much to cement the friendship between outside people and ourselves creating a better feeling of trust and good fellowship.

Badminton and Fencing have been popular this season, whilst a Billiard Tournament was won by Const. Lowe.

The monthly dances have been as interesting as usual this winter, telephone calls being fast and furious round about the first Friday in the month.

The British Rugby team goes into practise this week. We have the makings of a first class team, and if luck is with us, allowing the team to go right through the season as a whole team, we have every hope of bringing back the Provincial Cup which we had to resign last year.

* * *

"E" Division

RUGBY FOOTBALL

English Rugby was taken up seriously by Members of this Division for the Season 1933-4. Const. R. T. Hockridge was elected Captain and was sent as representative to the Rugby Union's meeting where it was decided that we should play in the Second Division. We were lucky enough to secure the services of Chris Lawson as coach. Chris Lawson is very well known both as a player and coach on the Pacific Coast. After several preliminary workouts we set out for Nanaimo for the first game of the season. Below are the results for the first half of the League.

Nanaimo vs. R.C.M.P.	20-0
Marpole vs. R.C.M.P.	19-0
Varsity vs. R.C.M.P.	0-0
Ex-Britannia vs. R.C.M.P.	6-5
Navy vs. R.C.M.P.	9-0
North Shore All-Blacks vs. R.C.M.P.	3-0

It will be seen by the above scores that the team improved steadily after each game, and this was indeed the case.

The game against the Navy was in the nature of an exhibition and was put on at Brockton Point Oval, the main English Rugby ground of Vancouver, on Armistice Day, 11th November, 1933. There was quite a big crowd of Rugby enthusiasts at the Oval including the Officer Commanding, Supt. J. W. Phillips, and members of the Division. The team looked very smart as they ran on to the field and were accorded a great reception by the crowd. The game started off with a rush by the Navy forwards and before long Hibbert went over for them at the corner flag. The kick at goal failed, leaving the score 3-0. Soon after MacDonald went over again for the Navy to bring the score to 6-0 after the kick had again failed. A fine three-quarter run finished the scoring both for the first half and for the rest of the game. Donaldson ging over once more for the Navy to bring the score to 9-0. During the second half our forwards played a great defensive game, holding the Navy in the best style. Plenty of hard tackling was done by our three-quarters who showed a decided improvement on the previous games. Forbes, Hockbridge, Clayton and MacLaren were the best of our forwards, while Betts and Thackray played well at three-quarter. It should be mentioned that Lockhart scored the first try for us in the game against Ex-Britannia but unfortunately was badly hurt while doing so and missed several games afterwards. The second half of the Season started with Nanaimo again, complete scores for this half being as follows:—

Nanaimo vs. R.C.M.P.	9-0
Marpole vs. R.C.M.P.	5-3
Varsity vs. R.C.M.P.	4-6
Ex-Britannia vs. R.C.M.P.	3-0
Ex-Techs. vs. R.C.M.P.	3-4
North Shore All Blacks vs. R.C.M.P.	6-0
Vancouver Rowing Club vs. R.C.M.P.	5-8

The game against Nanaimo was well fought and by no means an easy win for them. Chance at scrum-half and McLaren at forward played a first class game.

Kusch at three-quarter made a good run but owing to the slipperiness of the ball was unable to hold it long enough to score.

The next game with Marpole was another good game in which Hill scored for us in the second half. The kick at goal, however, was unsuccessful. Marpole playing downhill managed to score close in, in the last two minutes. The try was converted, making the final score 5-3 in favour of Marpole. Clayton and Hill were our best in this match.

Varsity were our next opponents, the final score being 6-4 in our favour. Clayton scored our first try and Graham the second. This was the first game we had won in the two seasons that the R.C.M.P. had entered a team in the league and was well received by the Press. In our second game with Ex-Britannia we lost 3-0 but only after a very gruelling game in which Britannias were lucky to win.

Ex-Technicals, whom we had not played in the first half, presented a tough proposition but to everyone's surprise we beat them 4-3. Thanks were due to Stewart who had turned out again, and who dropped a beautiful goal in the first ten minutes. Clayton, McLaren and Jenks played a good game at forward.

The next game against North Shore All-Blacks was very unsatisfactory, the result being 6-0 against us. The only man who seemed to get going at all was Clayton who played a great game throughout.

The last game of the season against Vancouver Rowing Club was taken by us 8-5. Stewart kicked a long and difficult penalty goal giving us our first three points, and Hill making a brilliant try which was converted by Stewart. Stewart's kicking throughout the game was superb. Kusch made two exceptional runs and was unlucky not to score.

