



1965

The RCMP *Quarterly*

PUBLISHED BY THE ROYAL CANADIAN MOUNTED POLICE

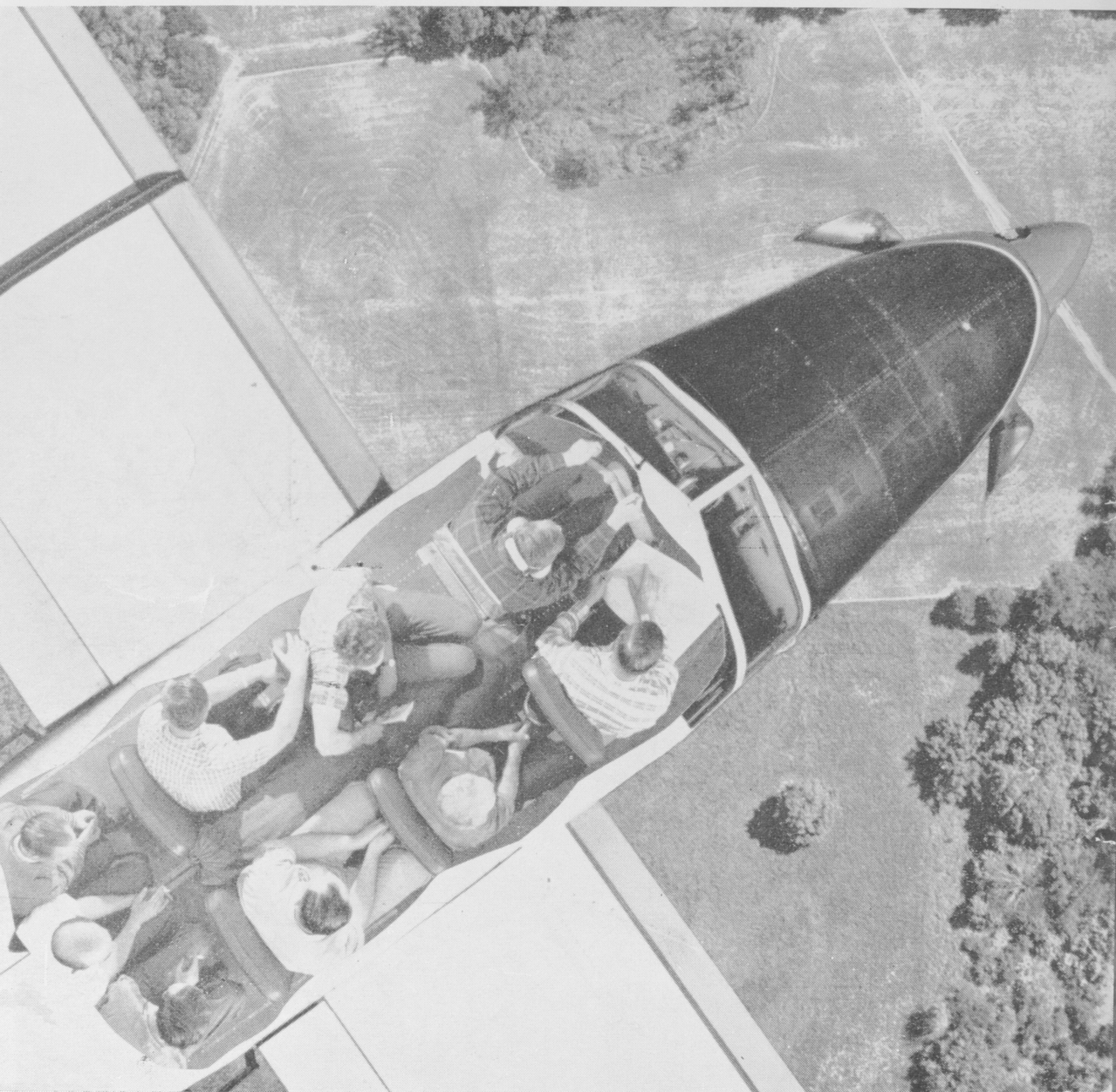


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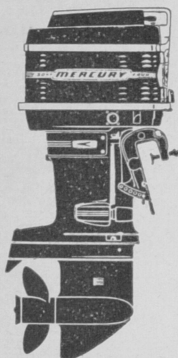
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New Stamps

Two new postage stamps, honoring the official flowers of Nova Scotia and New Brunswick, were issued by the Post Office Department last February 3. The stamps are the fourth and fifth of a series scheduled for issue between now and Canada's Centennial Year of 1967.

The blue, pink and green stamp honoring Nova Scotia shows the Arms and the Floral Emblem of that Province, the trailing arbutus (*Epigaea repens* L.), more commonly known as the Mayflower. This flower was officially adopted by the Province in 1901, although as far back as 1825, it was used as a decorative motif on the front page of the "Nova Scotian" and on the buttons of the Nova Scotia Militia. The Mayflower also appeared on a series of postage stamps issued by Nova Scotia during the period 1851 to 1853.

In 1936, the purple violet (*viola cucullata*) was officially adopted by New Brunswick as the floral emblem of that province. Instrumental in the choice of this flower as the official provincial emblem were the Women's Institute, groups of school children and the Lieutenant-Governor, Col. Murray MacLaren. The stamp is in red, purple and green.

* * *

A special five-cent stamp commemorating Canada's new flag will be on sale June 30.

The stamp will show the flag on its staff against a sky of blue.

HALIFAX POLICE DEPARTMENT

By CHIEF V. W. MITCHELL

A Brief History of Canada's Oldest Constabulary

THE Halifax police can be traced directly back to 1749, when on July 17 the Governor in Council issued a proclamation to the effect "that all settlers shall assemble together tomorrow morning at the hour of 11 o'clock in separate companies with their respective overseers, and each company choose a constable."

The proclamation, dated May 6, 1749, stemmed from the King's Commission to Governor Edward Cornwallis; and less than a month after the founding of the town of Halifax, on June 21, 1749, 13 constables were appointed.

Constables of that era appeared to be very effective as there were many references made to them and their activities in the early records of what is now the City of Halifax. One in particular concerned Cst. Roger Sudden who arrested Peter Cartell for the murder of Abraham Goodside, a bosun's mate of the *Beaufort* which transported pioneers to Halifax.

In January 1751, the town and suburbs were divided into eight wards and the inhabitants were empowered to elect annually two constables. At this time the constables were not organized; however, they carried out specific duties as detailed to them by the Justices. It appeared that the Provost Marshal had some civil police authority as Court Orders were addressed to him as well as to the constables. Some of these old orders, endorsed by the Provost Marshal showed that a certain order of the Court had been carried out. This system of policing continued until 1765 when "an act for the choice of town officers and regulating townships" was passed by the House of Assembly; thereafter, constables were appointed by the Court of Quarter Sessions on recommendation of the Grand Jury.

Halifax it seemed had the first of a long series of "disorders" for on Nov. 1, 1752 the Governor in Council issued a proclamation forbidding assemblies on "Gun Powder Day to stop disorders."

Penalties, ordered by the Court, were very harsh and both male and female offenders were branded alike, on the left hand with the letter "M" for manslaughter, and "T" for theft. Although in some cases this had a deterrent effect, it served also as a means of identification should that person again appear in Court.

Halifax claims the dubious distinction of having had the first traffic case in what is now the Dominion of Canada. It occurred on Oct. 17, 1793, when George Weiss was convicted of disorderly riding in the streets, and was ordered to "pay a fine of 10 shillings or to work for four

Chief V. W. Mitchell



days on the highway, or to be sent to the House of Correction to receive ten stripes and to be discharged."

One of the duties of the 16 constables of the town of Halifax was to attend the Court of Quarter Sessions. Records indicate that a number of constables were fined for failure to appear as detailed.

By the end of 1798 constables were paid five pounds a year. At that time a crime wave of major proportions took place in the settlement, and the magistrates met on Jan. 5, 1799 and passed the following resolution: "The many recent attempts to break open houses and stores by night, and the thefts that have been actually committed, occasioning serious apprehensions in the minds of the inhabitants of Halifax, and the magistrates, wishing as much as possible to prevent so enormous an evil, have adopted the resolution of dividing the Township of Halifax into a certain number of districts or wards and that certain magistrates appointed to each will immediately pro-

ceed to take an account of the number of persons in their respective wards in order the more effectually to ascertain who the aggressors might be and to restrain their depredations for the future. Have thought proper to establish patrols to walk the streets by night so long as it is found necessary for the preservation of tranquility in the Place." They then proceeded to divide the town into nine districts, naming two, three or four magistrates to each district, according to its size.

On Aug. 17, 1799 Gentlemen Magistrates met at the Court House and agreed to patrol the streets. By this time the Grand Jury nominated persons for the office of constable from the "list of inhabitants" with or without their consent, and records mention a number of persons fined for refusing to so serve. The usual fine was two pounds.

In 1804, the House of Assembly recommended that a new Court House and police office be erected on George Street at Water. But it was not until the summer of 1815 that the building was occupied.

During the war of 1812 Halifax became overcrowded and crimes and violence were prevalent. It then became necessary to establish a militia patrol; however, by Feb. 12, 1814, the town became quiet and the patrol was discontinued. Immediately, crime increased sharply, and it became necessary to re-activate the patrol.

In 1815 an act, passed by the House of Assembly, provided for three Justices of the Peace and three constables to man the new police office which was opened that year. Two-fifths of the Spirituous Liquor Licence Fund was diverted to pay the salaries of the constables.

Two years later crime again shot upward. To combat it an elaborate system of nightly patrol was organized, and the participants were drawn from a list of 600 of the inhabitants who had volunteered for this duty.

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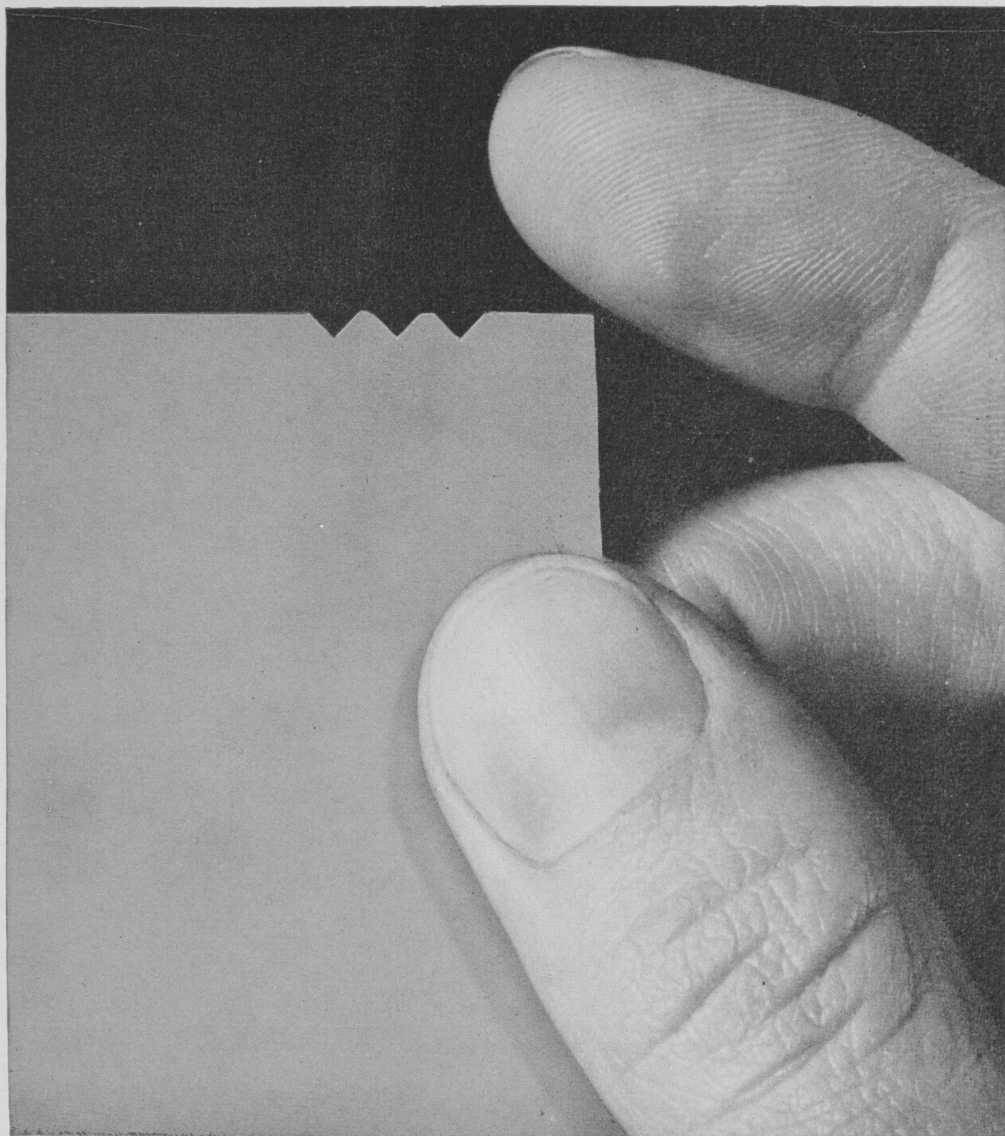
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This nightly patrol seemed to be effective as the following spring the magistrates made application to the Governor in Council for the establishment of a Night Watch for a three-month period. After this trial test, the patrol was allowed to lapse, but was soon set up on a permanent basis.

In 1829 a magistrate drew up a text entitled "Rules and Regulations for the Establishment and Governing of a Watch and Patrol in the Town of Halifax." In this were provisions for a nightly watch of 23 persons who were subject to pay a fine for non-attendance after being notified by the committees. The number one man, in charge of a patrol, was given a constable's staff (about 37 inches long) as a symbol of authority, and the number two man was given an iron rattle.

In the late summer of 1838 a riot broke out on what is now Brunswick Street. It appeared that a sailor had his money stolen in a house there, and when he complained of the theft, was badly beaten with a poker. A group of sailors and soldiers stormed the house and com-

pletely demolished the inside; they then moved on and wrecked six other houses. Again the next night, they took possession of the area, but this time a detachment of soldiers was called out and the riot was quelled. A reporter, in writing the story, said that "the hubbub was sufficient to dismay a demon."

In 1841 Halifax was incorporated as a city. The act of incorporation called for a City Marshal, listing his duties, as well as those of the constables. The latter were issued with a uniform which consisted of "one pea jacket of dark cloth with a high collar stripped with gold cord and similar ornamentation, white cloth pants and a beaver hat." Each man carried a huge staff of office painted black, bearing a coat of arms with the inevitable VR. Indeed, these constables made a striking picture in their blue, white and gold uniforms, topped with tall beaver hats.

By 1854 there were ten constables and 12 night watchmen on duty, and the City Marshal's salary was 200 pounds per annum.



A look at yesterday. The old grey mare hitched to this 1890 patrol wagon was a stand-in for the more frisky police horses that wouldn't accept such a docile role.

In the Marshal's report for 1862, he mentioned bringing the constables and night watch under one director; this was brought about on Oct. 28, 1864, when the latter force was amalgamated under Garrett Cotter as City Marshal, and Donald Fraser as Deputy Marshal. Thus the basis of the modern day police department was formed.

On Aug. 1, 1876 Halifax experienced its first bank robbery. It occurred while the staff of the Bank of Nova Scotia was outside watching the Barnum circus parade. A man of "decent appearance" approached the bank and asked the janitor's wife if he could go to the cellar and retrieve an article lost through the grating. Once inside, he proceeded upstairs into the bank proper and helped himself to \$29,571.51. Later, about ten miles from the city, two men were arrested and charged with the robbery, but were acquitted.

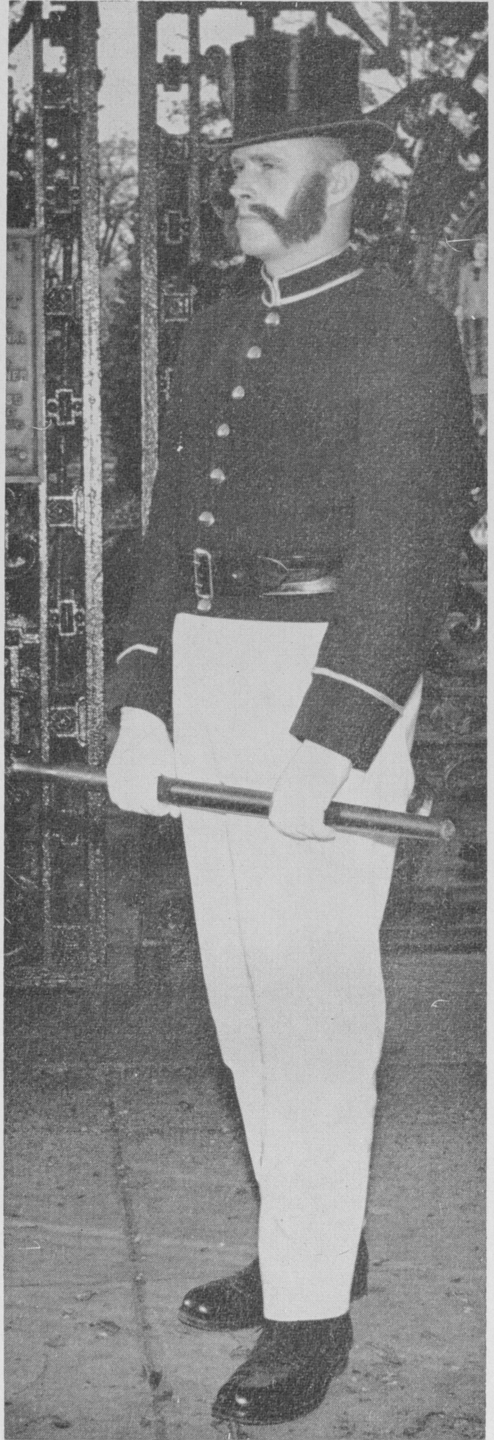
In 1893 the title City Marshal was abolished and a new one, "chief of police" was established.

Since the turn of the century the Halifax Police Department has witnessed many changes. In 1912 a motorcycle was purchased for the force, marking the first appearance of motorized equipment. The patrol system was then changed from a two to a three-shift schedule.

During both wars, Halifax had been vastly overcrowded, and the police like other departments, operated under trying conditions, with a shortage of qualified members. In each war the city was punctuated with a riot and an explosion. For example, the munition boat explosion of 1917 completely devastated the north end of the city, killing over two thousand persons and injuring as many more.

Today the Halifax Police numbers 189 members. Its official motto, "Custos Civitatis"—Guardians of the City, was taken from Plato's Republic, and has been incorporated in a new officer's hat badge.

In the early summer of 1964 a sub-committee of the Safety Committee, which governs the police department,



Elegant in style is this uniform of the Halifax police worn in the 1840s.

was set up for the purpose of co-ordinating plans for the celebration of the amalgamation of the old Ward Constables and Night Watch, which first took place one hundred years earlier.

Bright and early on Oct. 28, 1964, the police formed a mammoth parade and marched through the downtown streets. Some of the members were dressed in authentic uniforms of the 1840s, 1860s, and 1930s, and one, driving a horse-drawn wagon of the 1890s, was decked out in the uniform of that era.

That evening the City of Halifax tendered a formal dinner to the police to mark their centennial. Attending the function were the Lieutenant Governor of Nova Scotia, The Hon. H. P. MacKean, CD, QC, LL.D., the Premier of Nova Scotia, the Hon. Robert L. Stanfield, QC, and a host of other dignitaries.

During the affair His Worship The Mayor, Charles A. Vaughan, presented a bronze plaque to the Police Department on behalf of the City Council, and the Lieutenant Governor handed out police service awards to five members of the force. Air Commodore Frederick S. Carpenter, AFC, CD, gifted the police with a replica of the Royal Canadian Air Force Maritime Air Command's new badge.

The centennial celebrations displayed police equipment, both old and new, in the Police Booth at the Atlantic Winter Fair, and over forty-six thousand people viewed the exhibits.

Conscious of their historical traditions, the Halifax Police face the future with courage and confidence, a confidence based on their ability to carry out their duty as "Custos Civitatis." ● ● ●

HONOR ARCTIC SKIPPER

In honor of his exploits in Canada's Arctic, the late Supt. Henry A. Larsen has had a body of water named after him. Known as Larsen Sound, the hitherto unnamed geographical feature is bounded by Boothia Peninsula, Prince of Wales Island, Victoria Island and King William Island, in the Far North.

COVER PHOTO

Spring break-up along a northern route.

(Photo by Cpl. E. L. Burnell, Color and Motion Picture Unit, HQ Identification Branch)

W A N T E D

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PRESERVE ST. ROCH

The RCMP schooner *St. Roch*, first vessel to navigate the Northwest Passage from west to east, will be preserved as a national historic monument at a cost of \$70,000, the northern affairs department announced. The 134-foot long, two-masted vessel, built in 1928 at North Vancouver, will get a closed shelter near Vancouver's Maritime Museum.

FLYING HOLIDAY

By CPL. R. D. S. WARD

IN THIS jet age more and more people are giving serious thought to owning their own aircraft. I, for one, have succumbed to this growing trend to air travel.

With my own single-engine Cessna 170, my wife and I and our three small children set out from our home at Fort Simpson, N.W.T., to spend our summer vacation in the great "outside."

Equipped with luggage, maps, sick cups, and the usual emergency paraphernalia, we headed over the legendary Nahanni mountains toward Fort Nelson, B.C. High over lakes, rivers and bush trails, we arrived in this bustling community two hours after leaving home base.

In the air again, we passed over a pano-

rama of rugged bushland, sighting soon the Alberta town of Grande Prairie where we landed, in the rain. For the children this was a welcome break. Immediately they began to explore the waiting room and other places of interest around the airport. While I was busy refuelling and checking the weather, my wife made the acquaintance of a young lady whose husband had a brother-in-law in the RCMP. It turned out that I had attended that particular wedding. Small world!

A day and a half later the rain stopped and we took off for Edmonton. En route we stopped for refuelling, then continued eastward for Saskatoon. Tailwinds pushed our little craft, giving us a ground speed of 154 mph, much better than our normal speed of 115 mph. This

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leg of the journey had its drawbacks as two of the children became air-sick.

From Saskatoon, we headed toward Esterhazy where we planned to visit friends. En route, we flew over Watrous, Saskatchewan, and took a close look at the CBC radio tower that transmits programs heard often in the north. We arrived at Esterhazy in the early evening and closed our flight plan with Yorkton radio. Friends, Jim and Marge Lucas, picked us up and off we went to their home for dinner.

Reluctantly the next morning, we continued on our way to Brandon and Winnipeg. By this time the children proved to be good travellers. They invariably fell asleep, either from exhaustion or fright, shortly after each take-off.

Although our oldest boy is seven, he and our other children had never been to the beach. This of course is due to our living in the Far North. So, at Lake Manitoba, they found everything much to their liking as they romped in the water and on the sand with a vigor not included in the itinerary of their parents.

After a pleasant visit in Manitoba, our flying safari moved eastward toward Duluth, at the head of Lake Superior. As we passed over the lakes and bushland of southeastern Manitoba and the northern United States, we thought of how much

the country reminded us of home.

Nearing Duluth airport, we were somewhat disconcerted at what appeared to be missiles shooting into the blue. Closer examination showed them to be USAF fighters. They courteously stayed out of our way, however, as we putt-putted in for a landing. By this time, the children were quite anxious to touch ground. At the airport, we had to wait with the aircraft for the Customs Inspector. The children, on the other hand, scampered away, disappearing into the terminal building on their urgent errand, customs regulations notwithstanding.

Before long we were back in the air, following the south shore of Lake Superior as far as Marquette, where we stopped for lunch. Then high over Sault Ste. Marie, Ontario, we watched the lake boats threading their way between the narrows from Lake Huron to Lake Superior.

At the Sault there is a new modern airport located on a point of land jutting into Lake Superior. At the end of the airstrip is a sandy beach, so we parked the aircraft and went for a swim.

We left the Sault the next morning, and climbing into the warm sun, headed across the shore to Manitoulin Island, thence on to southern Ontario. At Buttenville airport, ten miles northeast of

Cessna 170



Toronto, we came in for a landing. This busy airport had recently paved its main runway, in deference no doubt to the large number of aircraft using its facilities.