This ended the Season as far as the League was concerned. It has been a good season, everyone having enjoyed themselves and displayed great keenness. A great deal of credit is due to Constable Hockridge who was unfailing in his enthusiasm both in playing and getting men to turn out for practices, and also to Chris Lawson for his energy and unswerving loyalty to the team. He never gave up hope and is still of the opinion that he had the makings of one of the best teams in the League.

The following members of "E" Division participated in the games:—Constables Hockridge, McLaren, Jenks, Allan, Forbes, Clayton, Lockhart, Durnin, Chance, Mabee, Glanville, Haszard, Davidson, R. A., Stokes, Whittaker, Brandon, Kusch, Ferguson, W. S., Stewart, Stout, Thackray, Hill, Betts, Graham, Willan, Johnson, G. R., Ferguson, J. S., Simoneau, Quinton.

It is pleasing to be able to state "apropos" the Divisional Rugby Fifteen, that the Captain, Constable R. T. Hockridge, has been selected to play for the "All Vancouver Representative Fifteen" playing the University of British Columbia in the McKechnie Cup. This is more gratifying in view of the fact that the "E" Division team is in the 2nd Division of the League and that Constable Hockridge was the only 2nd Division man selected to play.

* * *

ASSOCIATION FOOTBALL

On the Sports Page of the "Vancouver Province" Newspaper, of the 10th March, 1934, appeared the following unsolicited testimonial, under the Caption "SOCCER SLANTS" by "Scrutator".

"Hail a bunch of real sports." I refer to the Royal Canadian Mounted Police soccer team of the Vancouver Wednesday League. Week after week they have been buffeted about and taken heavy defeats, yet always returned smiling for more, and played the game in the cleanest possible manner. They lost fourteen and drew one of the fifteen matches played, forfeiting 67 goals and only scoring 10 themselves, but what did that matter to them? The game

was the thing, and they accepted defeat with the same grace they would have done victory.

When they first took the field at the start of the season on Cambie Street Grounds, they were the targets for all kinds of abuse and insulting remarks from a section of the crowd which could only visualize them as members of a Police Force which had assisted to disperse the unemployed when the latter attempted to enforce mob rule.

Yet they stayed on to win over that very same crowd by their sportsmanship, so much so that at the conclusion of their game on Wednesday they were loudly cheered as they left the field, in response to a call from one or two spectators for "Three Cheers for the Mounties".

Thus has their ambition to prove themselves as human beings, been achieved. Such sportsmanship as this, makes any pastime worth the playing, and we take our hats off to the Mounties."

* * *

JUDO

On the evening of the 7th February a Jiu-Jitsu Exhibition and tournament was held in Fairmont Barracks. The various forms and exercises were demonstrated by members of the Force and by Japanese Black Belt holders. A tournament between the Japanese Brown Belt holders and Brown Belt holders of the Force was held.

While some of the matches were very close we were only lucky in one instance, when Constable Barrett managed to gain two points against his opponent and thus win the match. The final result of this series of matches was Japanese 5, R.C.M.P. 1.

Considering the fact that the R.C.M.P. Brown Belt holders have only been training some nine months, the showing against their opponents who have had several years training, was good.

In the matches between the C.I.B. and Barracks teams the Barracks members were fortunate enough to gain three straight wins. The C.I.B. team consisted of Constables Simoneau, Mascal and Ferguson while the Barracks was represented by Constables Milrose, Barrett and Taylor P.G.

The highlight of the evening was when Mr. Mukhi (Japan) challenged the entire 12 Brown Belt holders to a match. The match was to last 3 minutes per man, one fall to constitute a win.

One after another the Brown Belt holders fell before this redoubtable fighter until he had beaten 6 Japanese and 6 R.C.M.P. opponents and all in 16 minutes.

The demonstration between Mr. Mori and Mr. Sassaki, both of whom are 3rd degree Black Belt holders, was an exhibition of what all Judo followers try to be, a spectacle of perfect timing and defence.

The exhibition between Mr. Sassaki and Mr. Komino where a dagger and sword were used caused a few tense moments to the watchers, when it appeared that a slight mistake would have resulted in someone losing a little blood. In all a very enjoyable evening was spent and those participating were, I think, inspired to practice harder for the next tournament.

Instruction in Jiu-Jitsu is now being given in several Divisions, and will be extended gradually throughout the whole Force.

The Lighter Side



The Commissioner:
R.C.M. Police. Ottawa.