We spent some time in Toronto and area, visiting my parents and friends, and taking advantage of a friend's summer cottage. A former school mate of mine, this friend installs his family at the cottage for the summer, then commutes each weekend in his amphibious aircraft. One hour of flying takes the place of three hectic hours in weekend traffic; and, after experiencing driving in Metropolitan Toronto, one is forced to agree that flying does have some merit.

All too soon we were westbound, flying over much the same route as we had before. At Ironwood, in northern Michigan, we stopped for the night. Here, two friendly airport personnel quickly refuelled and tied down our plane for the night, and made arrangements for a local motel operator to pick us up. Everyone was very friendly and determined to be of service. The motel operator enquired as to our proposed time of departure next morning, saying he would be glad to take us to the airport. I thought at first that there must be a catch, and it would show up when we paid the bill. My faith in human nature was renewed when the bill for our modern, comfortable quarters was "quite in line."

The next day, we found the same friendly hospitality when we landed to refuel at Hibbing, Minnesota. The base operator offered us his car, even though we were strangers to him. These and other little conveniences made our trip a memorable one.

After spending a week in Winnipeg, we again headed west, into the prevailing winds. As we landed in Regina our windshield was thick with crushed green grasshoppers. Later, in the beautiful new airport building, our five-year-old daughter pursued an elusive cricket which was hopping across the waiting-room floor. Being a lover of the animal

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and insect world, she eventually caught the cricket and showed it to everyone. She was delighted, as it was the first cricket she had ever seen. I'm sure everyone thought we were a strange family, never having seen a cricket before.

The next day, we headed for Medicine Hat and Calgary; then north to Edmonton, where we stopped for two days.

The last leg of the journey took us north to Fort McMurray, Fort Smith, Hay River, and finally the familiar landmark of Fort Simpson, an island at the confluence of the Liard and Mackenzie Rivers.

Altogether, we had travelled 5,500 miles, with no serious problems. The same route by car (with the exception of the 200 miles to Fort Nelson, B.C.) would have taken another 1,500 miles. Gas and oil for our trip cost just under 3½ cents a mile. Admittedly, the initial cost and upkeep of an airplane exceeds that of a car, but the overall comparison puts the airplane in a more favored position.

That is why more and more people are leaving behind the crowded traffic lanes and taking instead to the airways.

● ● ●

FAMILY TRADITION

Twenty-year-old James Nisbet Reid of Elliot Lake was sworn in as a member of the RCMP last January 7, at North Bay, Ont.

Son of ex-Sgt. J. N. Reid, and the nephew of Sgt. George Reid of "H" Division, James is a Grade XII graduate of Elliot Lake High School.

Posted to "Depot" Division for his recruit training, third class constable Reid has no delusions about the tough road that lies ahead.



J. N. Reid is officially appointed a member of the Force by Insp. H. F. Law (left), while his father, a retired veteran of the RCMP, now a Deputy Security Chief with Rio-Algom Mines, looks on. Young Reid began plotting his police career early in life as the insert attests. (Official photo was taken by Dave Palangio of the North Bay Nugget)

AN EARLY GARDEN PARTY

By ASST. COMMR. V. A. M. KEMP, CBE (RTD.)

YEARS ago, when the prairies were in process of settlement, it occasionally fell to the lot of the Mounted Police to act as host for large-scale community affairs which required grounds of fairly pretentious dimensions for their fulfilment. With no other suitable premises then available, the police barracks was the logical locale for such events. The arrangement stimulated the general esteem in which the Force was held. The practice received impetus with the outbreak of war in 1914 when fund-raising organizations came into being, thereby creating a greater demand for well-attended assemblies. Pre-eminent in such undertakings was the summer-time revelry known as "The Garden Party." This was a gala affair of widespread appeal which combined the allurements of a social function with the more blatant aspects of a fair or carnival. The latter feature was an essential when the raising of money was the main objective.

To those sponsoring the garden party, the profits realized were heartening. Attendance could prove costly. It was, for example, the accepted practice to charge for the privilege of entering the grounds even before the visitor could commence to savor the joys which lay ahead. And once on the premises, only the most niggardly could resist the blandishments of those presiding at the various booths. Here was to be found an assortment of items most of which had already been donated by the same guests who would come later to the festivities, a gesture by which one might conceivably purchase for the second time the wares presented by him for the good of the cause. Such a system of double payment could not fail to ensure the financial success of the undertaking. There were games of skill and those of chance to tempt the more sporty. All attending could enjoy the satisfaction of fraternization with friends

and acquaintances.

The Regina barracks was the most favored spot for these community enterprises. Being the training depot of the Force, there was ample manpower for essential tasks—the erecting and dismantling of booths, tents and marquees, the manoeuvring of tables, chairs and other trappings. Moreover, as a provincial capital, the city was home to a large group of eminent and presumably well-heeled citizens who could be relied upon to put in an appearance when the event got under way. They were also held at other posts.

Garden parties were not noticeably popular with the rank and file of the Force. While the need for their efforts in the discharge of tasks before and after the affair was acknowledged, rarely were these hewers of wood and drawers of water bidden to the festivities. Perhaps this was just as well—usually impoverished they could do little to swell the coffers and, had they been present, the evening stable parade would have terminated their participation in the fun and games. Relegated to what was considered a menial role and denied the exhilaration of the actual revelries, they could therefore merely gaze cynically on the proceedings from afar.

When, in 1915, word of a projected garden party in the attractive grounds of the Prince Albert post filtered through to the barrack-room, there was a manifest lack of enthusiasm despite the patriotic motives of the group which was staging the affair. The gloomy prophets in our midst foresaw a repetition of the established practices at Regina—all work and no play. Their prediction was to be proved wrong.

The Commanding Officer, Supt. W. H. Routledge, had himself served through the ranks and was well aware of the role usually allotted to the NCOs and constables. When approached by a group of

women who sought the use of the barracks grounds for a wartime money-raising project, he gave his consent but with the stipulation that all ranks be allowed to participate. As a result certain of our members were assigned to posts at one or other of the booths. A constable, blessed with a line of patter and some skill at cards, who had made a barracks-room reputation as a soothsayer, was allotted to a tent where, for a fee, he forecast the future of those coming to him for advice. For this occasion his face was blackened and his person swathed in improvised robes believed to simulate those of an Arabian sheik.

A shooting gallery was operated by two of his comrades while others took charge of the games of chance. My personal duty was to stand at the barracks gate and exact tribute from those attending. I also found myself, several days before the great event, confronted with a second responsibility, one which was to

prove a valuable addition to the proceedings.

On his arrival one morning at the Orderly Room over which I presided, Superintendent Routledge called me to his private office.

"You're pretty well acquainted around Prince Albert, corporal," he said. "Do you have any contact with either of the bands in town? I'd like to get one of them for this garden party."

"I don't know them myself, sir," I replied, "but it wouldn't be difficult to get in touch with them. Would you like me to see what I can do?"

"I wish you would," he said. "There's only one thing; hiring a band can cost a lot of money and there's no point in spending all the profits merely to get a band. Maybe if you handled it tactfully we might get them for nothing. After all, it's for the war effort."

Ten minutes and one telephone call later, I headed for the stable, saddled a horse and set out for the city.

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Prince Albert boasted two bands at this time. There was, first, the "City Band," an organization of long standing and, secondly, the "White Coal City Band," a group of more recent development and striving for a greater measure of public acknowledgement. The honor of playing at the garden party for nothing seemed indicated for this second unit; if it desired publicity, here was its chance. Its musical director was awaiting me in response to my telephone call. Outlining the purpose of my visit, I touched delicately on the subject of a gratuitous performance.

"Well, that's a thought," he said. "As you can imagine, any band on a hot afternoon needs encouragement. The boys get pretty thirsty. Do you suppose this women's outfit would go as far as to provide refreshments for them? It'd help a whole lot if you could arrange that."

"We don't need to worry then," I answered. "I think I can fix that myself without telling them about it."

"O.K. You provide the refreshments and I'll provide the band," said this understanding and patriotic soul.

I then rode over to the local brewery for a brief chat with the president. He was as knowing and generous as was the bandmaster.

"Leave it to me. I'll undertake to keep the band happy," he said. He was as good as his word as events were to show.

I reported back to the O.C. Knowing of the disciplinary provisions which prohibited the unauthorized importation of intoxicants into barracks, I needed official approval. This was readily given and I was even commended for the action I had taken.

The day of the party was sunny and very hot. All hands in barracks had labored valiantly in preparation for the event. The booths were filled with the merchandise and equipment essential to their successful operation; tables and chairs dotted the lawns. The fortune-teller, who had suffered a bad case of professional jitters under the taunts of

his comrades when they beheld his revolting disguise, headed for his tent.

My last call before assuming my duties at the barracks gate was to ensure that the arrangements for the refreshments had been adequate. In a disused barrack-room I found a scattering of chairs and small tables, stacks of glasses and four vast barrels of beer. The brewery had treated my suggestion with a lavish hand. The barrels were under the watchful eye of a fellow corporal who had received careful directions that they were not to be broached until the band had played a fair proportion of its musical offerings.

The first conveyances to arrive at the gate were our own horse-drawn wagons and democrats. As they trotted past I was impressed with the smart appearance of the bandsmen who formed their passenger-list. Their white uniforms were spick and span and their instruments bright and shiny. In short order they assembled around the flagpole, ready to make their contribution. Gradually more



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and more vehicles arrived—buggies, democrats and a few automobiles. The attendance was gratifying and the garden party was obviously destined to be a financial success.

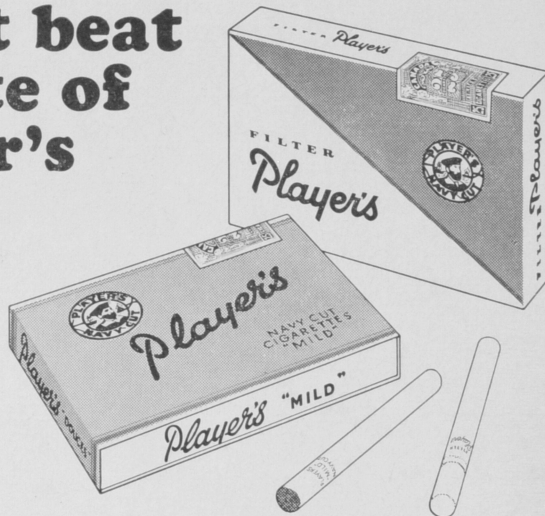
The proceedings got under way with a stirring overture. Cries of the barkers pierced the air and the barracks soon became a scene of general activity. But the contributions of the band were the crowning feature. I congratulated myself on the part I had played in the success of the function.

Within an hour of the opening I noticed that the strength of the band had been somewhat diminished; their offerings were less frequent and there appeared to be a lack of zest in the treatment of the musical themes. Surrendering my post to a comrade, I made for the improvised canteen. Here I found a large number of bandsmen seeking respite from their duties, although a few of their

number were still performing somewhat listlessly on the lawn.

I inquired the reason for this. A practical plan had been formed, I was told, whereby the band was now operating in relays. Those present in the canteen constituted the "off-duty shift" which would shortly be returning to the square. By this means their perspiring colleagues, then performing, would be relieved to come to the canteen and soothe their parched throats. With some misgivings as to a successful outcome of so resourceful a technique I returned to the barracks gate. When it became apparent that there would be no further arrivals to tax with the admission fee, I ventured again into the somewhat congested and noisy canteen. As I passed the lawn it seemed that still fewer musicians were carrying on. The final number, the National Anthem, was accomplished by approximately twenty per cent of the entire muster roll.

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This formal conclusion of the affair by no means marked the termination of all activity. True, the ladies departed, as did some of the male guests. But a number of men who had borne the heat of the booths, civilian and police alike, sought compensation for their labors by joining the gathering in the canteen. One or two returned later having first escorted their spouses home. Among these were a lawyer and a city alderman.

It was a high-spirited gathering and time passed rapidly. No one bothered with the evening meal and the barracks cook, realizing the futility of his efforts, joined the throng. Conversation was general, brightened by an occasional burst of song. My attention and that of several others was directed to a particularly noisy argument, the disputants raising their voices to a pitch which drowned out all but the most determined discussions. I went over to listen.

"I don't care what you're saying," proclaimed an elderly bandsman, "four good husky men can hold any team you've got. I mean a straight haul, no jerking into the collars."

"He's right," echoed the alderman. "Four strong men, properly dug in, can hold a team of horses. I've seen it done."

"Whaddya trying to give me?" retorted our duty teamster. "You're crazy. That team of mine will haul a dozen men, let alone four and I've got a couple of bucks to back up what I say."

"I'm not denying that," said the bandsman sticking to his point. "Everyone knows that a team of horses is *stronger* than four men. What I'm trying to make you understand is that four men can hold a team on a steady pull from a standing start, with no whipping or jumping into the harness."

"I don't get it," said a local bank manager who had stayed on after yeoman service as a spieler at the homecooking tent. "How do you get four men to hold a team? Do they hang on to the whiffle trees?"

"No," replied the alderman. "You

hitch the team to a long rope, then you pass bars, axe handles or something of the sort, through the other end and put your four men, two on each side, holding on to the handles."

"You've got the idea," went on the bandsman, encouraged by the support of this illustrious personality, "but the men are entitled to dig in and settle back. And the team must be moved ahead slowly until they take the strain. If that is done properly, the men will hold the team."

"I know what you mean," snarled the teamster, by this time thoroughly irate and the continued doubts hurled at the strength of his charges. "You've said it a dozen times and I'll say it a dozen times that no four men can hold my team whether they're dug in or 'settled back' as you put it."

"Let's settle the point here and now," suggested the bank manager. "There's lots of horses in the stable. Hook up a team and try it out."

The proposal, worthy of Solomon in one of his brighter moods, met with unanimous approval. Under the heat of the controversy and the stimulus of the beer, the issue had become one of major importance, calling for prompt decision. There was no dearth of willing hands to assist in the preparations. While the teamster set about harnessing his horses, others obtained a stout rope and two pick handles. The latter were quickly passed through splices at one end of the line and then attached to double trees already dragged into position on the main roadway. Four of the brawniest men presented themselves as candidates for the test. Removing their coats they spat on their hands and grasped the pick handles, two men to each. Obeying the commands of the bandsman who had appointed himself as their coach, they "dug themselves in."

These preliminaries were not accomplished under cover of stealth. On the contrary, bursts of ribald laughter, punctuated with jeering taunts and demands for fair play, echoed across the lawn.

Bets were placed by everyone present, the teamster wagering his last two dollars against the bandsman. Glancing toward the officers' quarters I perceived figures peering out from windows. The sergeant-major's house remained shrouded; he was presumably ignoring the uproar.

With the approved signal, the test commenced. The hefty quartette settled to their task. The teamster encouraged his horses with quiet commands—"Step up, Frank! Tony!" A well-mannered team, they gradually eased themselves into the collars. Then, finding resistance to their efforts and perhaps sensing the humiliating nature of the work, they quit cold.

At this display of docility the teamster, seeing his two-dollar wager forfeited and staggering under the scornful cries of the onlookers, grasped the end of the reins and clipped both Frank and Tony across their rumps. The team leaped forward, the rope with its pick handles hurtled through the air smiting the leading half-section of stalwarts across the thighs and dumping the entire male quartette to the ground. Only by considerable skill were the horses restrained from running headlong to the stables. From the spectators came loud cries of anguish, particularly from the pick handle men who, bruised and shaken, protested with vehemence that they had been held in ridicule.

The question on the lips of all present was the disposition of the wagers—who paid whom? No immediate solution be-

ing arrived at, it remained for the bank manager, again in his role of Solomon, to suggest a return to the canteen where existed better and less conspicuous facilities for conciliation. It was very late before peace was restored. This was accomplished by consuming the rest of the beer and declaring "all bets off." The paramount issue—which were the stronger, the men or the horses—was left up in the air. I have never seen the theory tested since and to this day I feel a measure of uncertainty on the point.

In due course the time arrived to take the musicians back to the city. The wagons and democrats rolled around and we put the band, their uniforms now somewhat sullied, aboard. The hour was very late. Having secured their services in the first place, I went along to ensure that none came to grief. Progress through the city streets at a smart trot was perhaps a little hectic, certain of the instrumentalists displaying their musical virtuosity as the cavalcade moved along. Following in the wake of the band came an assortment of vehicles returning the civilian guests to their homes.

Fifty years ago the West was accustomed to such happenings and accepted them with good grace. The band, as a unit, ceased to exist toward the end of World War I. I always think of it with deep affection. The president of the brewing company is also pleasantly remembered. ● ● ●

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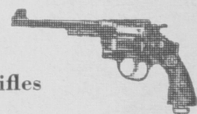


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Views on the Police

On Mar. 29, 1965, Commr. G. B. McClellan spoke to the Canadian Club in Toronto on the problems of modern policing and criticism of the Police. He was introduced by the Hon. Donald M. Fleming, Q.C., President of the Canadian Club of Toronto and Minister of Justice from Aug. 9, 1962 to Apr. 21, 1963. Reprinted here is the tribute paid to the Force by Mr. Fleming on this occasion. It is doubly welcome because as a former Minister of Justice, he had an intimate knowledge of the work of the Royal Canadian Mounted Police and its personnel.

**"When constabulary duty's to be done,
The policeman's lot is not a happy one."**

In those familiar words the lot of the policeman has been immortalized by Gilbert and Sullivan ever since the first performance of the "Pirates of Penzance" on New Year's Eve, December 31, 1879.

In a society in which the police force is an established institution it is difficult to believe that police in the modern sense date only from 1829, the year that Sir Robert Peel guided through the Parliament at Westminster legislation to create the Metropolitan Police Force for the City of London. Peel's aim was not so much to punish as to prevent crime. Nevertheless there was great opposition to the measure. Peel was denounced for attempting to introduce into England what was called "Bourbon militarism". The force was quickly dubbed "Peel's bloody gang". The slang title "Bobbies" was conferred on the new force to identify them with Sir Robert, their creator. It was not intended as a term of endearment.

Perhaps those who compose our police forces today may derive comfort from these historical reminiscences and can balance them against the current change in the attitude of the public toward the guardians of law and order. Nevertheless, anything which occasions public disrespect for our police forces, whether municipal, provincial or federal, or the withdrawal of public support from them must be viewed with the deepest concern. That there has been an erosion of public respect and public support is apparent, at least to the police forces themselves. It may be hoped that it is more apparent than real. It may be also that the erosion has not gone as far in Canada as it has in some other countries, particularly the United States. Be that as it may, the fact of erosion cannot be ignored.

Perhaps the police have become too far identified today with the enforcement of a multitude of irritating laws respecting traffic, social conduct, and other minute details of an increasingly complex society. Perhaps men holding public office have failed in their responsibilities toward our police forces. Perhaps the public has grown cynical and indifferent or timid. Whatever the cause may be the fact remains that the task of the police becomes more and more difficult, dangerous and demanding in confronting highly organized crime, and they need public support if they are to succeed.

There is no perfect police force, and there probably never will be. Nevertheless, we in Canada have reason to be proud of and grateful to those fine men and officers in all our forces who are the faithful protectors of society. For myself I will say that during the year that I was Minister of Justice I was intensely proud to be the Minister responsible for the Royal Canadian Mounted Police. My natural pride as a Canadian in the Force grew in intimate and daily contact with the senior officers and men of other ranks in the Force. They command my full respect and confidence and my admiration alike for their devotion to duty and their high abilities.

The North-West Mounted Police of Canada was born in 1873 after the Red River rebellion. Their patrols tamed the West. If Canada was spared the horrors of the Indian wars of United States' history we can thank the brave and incorruptible men of this uniquely Canadian Force who carried law and order throughout the Prairies and the Territories, and who made the scarlet tunic the emblem of a Queen who ruled in incorruptible and certain justice.

But the mounted force of the North-West Mounted Police has given way long since to the renowned Royal Canadian Mounted Police engaged in its far more diversified duties in all parts of Canada. The scarlet tunic remains — I hope it always will — and it is still the untarnished emblem of the Queen's incorruptible and certain justice.

The fame of the Force has been carried to the ends of the earth. It has brought glory and credit to Canada. In the parade following the Coronation of our Queen in 1953, of all the proud and resplendent units taking part, it was the detachment of the Royal Canadian Mounted Police which drew the loudest cheers from the throngs on the streets of old London.

STEEL RAILS AND SCARLET TUNICS

By S/SGT. F. M. KERR, B.A., B.Sc., M.Sc.

IT WOULD be presumptuous to infer that the Canadian Pacific Railway would never have been built had it not been for the presence and assistance of the North-West Mounted Police. Doubtless, had the necessity existed, the militia could have provided sufficient protection to enable construction to be completed. Massive military protection had in fact been so employed during the construction of the Union Pacific railroad, south of the border. Such, however, was the regard and respect earned by the NWMP since its inception a scant few years previous to the incorporation of the CPR in 1881 and its construction westward, that an actual handful of men was able to provide all the protection and assistance required by that enormous undertaking and to do it while performing the multitude of other duties for which the Force was originally constituted.

The NWMP, following its statutory conception on May 23, 1873, made its first appearance on the western scene at Fort Garry, Manitoba at which spot the first contingent wintered. Following a rendezvous with the second larger contingent, in June 1874, the famous "March West" commenced and by 1876 numerous detachments had been established throughout the west extending well into the foothills of the Rockies and as far north as Fort Saskatchewan.

During this same period the well-known engineer, Sanford Fleming, had been supervising the preliminary surveys across the breadth of Canada which were to select the most feasible and suitable route for a transcontinental railway. His report was presented to the Government in final form in 1877. That is not to suggest that railroading was unknown in the Canadian west at that time. Far from it. In 1877, for instance, Lord and Lady Dufferin had driven in the first two spikes of what was eventually to be known as the Emerson Branch which ran from

East Selkirk down to the international boundary east of the Red River and linked up to the American lines. As a result of political pressures and considerable agitation from the province of British Columbia, a certain minimal amount of railway construction was grudgingly undertaken by several successive Federal Governments. From Selkirk rail-laying was begun toward Thunder Bay on Lake Superior. Certain contracts were let, covering bits and pieces in the mountains as well, resulting eventually in rail from Port Moody, B.C. to Kamloops. In 1880 a concerted effort by the Government of John A. Macdonald and certain business interests resulted in a contract which became a Dominion Statute in February 1881 and formally instituted the CPR as the transcontinental railway builder which would link British Columbia to Eastern Canada in fulfilment of the "Union Agreement" of 1871. George Stephen was the first president of the Company and a few months later W. C. Van Horne became General Manager (and the second president some 7 or 8 years later).

An energetic start was made on the new line and great (and in some instances phenomenal) progress was made. Van Horne promised to build 500 miles of railroad in 1883 and made good on his fantastic promise. Such rapid progress was not without problems, naturally, and the human element was not the least of these. On the one hand there was the mischievous and frequently obstreperous Indians and on the other, the malcontent and lawless fringe who habitually associate themselves with such large enterprises. The whisky sellers, the fallen women, the gamblers and cheats, the drunkards, thieves and confidence men flocked westward in order to partake in the spoils.

To meet and cope with this onslaught, some 300 men (at first) were arranged in



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dribs and drabs across some thousand miles of largely trackless prairie across which communication was painfully slow and accomplished principally by horse, and as time went by the odd few miles of telegraph wire. Heroic measures were adopted by the Force to facilitate railway construction, resulting in mobile or semi-permanent detachments being created along the right of way at strategic points in order to better supervise the construction gangs and the roving bands of Indians who frequently tormented the naive construction camps, and by their presence instilled needless fear in the minds of the construction men, who had no experience with the redskins. In such circumstances every little provocation became a major incident and the redcoats were kept busy handling a multitude of occurrences ranging from petty thievery to murder. A necessary increase in strength resulted in 557 men being on the paylists by the end of 1884. By December 1885 some 1039 men were on the strength of the Force.