January 5th. 1934

Re; Phil BARNACLE - Alleged Rum Runner

I have the honour to report that our special schooner
"Reveille" left Tristan Da Cunha on the 4th. inst. to secure informatio
Owing to mist on the mountains, the motorcycle patrol was ordered out
with muffled hoofs, and decks of morphine found in the skull of a dead
moose in Jasper National Park. The dead man had been shot with a
blackjack and information was laid under the Explosives Act &
Cesare Borgia charged with substituting oleo-margarine for
axle grease on spokes of police aeroplane No. 484; Saddle-
horse Reg. No. 01 foundered off Thursday Isld. & sleigh patr
only reached Tomsk after the confession of the non-licensed
radio under habeas corpus. Subsequent post-mortem
revealed traces of false declaration for naturalis
-sation. Postal clerks were certain regimental
neckties were in hold of auto when leaving

Cuba so charge of murder was laid against
livery stable & information & complaint
adopted as read by unanimous vote. The
home-brew was consumed and delirium-
tremens substituted so that extradition
proceedings were not delayed through non-
inspection of the police magazine. Halt-
Right turn

HARTY
Taylor

"A Policeman's Brain is Quite a Busy One"



OFTEN VERY DIFFERENT FROM
THE GRIM REALITY.

THE THINGS RECRUITS WRITE HOME
ABOUT THEIR LIFE IN THE FORCE, ARE —

From Rum Runner to "Patrol Boat 4"

by SKIPPER LIEUT. H. W. COFFIN, *Master R.C.M.P. Cruiser Preventor*

IN A HOWLING north-east snow storm, late in November, 1932, the trim speedy R.C.M.P. cruiser *Patrol 4* entered the harbour of Halifax to go into winter quarters after a tiresome, tedious, but withal, successful summer combating rum-running in the Gulf of St. Lawrence. After the storm had abated, many seeing her lying, snugly secured, may have thought "What lucky beggars to have such soft jobs on a nice ship". But those "who go down to the sea in ships" know that the skeletons aboard vessels are almost as numerous as those found in many of the cupboards of those who "Go down to see who is on the ships". Hence this tale.

In the year 1924, a hotel was being operated on Grand Island, just opposite the City of Buffalo, on the Niagara River. This hotel went by the attractive name of "The Stumble Inn". To most people it may have appeared above suspicion, but not to the American Coast Guards who were laying careful plans, knowing that two speedy boats, the "Stumble Inn 1" and the "Stumble Inn 2", were carrying contraband liquor from the Canadian side and landing it at the door of "The Stumble Inn" for redistribution elsewhere. At a critical moment a raid was carried out with the result that much illicit liquor and the "Stumble Inn 2" were seized. Her sister ship, the "Stumble Inn 1", however, escaped, dumped her cargo in the Niagara River and quietly anchored under the Canadian shore. Observed by Canadian authorities, she was given sufficient time to enter at Customs and, on her failure to do so, she was seized and in due course, forfeited to the Crown.

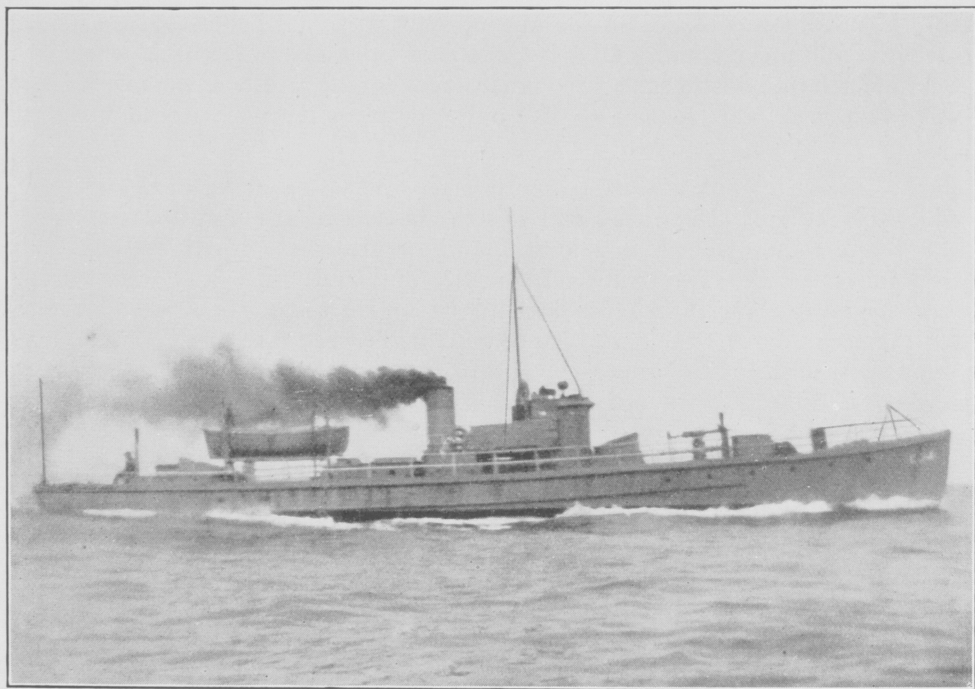
The rum-runners were doing a rushing business at this time in the Gulf of St. Lawrence and along the Nova Scotia coast, and the Preventive Service was severely handicapped through lack of sufficient men and boats to cope with the traffic. The "Stumble Inn 1", having a reputed speed of 27 knots and wonderful equipment, it was decided to place her in commission, so, forthwith, the writer, with a skeleton crew of six men, was despatched to commission the vessel and bring her to her base at North Sydney, N.S.