All the old records make fascinating reading—there are, however, several incidents which are noteworthy and in fact have been reported more or less accurately elsewhere. One such incident involved Chief Frontman. In the words of Superintendent Shurtliff:

"On the 7th inst. Mr. La France, a railway contractor who was cutting ties in the neighborhood of Maple Creek, came to me and complained that a body of Indians, under Frontman, had visited his camp and forbidden them to cut any more timber, saying that it was the property of the Indians, and that they also demanded provisions from them. Mr. La France and his men being thoroughly frightened, at once left the bush and repaired to the police outpost at Maple Creek and claimed protection.

"On hearing Mr. La France's complaint, I sent for Frontman and explained that it was a very serious mat-



This CPR photo was taken the same day (Nov. 7, 1885) that the last spike was officially driven at Craigellachie, B.C. Here a group of workmen, along with two NWMP, have their own "last spike" ceremony at Donald, B.C.

ter to interfere with any men working in connection with the railway, and convinced him that it would not be well for him or any other Indian to do anything having a tendency to obstruct the progress of the road."

In April 1885 a labor dispute arose at Beaver (in the Selkirks). Wrote Inspector Steele:

"About the first day of April, owing to their wages being in arrears, 1200 of the workmen employed on the line struck, where the end of the track then was, and informed the manager of construction that unless paid up in full at once, and more regularly in future, they would do no more work. They also openly stated their intention of committing acts of violence upon the staff of the road, and to destroy property. I received a deputation of the ring leaders, and assured them that if they committed any act of violence, and were not orderly, in the strictest sense of the word I would inflict upon the offenders the severest punishment the law would allow me. They saw the manager of construction, who promised to accede to their demands, as far as lay in his power, if they would return to their camps, their board

would not cost them anything in the meantime. Some were satisfied with this, and several hundred returned to their camps. The remainder stayed at the Beaver (where there was a population of 700 loose characters), ostensibly waiting for their money. They were apparently very quiet, but one morning word was brought to me that some of them were ordering the bricklayers to quit work, teamsters freighting supplies to leave their teams, and bridge men to leave their work. I sent detachments of police to the points threatened, leaving only two men to take charge of the prisoners at my post. I instructed the men in charge of the detachments to use the very severest measures to prevent a cessation of the work of construction.

"On the same afternoon Constable Kerr, having occasion to go to the town, saw a contractor named Behan, a well-known desperado (supposed to be in sympathy with the strike), drunk and disorderly, and attempted to arrest him. The constable was immediately attacked by a large crowd of strikers and roughs, thrown down and ultimately driven off. He returned to barracks, and on the return of Sergeant Fury, with a party of

three men from the end of the track, that non-commissioned officer went with two men to arrest the offending contractor, whom they found in a saloon in the midst of a gang of drunken companions. The two constables took hold of him and brought him out, but a crowd of men, about 200 strong, and all armed, rescued him, in spite of the most resolute conduct on the part of the police. The congregated strikers aided in the rescue, and threatened the constables if they persisted in their efforts.

"As the sergeant did not desire to use his pistol, except in the most dire necessity, he came to me (I was on a sick bed at the time) and asked for orders. I directed him to go and seize the offender, and shoot any of the crowd who would interfere. He returned, arrested the man, but had to shoot one of the rioters through the shoulder before the crowd would stand back. I then requested Mr. Johnston, J.P., to explain the Riot Act to

the mob and inform them that I would use the strongest measures to prevent any recurrence of the trouble. I had all the men who resisted the police, or aided Behan, arrested the next morning, and fined them together with him, \$100 each or six months hard labor.

"The strike collapsed next day. The roughs, having had a severe lesson, were quiet. The conduct of the police during this trying occasion was all that could be desired. There were only five at the Beaver at this time and they faced the powerful mob of armed men with as much resolution as if backed by hundreds.

"On the 7th day of April, the laborers had all been paid, and I forthwith proceeded to Calgary, leaving the men in charge of Sergeant Fury until everything was perfectly satisfactory."

On another somewhat similar occasion, the Force was called upon to provide protection to the property of the CPR

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during a strike of engineers and firemen at Moose Jaw in December 1883. On solicitation by the Divisional Superintendent of the CPR, Colonel Irvine despatched two officers and thirty-five men who proceeded to Moose Jaw on a special train provided by the CPR. Arriving there they so employed themselves as to quite effectively prevent any serious damage to the rolling stock or trackage of the company. In addition they provided escorts to the mails and passenger trains. A detachment of men was also sent from Moose Jaw to Broadview, the eastern end of the same railway division, to undertake the same duties at that spot. Prior to their arrival, several acts of sabotage had occurred, including an instance where a valve yoke had been removed from an engine. In another case it was found that during the night one engine had had its throttle opened while the valve gear was in full forward. Had sufficient steam remained in the boiler serious damage could have been done to the round house. At the same locality it was found that another engine had had its water feed line plugged with waste, a procedure which could lead to disastrous results. Under police protection such actions were effectively terminated and in the words of Inspector Deane, "As a result, the engines were uninjured and the Company's property generally protected."

Because of this and similar incidents the Commissioner was moved to write in his annual report:

"It can be readily understood how largely our police work has been added to during the construction of the Canadian Pacific Railway. As the work neared the eastern boundary of the territories, the trouble then feared may be classified as follows: Annoyance and possible attack on working parties by Indians; difficulty of maintaining law and order among the thousands of rough navvies employed, and the prevention of whisky being traded in their midst and at all points of importance along the line.

"Fortunately, the Indians were so kept in subjection that no opposition of any moment was encountered from them.

"As originally expected, numerous and continued efforts were made to smuggle in whisky, at almost all points along the construction line. This taxed our resources and vigilance to the utmost. It is, however, most satisfactory to know that our labors were successful.

"I know of no such enterprise being carried on throughout a new country without, to a great extent, law being set at defiance and a certain amount of demoralization existing. This appears to have been the opinion of the general manager, W. C. Van Horne. Coming from a man of his varied experience, such an opinion must carry weight. Last year in writing to me on the subject, he said:

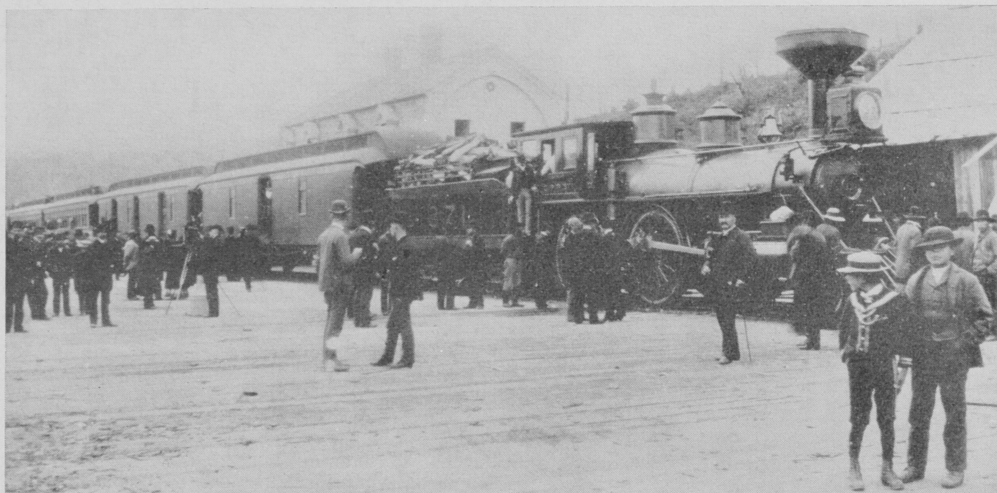
'Our work of construction for the year 1882 has just closed, and I cannot permit the occasion to pass without acknowledging the obligations of the Company to the North-West Mounted Police, whose zeal and industry in preventing traffic in liquor and preserving order along the line under construction has contributed so much to the successful prosecution of the work.

'Indeed, without the assistance of the officers and men of the splendid force under your command, it would have been impossible to have accomplished as much work as we did. On no great work, within my knowledge, where so many men have been employed, has such perfect order prevailed.

'On behalf of the Company, and of all their officers, I wish to return thanks, and to acknowledge particularly our obligations to yourself and Major Walsh.'

In the same annual report (1883) the Commissioner included the text of a letter he had received from J. M. Egan, General Superintendent of the CPR western division, dated Winnipeg, Dec. 31, 1883:

"Gratitude would be wanting did the present year close without my conveying, on behalf of the Canadian Pacific



This CPR photo shows the arrival of the first through passenger train (wood-burning 4-4-0 #371) at British Columbia, July 4, 1886.

Railway Company to you and those under your charge, most sincere thanks for the manner in which their several duties in connection with the railway have been attended to during the past season.

"Prompt obedience to your orders, faithful carrying out of your instructions, contribute in no small degree, to

the rapid construction of the line and the services of your men during recent trouble among a certain class of our employees, prevented destruction to property, and preserved obedience to law and order in a manner highly commendable. Justice has been meted out to them without fear or favor and I have yet to

Taken about 1908, this scene is reportedly near Amulet, Sask., during construction of the CPR branch line. Since the "pillbox" was not worn after 1901, the individual on the right is probably specially posed. (Anyone recognizing this incident is invited to write the author or editor.)



hear any person, who respects same, say ought against your command.”

In the same vein although more directly concerned with a somewhat later incident, the Riel Rebellion, the Commissioner included in his 1885 annual report a letter from Mr. Galt, manager of the North-West Coal and Navigation Company. This letter, dated Aug. 17, 1885, Lethbridge, NWT, was addressed to Major John Cotton, commanding the NWMP post at Fort Macleod. It read: “As this company’s railway is now approaching completion, I wish to bear testimony to the assistance rendered by yourself and your command during its construction. The presence of your men among our workmen along the line during the late rebellion inspired them with confidence without which it might have been a difficult matter to have kept them at their work.

“I have also to thank you for your prompt action in sending men when required to this neighborhood, their presence being a guarantee that good order will be preserved, and that horse stealing will not be tolerated.”

As these testimonials so adequately prove—the presence and actions of the Force was of material benefit to the construction of these railways during a period of tumult in the unsettled west. During this same period the men of the NWMP were also charged with the responsibility of conducting the mails being transported by the CPR. For instance, three constables from Regina performed the duty between Moose Jaw and Medicine Hat. Two from the Maple Creek division then safeguarded the mail to Calgary and two constables from Calgary division took it from there to Laggan. These men were all sworn officials of the Postal Department and conducted these affairs to the complete satisfaction of that department as well as the Commissioner, as he mentions in his annual report of 1884.

Other, in some cases quasi-humorous, incidents occurred from time to time, among which are noted the exploit of Chief Pie-a-Pot. This worthy decided to test the mettle of the Government (or so it must be surmised) and forthwith set up camp smack-dab in line with the surveyed right of way of the CPR during the earlier stage of construction in Manitoba. This resulted in something of an *impasse*, as might be expected. After all what does one do with a truculent Indian chief, especially with “Custer’s last stand” still fresh in the mind? The chief’s braves cavorting around on their ponies brandishing firearms and, no doubt, the odd crock of firewater, did little to allay the qualms of the engineers and surveyors who built up to the chief’s tent which stood squarely in the right of way and then withdrew to a discreet distance. The chief had naturally enough refused to move when politely asked so word was sent to the nearest detachment.

The total strength of the detachment (a sergeant and a constable) proceeded en masse to the railhead and firmly but politely instructed the chief to move. He again refused and his braves really whooped it up at this show of defiance. The sergeant pulled out his watch with some ostentation and consulting it gravely, informed the chief he had ten minutes to get going. The next ten minutes were probably the most nerve wracking that that sergeant and constable ever spent and they probably remembered them for a long time. In any event the chief did not move so the sergeant at the end of ten minutes swiftly kicked down the chief’s tent along with some others, and ordered the Indians to move on their way. Strangely enough—they went. Perhaps they were impressed by the audacity of these two redcoats, as the Indians always held courage in high regard.



IMAGE OF A POLICEMAN

Speech given by Magistrate S. V. Legg, of Edmonton, at the Alberta Police Golf Association's annual banquet.

FIRST of all, I am flattered that your Association has seen fit to invite me to attend your banquet, especially after having had the pleasure of accepting your hospitality some two years ago on a similar occasion.

As mentioned also on that occasion, I am particularly flattered because I am a "non-golfer". I recall, too, making the mistake of saying, when referring to "All-Star Golf", that I did my golfing on a chesterfield. This was apparently misinterpreted (as it was again tonight), because of the embarrassing snicker.

I acknowledged, however, that while I may be a non-golfer, I am far from being a "non-goofy" as many of you well know who have had the misfortune to appear in my court. If "goofing" was golfing, I'd be Stan Leonard.

However, I am not going to talk to a group of "under par" golfers about golfing—I know better than that. I am, however, going to talk to you about policemen, and particularly policemen as seen through the eyes of a magistrate.

Lest there be some qualms about what I am about to say, I should perhaps make it clear that I am not representing *The Journal* or *The Edmontonian* or any similar publication. This is not a criticism or a mud-throwing session. If anything, I think you will find that it is somewhat to the contrary and while it may not reflect the thinking of all magistrates, I would like you to know that I am sincere and genuine in what I have to say.

You might well ask, "Why has he chosen this occasion to talk to policemen about policemen?" and I think you would be justified in so wondering. The fact is that if you stop to consider the number of occasions when a magistrate can express his personal feelings, you will find that they are limited. This, I feel, is one time I can talk freely.

How then do I see this alleged beater

of innocent prisoners; this alleged persecutor of decent citizens, and this alleged lawful liar?

In a somewhat different light, I might say.

Who does the average citizen first think of when he parks his car and can't remember where he left it, or when there is a noisy party upstairs, or when his daughter has not come home at the appointed time, or when his neighbor's dog barks or any number of little annoyances resulting from the complex life we lead? The police, naturally! Who does he call when one of the members of his family barricades himself in the family home and bounces 30-30 rounds at anything that moves? It certainly isn't the clergy. No, it's the police! Yet, who is the first person to complain when he feels that the police have been delinquent in their duty over some trivial matter? Of course, it is John Q. Public.

In my opinion the fact that these people receive any assistance from the police speaks well for the forces.

However, this is only a small facet of the policeman I see.

I see a man who, under normal circumstances and even at times under rather difficult circumstances, extends common courtesy to everyone, and yet is firm and authoritative. And this is so even though John Q. Public becomes abusive or profane, and whether it be a matter of a traffic violation or an arrest on an indictable offence. Further, it is so whether he is answering rather impudent questions of defence counsel or the aggravating questions of the court. In my experience I have seen a policeman withstand the scathing attack of defence counsel with a coolness and politeness that leaves me envious, and it is this that builds in me the highest admiration for him and the firm conviction that he is telling the truth. On the other hand, it has exasperated the defence counsel.

I see a man who, when the occasion is proper, has a good sense of humor. He can laugh with others when something comical happens on the street or in the courtroom. He can smile when answering a pretty lady; but, on the other hand he is not the wisecracking joker we see on television.

I see a man who is as much a career diplomat as Canada's representative to the United Nations. He can step into and handle rather difficult situations without creating ill-will or hostility. This is no mean trick, particularly today when there is so much animosity directed toward persons in authority.

Further, I see a man who has the capabilities of firmness in his dealings with the public without using undue force or restraint and without fuss or bother, and is able to keep control of possible trouble situations. In fact, situations which, but for his presence and his coolness and firmness, would become explosive.

Along similar lines, I see a man who is calm in emergencies and in danger—a man who can disregard mangled bodies and screaming women—who knows why he is there and goes about his duties despite morbid distractions and despite public sentiment; despite criticism and, on some occasions, even opposition; a man who, because of his calmness and efficiency, becomes a tower of strength and a giant in stature in the eyes of any thinking citizen.

Perhaps the greatest asset this man I see possesses is his ability to restrain himself in the face of hostility, to be reasonable and to realize the danger of being overbearing. I have observed this hundreds of times in a courtroom and have observed it to a lesser degree on the street. I have often wondered if I were in the same position as the policeman, whether I could restrain myself as well as he does. I expect not. I am sure that there is not a policeman anywhere who has not had

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his patience, ingenuity, fortitude and even his faith in human nature put to a severe test while carrying out his sworn duty.

The man I see has the happy faculty of being able to combine common sense with common courtesy and after all, what higher attributes can be found in anyone?

Further, I see a man who can tell the court in a clear and concise form what happened in a given situation; who can relate these aspects of the case that support the charge, and who can bring to attention other particulars that favor the accused. This virtue is priceless in a witness and more often strengthens rather than weakens the case for the crown.

This man I see is also a human being and, like all human beings, is capable of making mistakes. For this he should not be criticized; for, in my opinion, anyone who is perfect is open to suspicion and should be carefully scrutinized.

The unfortunate part is that if a policeman makes a mistake or errs, the mistake, error or omission seems to be a serious one, particularly in the courtroom where it seems to be of monstrous proportions. But, in fact, is it so great? I think not. It only seems great because the success of the prosecution may stand or fall on it. But, if such is the case, is this not justice in the purest form? Is this not what is intended by our adversary system of trials? I am sure that it is.

If it is a stupid mistake, then the policeman may well suffer remorse from his own conscience, but I am sure that at

least he has left the court with the additional knowledge and experience which will prevent a recurrence in the future.

I have tried to put into words, perhaps not too successfully, the policeman I see in the courtroom. Undoubtedly, there is much more to him than I have been able to glean from listening to him in court; but I am convinced that I have sufficient knowledge of him to speak with some authority. My only regret is that John Q. Public does not see him under the same circumstances as I do. If he did, I am sure that he too would arrive at the same conclusions.

While I cannot always commend a policeman for a job "well-done", I want to assure you that his work has not gone unnoticed by me. I have mentioned that he may have erred or made a mistake, but after all, this is a matter of opinion as to whether he or the court erred; and, take it from me, the courts, including my own, do err. Coming back to what I said originally, I have long accepted the proposition that while it is desirable to be perfect, I work on the principle, "How seldom can I goof?"

And so, gentlemen, this is what a policeman looks like to me. I know that I am not alone in seeing the image already described. However, as said many times before, "a policeman's lot is not an easy one." But have heart, for while my views will not put money in your pockets or stripes on your arms, I for one appreciate the work done by the police. And I am honored to be associated with you as one of your magistrates. ●●●

A BOY'S VIEW

During President Johnson's recent visit to Vancouver, an RCMP sergeant was detailed to accompany the head of state in the presidential limousine.

At one of the impromptu stops along the route, the President mingled with the crowd, shaking hands all around. While doing so, he noticed a little boy whispering to his mother.

The President pressed closer to the youngster. "Do you want to shake my hand?" he asked, smiling.

The little boy grinned impishly. "No, sir," he replied. "I want to shake the Mountie's hand."

Driver Improvement School

TRAFFIC accidents are on the rise in British Columbia, and a program has been launched by the Royal Canadian Navy at HMCS *Naden* in an effort to reverse the trend, at least among service personnel.

A course in driver education has been underway at the big Esquimalt naval base for the past year, and while results are not yet conclusive, officials are hopeful that the instruction will make the area's sailors better, safer motorists as a contribution to the efforts of police, the B.C. Automobile Association and other civilian agencies to make British Columbia "traffic safety conscious."

Not that navy men are bad drivers. They are no worse and no better than the average man or woman who gets behind the wheel of the family car every day of the week to go shopping, conduct business, or take to the highways and byways to enjoy the magnificent scenery and recreational facilities of the province. Nevertheless, the naval base has its share of those drivers who adopt the all but

universal attitude: "I'm a better than average driver . . . it's always the other fellow who makes mistakes."

The organizer and chief instructor of the navy's driver education program, Chief Petty Officer Jack K. Slater, says that most people who adopt this attitude have two strikes against them. They're probably wrong in the first place, and secondly, the overconfident driver is just the one whose mental attitude is going to lead him into traffic trouble sooner or later.

Chief Slater, who frankly admits that he was one of these supremely confident drivers himself not too many years ago, says that in this day and age of more and more, and faster and faster cars on the road, confidence behind the wheel is fine, provided it is coupled with a thorough knowledge of traffic regulations, good judgment and common sense, and the realization that it isn't always the "other fellow" who might make a mistake.

Chief Slater quotes statistics of the American Automobile Association, which

Chief Petty Officer Slater points out a traffic situation to Able Seaman J. A. Colodychuk of Fort Saskatchewan, Alta.

(Nat. Def. Photo)



say that the average motorist drives 10,000 miles a year, and makes approximately 25,000 driving mistakes during that time, an average of one error every two and one-half miles. Each of these small mistakes, says the AAA, can and in far too many cases does lead to a serious and even fatal traffic accident.

Yes, say you, but those statistics are based on the record of motorists in the United States, a country with ten times Canada's population and millions more motorists than there are in this country. In matter of fact, says Chief Slater, the record of Canadian motorists is actually worse. The cost of traffic accidents in the United States in 1963 was six billion dollars. In Canada during 1963, traffic accidents cost motorists three billion dollars, just half the figure established by a country with many times the number of cars on the road.

With these grim figures in mind, the Navy has set out to convince its own personnel that every effort they make to become better drivers will be a small but significant contribution to the general welfare of the community. There are over 5,000 naval personnel in British Columbia, the majority of them in the Victoria area. Most of these officers and men are licenced drivers, as are a large percentage of their wives and members of their families. If the sailors become better motorists, the improvement will likely spread to their families, and the contribution to traffic safety will become even more significant.

Automobile insurance rates in Canada are going to go up in 1965, due mainly to the bad driving record of Canadian motorists during the past few years.

The Navy is not happy about the number of its men who wind up in traffic court due to one reason or another, and it's even less pleased with the amount of money naval personnel pay in fines on conviction in the courts.

Last year, there were 168 naval personnel convicted of traffic violations in Greater Victoria alone, and they had paid

more than 12,000 dollars in fines up to the end of last August. In 1963, fines totalled \$15,800, and in 1962 the figure reached a staggering \$20,000.

The statistics are equally as discouraging in fatalities and injuries. Taking 1961 as an example, 13 RCN officers and men were killed as a result of traffic accidents across Canada, and 176 were injured.

The object of the course at *Naden* according to CPO Slater, is to cut down on the number of traffic accidents and the number of court convictions involving naval personnel.

The course is not compulsory, but each ship and unit on the base has co-operated by making a few men available when time permits to take the two-day course. So far, 420 people have taken the course, and it is hoped that all personnel will eventually pass through the school.

CPO Slater says most graduates agree that the course does a lot of good because their habitual driving errors are brought home to them. There is the odd one, however, says the chief, that all the instruction in the world won't help because of attitude. Only a traffic accident which he causes will bring the facts of life home to him.

Chief Slater does have some graduates of whom he is justly proud, however. One young sailor, who mercifully shall remain nameless, was the unproud possessor of 17 traffic convictions, gathered over the past two or three years. The fines had made a serious dint in his wallet, as hardly a pay day went by without some of it going to the court. Since taking the driver education course, this young man hasn't been in traffic trouble. He is among the first to admit that he'd been to blame in the past due solely to incompetent driving.

Chief Petty Officer Slater is well qualified to conduct the driver education course in *Naden*. He has undergone driver education courses at the University of Washington and has taken a traffic control course offered by the Royal Canadian Mounted Police.

The university course was designed by Professor Amos Neyhart, who first taught driver education in State College High School in Pennsylvania in 1934. Professor Neyhart is known as the grandfather of Driver Education in the United States, and has won numerous national awards and honors for his efforts.

Chief Petty Officer Slater, who hails from Calgary, Alta., has been in the Navy

for 26 years. He describes his present work as probably the most interesting and rewarding of all the assignments he's had in his naval career. It is Chief Slater's fervent hope that the efforts of his school will result in a high traffic safety record among one segment of the population, and thereby help to reduce the tragic trend of highway mayhem for which only ourselves are to blame. ● ● ●

YOU CAN START A STOPPED HEART

THE method is simple. You—anyone—can give emergency treatment for heart stoppage. Read this! It may help you to save someone's life.

It could happen to you at any time. You see someone fall, his heart stopped, the victim of a heart attack, or an electric shock, or other accident. There's a good chance you can get his heart beating again if you act promptly. Do you know what to do?

An amazing simple way to restart a stopped heart has been developed by doctors at Johns Hopkins Medical School in Baltimore. It is a method which will often eliminate the need for the radical open-chest operation and heart massage which only a surgeon can perform. Anyone can learn this resuscitation system—and the only equipment you need is your hands.