It was a proud and happy crew that made preparations to take possession of the latest and most superior addition to our fleet; and it was with light hearts that we embarked for Bridgeburg, Ontario, where we confidently expected to step aboard this paragon of ships, fit her out with the necessary stores and sail away.

Alas! Even today I am unable to describe my feelings upon first seeing her: and this unfavourable impression was in nowise improved after a proper inspection. The hull was filthy and uncared for, windows were broken, guard rails torn away, there was neither mast nor flagpole, and on deck reposed a tent, fully set up, where six "Mounties" lived day and night, to guard against the threats of the previous owners that they would sink her rather than see her a Coast Guard Cutter. Below decks the berths had been demolished, tables and all fittings destroyed, the engines had been taken apart and fittings scattered piecemeal. For a space I gazed about me and contemplated the havoc, then, turning to the wharf, I saw the "Mounties" cooking a meal "Indian fashion", as though miles away from civilization,



"STUMBLE INN" when taken over by the Department of National Revenue, 1929



"STUMBLE INN" reconditioned in 1929 and registered as "No. 4".

rather than aboard what should have been a sound and comfortable ship. It was "some proposition"; but her lines showed she was capable of speed as well as being a good sea boat. The engineer and I went into consultation on ways and means. We had a job to do.

Without a machine shop at our disposal and with only a garage in Bridgeburg, five miles away, as our operation base, we set to work. Our instructions were to take her where the necessary work could be done, get her to North Sydney as soon as possible, and keep expenses low. All hands turned to; tools and lumber were bought and general repairs effected as far as possible. We relieved the thankful "Mounties" and two men were detailed as watchmen: they surprised marauders on two occasions. The bare necessities for moving the vessel to Quebec were eventually completed, and we left Bridgeburg on what turned out to be an eventful passage.

The mild term "eventful" I can use now after the softening influence of the years. At the time it was a night-mare. Engines broke down, lubricating pumps refused to function, back-fires caused fires to break out in a greasy, oily engine-room filled with inflammable material; and at critical moments, such as entering locks or meeting vessels in narrow channels, the ship was left drifting helplessly. Our pilot asked to be paid off before we reached Montreal, but we prevailed on him to remain. The atmosphere was so bad in the engine-room that the engineers could not remain there continually. On one occasion, when left drifting in mid-stream, the engines had to be turned over with air to reach the security of some moored barges. Finally, limping down the St. Lawrence, we reached Quebec where our troubles, as we thought, were over.

The vessel was placed on the Marine Railway and a proper survey made of both hull and engines. Our feelings received a severe set-back when we were quietly told not to expect too much from engine repairs as the machinery was practically worn out, and that only complete renewals would make a lasting and satisfactory job.

With the completion of temporary repairs we again wended our way while the decrepit old engines still felt the benefit of the ministrations they had received in Quebec, but long before we reached North Sydney our troubles returned. The oiling system gave out, and, what was even worse, leaks began to show in exhaust lines in the engine room. It was impossible for the engineer to remain at his post. Repairs were made at Gaspé, Que., Shippegan, N.B., Charlottetown, P.E.I., and St. Peter's, and at last we reached our destination, our troubles forgotten in our pride over having accomplished what we had been sent out to do.

The Department then realized that only a thorough overhaul would make the "Stumble Inn 1" into a useful and seaworthy ship. The old engines were scrapped and modern Diesel engines installed, the hull was repaired and the "Stumble Inn 1" renamed the "Patrol 4".

The transformation was complete.

Obituary

Ex-Sergeant Healey

On December 15th at Berwyn, Alta., the death occurred of Patrick F. Healey.

Mr. Healey had served with the Mounted Police for a period of four years, engaging in 1914 and taking his discharge in 1916, only to re-engage again in 1919 and served until 1921. He was discharged with the rank of sergeant.

From 1916 to 1919 ex-Sergeant Healey served with the Canadian Expeditionary Force in England and France.

The Force was represented at the funeral.

* * *

Ex-Corporal William Stewart

William Stewart, an ex-corporal of the Force, came to a tragic end near Biggs, California, on November 22nd, as the result of an automobile accident.

Engaged at Fort Saskatchewan, Alta., in 1905, William Stewart served as constable and corporal until 1910, later rejoining for an extra year from 1914 to 1915. His service was principally in "D" and "A" Divisions at Macleod and Maple Creek.

* * *

William John Watson

William John Watson, "Paddy" Watson to his many friends, and an ex-member of the Force, died at Regina on December 22nd last.

Regimental number 4445 W. J. Watson served in the Force from 1905 to 1910, coming to Canada from Ireland where he had served for a considerable period with the Royal Irish Rifles.

At the time of his death Mr. Watson was a guard at the Regina Jail but for a short time after leaving the Force he had acted as coachman to the Lieutenant Governor of Saskatchewan.

* * *

Ex-Inspector Charles Robert William Stuart

Ex-Inspector Charles Robert William Stuart died in Ottawa, on 29th January, 1934, after a brief illness at the age of 78. Son of Lt. Colonel Charles Stuart, at one time Secretary to the Governor General, the late Inspector Stuart was born in Paris, France, and came to Ottawa with his parents. As a young man he joined the North West Mounted Police in 1878, and served until 1881. He re-engaged on 12th February, 1883, at Ottawa. He was then assigned to duty in the Comptroller's Office, and lived in Ottawa ever since that time. He was promoted to the rank of Inspector on 1st January, 1919. A few years ago he retired to pension after having served in the Force for over 40 years.

* * *

Ex-Sergeant Major Henry Lett

Ex-Sergeant Major Henry ("Larry") Lett died in Regina, on 16th January, 1934, following an operation for appendicitis. He would have been 70 on 2nd June, next.

Lett was born in County Wexford, Ireland, on 2nd June, 1864. He enlisted in the 4th Royal Irish Dragoons at the age of 17. One year after engagement he was promoted to the rank of Corporal, and was sent to Egypt with Sir Garnet Wolseley's Expedition. Later he transferred to the Royal Horse Artillery and saw service in India and South Africa.

Taking his honourable discharge in Pietermaritzburg, Natal, South Africa, Lett joined the Bechuanaland Border Police, and took part in the Jamieson Raid and other uprisings.

He returned to England where he remained until 1896, when he came to Canada. He joined the N. W. M. Police, and went to the South African War, serving with the Royal Canadian Rifles, and receiving the King's and Queen's Medals.

On his return to Canada he resumed his duties, with the North West Mounted Police. He remained with this Force until he took his discharge in 1918, with the rank of Sergeant Major. After serving with the now disbanded Saskatchewan Provincial Police for 8 years, Lett was appointed Sergeant-at-Arms in the Saskatchewan Legislative Assembly on 1st June, 1927. He held the position until his death.

* * *

Mrs. Charles Constantine

Mrs. Charles Constantine died at Kingston on 17th February, 1934. She was the widow of the late Major Charles Constantine, former Superintendent in the Royal North West Mounted Police.

The late Mrs. Constantine was one of the first white women to go into the Yukon and resided at Dawson with her late husband at the time of the famous gold rush in 1898. Mrs. Constantine will be remembered by many of the older members and ex-members of the Force as a lady of great personal charm.

A detachment of the Royal Canadian Mounted Police was present at her funeral in Winnipeg to pay our last respects to one who was ever a valued friend of the Force.

* * *

Mrs. T. S. Belcher

Mrs. T. S. Belcher, wife of Colonel T. S. Belcher, ex-Deputy Commissioner of this Force, died in Ottawa, on 13th February, 1934.

Like her husband, the late Mrs. Belcher was born in Ireland and came to Canada to be married over 30 years ago. Ever since that time she has had an uninterrupted association with the police. All who were privileged to know Mrs. Belcher will remember her for her natural and pleasant manner, her Irish sense of humour and above all for her great kindness of heart. Our sincerest sympathy is extended to Colonel T. S. Belcher, Inspector A. T. Belcher and members of the family, including her brother, Inspector C. R. Peters of Regina.

Officers stationed in Ottawa and senior civil officials of the Headquarters staff attended the private funeral service which was held in Ottawa on 15th February, 1934.



TUG-OF-WAR TROPHIES—"A" DIVISION