The method can be used three to five minutes after the heart has stopped, but time is of the essence. There are just three simple steps to learn:

1. Make sure the victim's heart has definitely stopped and that he has not swallowed his tongue. If anyone else is available, have him begin mouth-to-mouth

breathing. It is important that the victim should be lying flat on a hard surface.

2. Kneel beside victim and place heel of one hand about two inches from the bottom of his chest plate; place the other hand on top of it.

3. Now push down, using your full body weight. Don't be afraid of pushing hard, for the ribs can bend at least two inches towards the spine. Ease up and press down again, establishing a rhythm that approximates the 60-a-minute pulse rate. The external pressure causes compression of the heart. This will force blood, oxygenated by artificial respiration, to flow to the central nervous system. In 11 months of use, over 40 lives have been saved by Baltimore doctors and firemen using this method. Doctors have had 100 per cent success using the method on persons whose hearts have stopped during operations.

Oddly enough, the technique has been used for years to revive animals, but until recently doctors were simply afraid to apply much pressure to the human chest.

So memorize these simple steps; they could help you save a life.

(From New Zealand Police Journal)

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NEW POLICE TRANSPORT SYSTEM

By SGT. S. J. G. KIRBY

IT is not easy to keep a good story to oneself, especially if it contains a few chuckles. That then is my reason for telling this little gem.

It happened many years ago when the headquarters of "G" Division was in Edmonton. The characters involved have now gone to pension, except one: S/Sgt. Major James Robinson.

In the January 1934 issue of the *RCMP Quarterly* there appeared a cartoon by Harry Taylor depicting the arrival of the Christmas mail at a northern outpost. A copy of this eventually arrived at Fort Reliance where Csts. Jim Robinson and Leslie Fyfe were then stationed. This cartoon appealed in no small fashion to these "guardians of the right". In fact, it tickled them so much that when, some time later, they found a dead and frozen caribou near their detachment, they decided to produce their own "living" cartoon. With the help of sturdy poles, the dead caribou was propped up in a standing position. Behind it the artistic constables placed a Yukon sleigh and, with the aid of bed roll straps formed a harness. To record the occasion for this "historic" moment, photographs were taken. The story might have ended there except that during the long winter months nothing was stirring at Fort Reliance but a rather fertile Irish imagination.

A report, prepared for the attention of division headquarters found its way to Edmonton. Long and detailed, it dealt in great length on winter transportation in the north, pointing out the difficulties of carrying sufficient food for dog teams on prolonged patrols and the time involved in looking after dogs in the summer.

The report went on to say that in Finland the problem had been overcome by the Laps in their use of reindeer, and that since the nearest approach to this

animal in Canada was the caribou, the men at Fort Reliance had gone to work on one. This type of animal, it was suggested, would be of great value since the winter patrols would only have to carry food for the men as the caribou could forage during the evenings; at night, if the teams were properly selected, a supply of fresh milk would be available for the tea. Furthermore, in the case of direst necessity caribou meat was a more palatable diet than dog flesh.

"G" Division, it seemed, liked the idea and were now engaged in the big caribou hunt, as shown in the supporting photographs sent with the report. However, they wished one or two points cleared up.

In their memorandum to Insp. B. B. Curry, O.C. Fort Smith Sub-Division, they requested further information and trusted that the Wild Life Branch of the Department of Northern Affairs would have no regulations that would interfere with further experimentation and capturing and breeding the caribou. Unfortunately for the members at Fort Reliance, the Sub-Division O.C. was a little wiser in the ways of the North and a sudden visit to that detachment from Sgt. Frank Cook made them aware of this fact.

Sergeant Cook, with traditional NCO diplomacy, observed that since these two men were most versed in "bull", they might wish for immediate transfers to Regina, a place where the last mentioned animal was conspicuous by its absence, but whose place was taken by multitudinous horses which were well fed and required continuous attention by volunteers with the usual stable implements. The idea was most repugnant to the members concerned and no further caribou suffered a similar fate, at least not publicly.

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IN DEFENCE OF THE RCMP

Many times recently the press has reported most unfavourable comments about the Royal Canadian Mounted Police. I have the distinct feeling that the reporters concerned have elected to remove texts from context in order to make what were probably remarks made in momentary irritation by overworked Magistrates, into something that sounds like momentous accusations of inefficiency and indeed, dishonesty on the part of the members of the Force.

I can truthfully say that in my nearly 15 years of practice, I have devoted my entire career to courtroom law. I do not think there is another lawyer in the province of equal time at the Bar who has been in Court more often than I. I am in County Magistrate's Court almost every day. I travel all over the province of New Brunswick and have appeared in every County Magistrate's Court with the exception of two.

I am a Defence Lawyer and have defended every type of charge from illegal parking to murder. Hardly ever does a working day go by that I do not find myself in opposition to one or more members of the RCMP. Although I am not known for the suavity of my cross-examination and at times become quite vehement, I am merely doing what I be-

lieve to be my job.

I can assure you, however, that in my experience I have found the vast majority of the members of the Force to be persons of high intelligence, good decorum, and — which is most important of all — complete and absolute integrity.

Unfortunately the Force has no Public Relations Department and because of the very nature of its duties cannot possibly reply to adverse criticism. As descendants of Adam and Eve, we are all very prone (myself included) to say and believe all that is critical of our fellow men, especially those in authority.

I am sure, for example, that a good many members of the Force have no use for me whatsoever and believe that I feel the same way in turn. Nothing could be further from the truth. It is my honest belief that we in Canada are indeed fortunate to have a National Police Force of such extremely high calibre and as a Defence Lawyer who loses most of his cases in which the RCMP are involved as witnesses. I can truthfully say that I am proud of each and every one of them and thank the Good Lord that they are men such as they are.

—James D. Harper,
Fredericton, N.B.

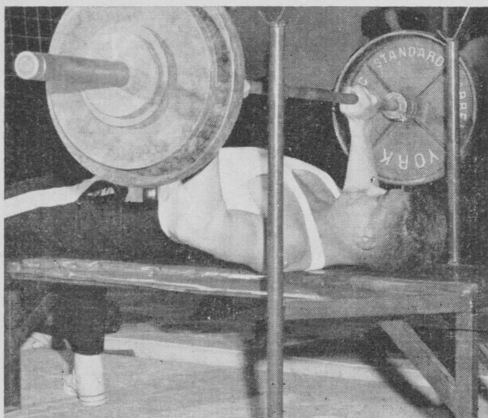
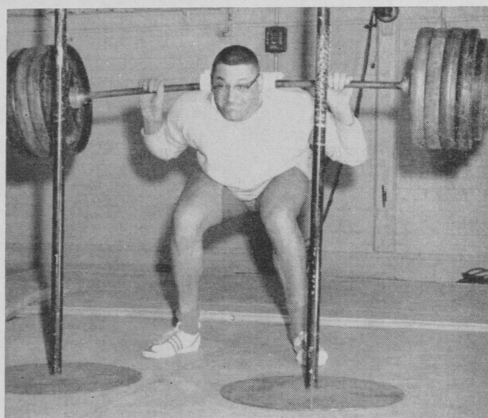
(Courtesy Moncton *Daily Times*).

BOOKS WANTED

Subscribers who have the following named books for sale are invited to communicate with Mr. O. Jorgensen of Solsortvej 11, Viborg, Denmark.

- Six Years in the Canadian North-West, by Jean D'Artigue
- The Law Marches West, by Sir Cecil E. Denny
- Riders of the Plains, by Sir Cecil E. Denny
- Trooper and Redskin (in the Far North-West) (or "T. and R.: Recollections of Life in the NWMP"), by John G. Donkin
- Sergeant 331: Personal Recollections of a member of the North-West Mounted Police from 1879-1885, by F. J. E. Fitzpatrick
- Pioneers of the Klondike, by M. H. S. Hayne
- The Range Men, by L. V. Kelly
- Without Fear, Favour or Affection, by Vernon A. M. Kemp
- Benton of the Royal Mounted, by Ralph Selwood Kendall
- The Luck of the Mounted, by Ralph Selwood Kendall
- The Cheerful or Splendid Blackguard, by Henry Roger Ashwell Pocock
- A Frontiersman, by Henry Roger Ashwell Pocock
- Horses, by Henry Roger Ashwell Pocock

STRONG STUFF



Top down: F. Sontag's 530 lb. squat; D. Lovell of "N" Division, bench pressing 220 lbs.; F. Sontag, dead lift of 660 lbs.; guest lifter Salter's clean and jerk of 280 lbs.; D. Mulvenna dead lifts 485 lbs.

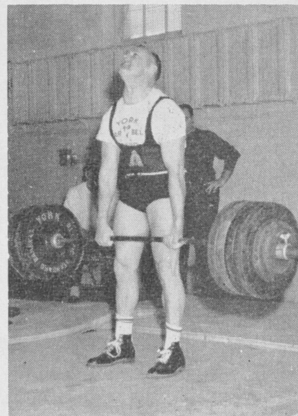
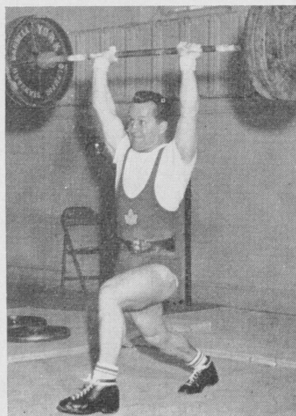
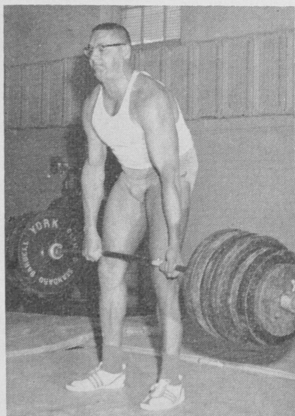
The RCMP's first power-lifting contest was held at "N" Division, January 30. Seven members from "HQ" and "N" Divisions participated in the event. Of particular interest was the lifting of Cpl. Fred Sontag of "HQ", whose individual lifts and total of 1545 lbs. was submitted by the supervising A.A.U. officials for recognition as Canadian records. (With this total Sontag would have placed third in the 1964 North American Championships.) Guest lifter Alan Salter, the 1964 North American 132-pound Olympic Weightlifting Champion, narrowly missed establishing a new British Empire clean and jerk record of 295 lbs.

A similar contest will be held next fall and Divisions interested in sending competitors are invited to contact Cpl. D. J. Mulvenna of "HQ" for details.

	BODY WEIGHT	BENCH PRESS	SQUAT	DEAD LIFT	TOTAL
F. Sontag	251½	355*	530*	660*	1545*
M. Sanders	203½	250	385	470	1105
P. Barrett	219	250	350	425	1025
S. Maduk	226¼	—	250	425	675
D. Mulvenna	193¾	300	325	485	1110
D. Lovell	173½	220	200	300	720
T. Tompkins	179¾	—	240	350	590

(*Submitted to A.U.U. for recognition as Canadian records)

Best Lifters (based on Hoffman formula): Sontag, Mulvenna, Sanders, Barrett, all of "HQ".



THE STOLEN CHURCH

(Extract from *"Tales of the Kootenays"*,

by Fred J. Smyth)

WE HAVE heard of men stealing all kinds of things from little apples to crown jewels; of all kinds of highwaymen and footpads, but this probably is the first and only case in history of a man stealing a church—an entire church, even to the Bible, books and bell. And this is how it happened.

When the Canadian Pacific Railway had been completed through the Selkirk Mountains, the little town of Donald was to it what Revelstoke is now—its mountain divisional headquarters. When in 1887 it first donned this dignity, it became also government, business, social and religious centre for all British Columbia interior east of Kamloops. By 1887, Reverend Henry Irwin (lovably called "Father Pat" all over B.C. for his racial wit and spiritual energy) the Anglican main line missionary, had secured the erection at Donald, of the very first church of any denomination in this hitherto churchless wilderness.

When the good Baroness Burdett-Coutts sent it a beautiful 600 pound silver-toned bell, when the Theological College, Lichfield, England sent it a beautifully bound Bible, and when Bishop Sillitoe of the Diocese of New Westminster, consecrated it on Feb. 24, 1889, Donald, by the envious, was considered to have attained a state of grace of which it could be justly proud. Revelstoke was particularly jealous, for there the Anglicans were sharing turn-about the use for services of the improvised first little school house.

Came a day then, just ten years later, when location utility and commercial development required the Canadian Pacific Railway to make Revelstoke what Donald had been. Every facility was freely given to railway employees to remove not only their homes and household

goods to Revelstoke, but even their Odd Fellows (Selkirk) Hall came over knocked down. The church was to have come also—St. Peters, Revelstoke, which had grown apace, required it as a chancel. But it didn't come! When the Synod of New Westminster heard of the wholesale removal of Donald to Revelstoke it, having then jurisdiction over the Kootenays—and knowing Revelstoke's wants, presented Revelstoke with the Donald Church, saying, in nicer words, "Go and get it". But when Revelstoke looked for it, it wasn't to be found. Finally it was located at Windermere, and for good churchmen, pretty sharp letters were written requiring the return of the church.

Windermere churchmen could not apparently read or write—or wouldn't. Then the Synod took a hand at writing, demanding at least, the return of the church to Donald. This too, was "filed" and after Dean Paget of Revelstoke had built St. Peter's, its present chancel, at his own expense, the whole matter was dropped and the thief forgiven. You will forgive him too, on hearing his story.

He was one Rufus Kimpton, a prosperous Donald merchant, a devoted admirer

The church that wasn't there.



of "Father Pat", and a zealous churchman. His wife was even more so. When the Donald demolition order came, Mr. Kimpton decided to move to Windermere, with which he had heavy business associations. As one by one the buildings were pulled down, the pioneer church was left alone in Donald to mark its departed glory. Together Mr. and Mrs. Kimpton tearfully looked at it, and with one thought both said "Where we go, thou goest". Asking leave of no one, without ecclesiastical authority, and hating to go and leave it standing, Mr. Kimpton had it carefully pulled down and the railroad moved it to Golden. From there he had it moved by barge and steamer 100 miles up-river to Windermere, where he was waiting to re-erect it.

While it waited at Golden for the special barge transportation, some respectable churchmen, Anglicans, came in the night, like Nicodemus, and stole the sweet-toned bell. When the "stolen" church arrived at Windermere, the Baroness' bell was the only thing missing.

The theft was easily traced to Golden churchmen, and letters just as strong as those from Revelstoke to Windermere about the church were passed between Windermere and Golden about the bell.

Golden churchmen could, however, read and write and even knew a lot of psychology. They said the bell, in the first place had been stolen by Windermere, it had no legal right to it, and

further argument leading to the bigger matter at issue, it remained content with its church, and the twice-stolen bell still calls good Anglicans to prayer at Golden.

The register of that little Donald church, now at Windermere, is a living record of the energy of dear "Father Pat" who duplicated on the Crow the great mission work he inaugurated on the C.P.R. Main Line in "construction time". But his best monument is that little stolen church at Windermere, and its register of his earliest labors in British Columbia. It shows services held by him at, beside Donald: Golden, Field, Beaver, Revelstoke, Vernon, the Okanagan, the Boundary, Windermere, Canal Flat and even Bonners Ferry, Idaho.

An interesting anecdote to this story was supplied by Mr. V. Kimpton, son of Rufus Kimpton, himself an Elder of the stolen church at Windermere, B.C. Mr. Kimpton recalls that Cst. E. St. G. Smyth, NWMP, who was stationed at the detachment at Windermere at the time the church was moved, having been blessed with a strong voice, was called upon to give the weekly sermon. Constable Smyth later left the Force and went on to be Ordained to become the first Minister of the stolen church.

NOTE: Rufus Kimpton passed away at his home at Windermere on July 2, 1934, at the age of 74 years. It is rather a peculiar quirk of circumstances, or call it what you will, that he was buried from the church with which he had such an intimate connection while living.

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Policemen are Human Too!

By RUBY TABB

POLICEMEN, believe it or not, are human. They come in both sexes but mostly male. They also come in various sizes. This sometimes depends on whether you are looking for one or trying to hide something. However, they are mostly big.

Policemen are found everywhere on land, on sea, in the air, on horses and sometimes in your hair. In spite of the fact that "you can't find one when you want one" they are usually there when it counts most. The best way to get one is to pick up a phone.

Deliver lectures, babies, and bad news

They are required to have the wisdom of Solomon, the disposition of a lamb and muscles of steel, and are often accused of having a heart to match. He's the one who rings the doorbell, swallows hard, and announces the passing of a loved one, then spends the rest of the day wondering why he ever took such a crummy job.

On TV a policeman is an oaf who couldn't find a bull fiddle inside a telephone booth.

In real life, he's expected to find a little blond boy "about so high" in a crowd of half a million people.

In fiction he gets his help from private eyes, reporters, and "who-dun-it" fans. In real life, mostly all he gets from the public is "I didn't see nuttin'."

When he serves a summons he's a monster. If he lets you go, he's a doll. To little kids, he's either a friend or bogeyman, depending on how the parents feel about it.

He works around the clock, split shifts, Sundays and holidays and it always kills him when a joker says "Hey, tomorrow is election day, I'm off, let's go fishing." (That's the day he works 20 hours.)

A policeman is like the little girl who, when she was good, was very very good, but when she was bad, she was horrid.

When a policeman is good, he's a grafter and that goes for the rest of them.

When he shoots a stick-up man, he's a hero except when the stick-up man is "only a kid, anybody coulda seen that."

Lots of them have homes, some of them are covered with ivy, but most of them with mortgages. If he drives a big car, he's a chiseler, a little car, "who's he kidding."

His credit card is good; that's very helpful, because his salary isn't.

Policemen raise lots of kids; most of them belong to other people.

A policeman sees more misery, bloodshed, trouble and sunrises than the average person. Like the postman, a policeman must also be out in all kinds of weather. His uniform changes with the climate, but his outlook on life remains the same: mostly a blank, but hoping for a better world.

Policemen like days off, vacation and coffee. They don't like auto horns, family fights and anonymous letter writers. They have an association but they don't strike. They must be impartial, courteous and always remember the slogan "at your service." This is sometimes hard, especially when a character reminds him, "I'm a taxpayer, I pay your salary."

A policeman gets medals for saving lives, stopping runaway horses and shooting it out with bandits (once in a while, his widow gets a medal).

But sometimes the most rewarding moment comes when, after some small kindness to an older person, he feels the warm handclasp, looks into grateful eyes, and hears "Thank you and God bless you, son."

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(Courtesy *Police Constables Review*)

R A N D O M R E P O R T S



Mother and Daughter

Although mother-and-daughter teams are not too common in the RCMP, a recent welcome addition to the Vancouver Crime Detection Laboratory is Mrs. Monica Simonsen, daughter of the late Sgt. W. P. O. Solway. Shown here being sworn in by Supt. G. R. Engel, Mrs. Simonsen was appointed a civilian member, while her mother—Mrs. Elsie M. Solway of Vancouver Sub-Division's clerical staff—stands proudly by.

From the Cape Breton Post

Not any number of words of sorrow or shock could measure up to the profound loss dealt to decent society in the murder of 22-year-old RCMP Constable R. W. Amey (see Page 78) as he attempted to arrest four escaping prisoners in Newfoundland.

On Sunday, the day the devoted and brave young officer was to have played Santa Claus at a children's party in Whitbourne, Nfld., his mortal remains were put to rest in the Isle Madame earth, following a service in the Anglican Church at Pondville, near Arichat.

Words spoken by a Crown prosecutor and a magistrate in Halifax Monday concerning the tragedy, were due in measures overflowing.

Speaking in court, Prosecutor Peter O'Hearn said: "We in court, more than any other in the province are acquainted with the members of the Force and know their quality.

Magistrate Nathan Green said: "The public is generally unaware of the work performed by this Force . . . In the last few years we have seen the public standing by and doing nothing to help a police officer doing his duty. It is a shocking kind of situation.

"The police do their utmost to serve the public and preserve peace, yet so often they are looked on as enemies, until they are needed," he said.

The foregoing are words to take to heart and ponder in the depths of our minds where our conscience is supposed to dwell.

Colorful Pastime

Since taking up leather carving six years ago, Virginia Johnson, of San Gabriel, Calif., has turned out more winning creations than Betty Crocker at a cooking bee. Combining her chief hobby—RCMP history—with her artistic talent, Miss Johnson fashioned the exquisite leather-works of art shown below. "My first exhibit," wrote the hobbyist, "was the RCMP crest. It took top honors."

Startlingly accurate and detailed, her fascinating hobby gives her many hours of pleasure.



Crimebusters

Budding in the field of law enforcement are six-year-old William Lemenze and his younger brother Ken of West Nyack, New York. Decked out in their Mountie uniforms, these lively gangbusters reportedly tolerate no tomfoolery in their bivouac.



Reflections and Reports



By EDWARD J. DONOVAN

The month of April, in addition to being the gateway to summer, has its own quota of events. It was in April 1909 that Perry reached the North Pole, and in 1849 the safety pin was patented by Joseph Hunt. Hans Christian Anderson and Emile Zola were born in April, the former in 1805, the latter in 1840, so also was Adolph Hitler in 1889.

During this month in 1828 Noah Webster's Dictionary was first published and in 1865 Abraham Lincoln died from his wounds, then later in 1912, same month, the *Titanic* died likewise. The San Francisco earthquake splattered the pages of history in April 1906, and Ernie Pyle was killed in April 1945. The United Nations convened at its first meeting in San Francisco April 1945, and the first elephant landed in North America April 1796. Queen Elizabeth II was born in April 1926. The list grows through the years and is much longer of course. This year's April, if the past is any indication, should contribute still more.

The Force can claim a unique record which, to my knowledge, is unbeaten anywhere. In Ottawa, Sgt. Major John Primrose, 52, started running a mile a day, back in June 1963. He felt the exercise would do him good. Rain or shine, weekdays, weekends, winter or summer, he stuck to his schedule, a mile a day, running. On Feb. 3, 1965, he completed his 606th mile, more than the mileage from Ottawa to Toronto and back, by about 85 miles. Then the string was broken by a special assignment to duty that interfered with his daily exercise. He lost five days, but has started again and has completed more than 650 miles all told. He believes his excellent health is in no small measure due to these regular daily runs. Rumor has it that other members have the habit now and run a mile a day. But so far as is

known John holds the record.

In 1929 the late William Lyon Mackenzie King, Prime Minister of Canada, was being presented to a group of people at a social function. Among the honored guests was a young girl whose name was Miss Fortune. For many years she had listened to nauseating corn about "misfortune" whenever her name came up, and now as she waited to meet the Prime Minister, she wondered.

Her turn came and her name was called. Mr. King held her hand, bowed and with a smile, said: "Miss Fortune? May I always meet her in such charming guise."

Spoken on the spur of the moment, this greeting was a welcome relief from the usual quips, and the young girl never forgot it.

A few years ago in Boston a man was discharged from hospital after major surgery. In his pocket was a route map to his appendix and other internal organs. He was warned to keep the map on his person at all times.

The precaution was believed necessary because during his operation, a very delicate reconstruction job was required, involving several changes. Some organs, including his appendix, had to be shifted from their normal positions and new ducts for certain glands provided. The operating surgeons, anticipating the possibility of future surgery, supplied the map so that any doctor unfamiliar with the altered pattern of the patient's insides, would know what to expect and be prepared.

The measure paid off. One day the patient suffered a sudden attack of appendicitis. Rushed to hospital he was examined, and with the map as a guide, the surgeon in charge was able to locate the 'misplaced' appendix quickly and remove it. The operation was successful with normal recovery.

Recent Cases . . .

"POP WENT THE WEASEL"

Nor a client was in sight as snow fell gently and the sounds of the air-compressor hammer split the cold winter air on Benoit Belanger's cement floor on Christmas Eve 1963. Amid clattering noises and the staccato volleys of the jack-hammer stood, arrogant and defiant, "Benny" Belanger. "Demolish my building if you so wish," Benoit Belanger said. "I do not have any liquor . . . !"

Benoit Belanger had been a long acquaintance of members of Campbellton County RCMP Detachment and, though not knowing it, also of the Detachment NCO, a recent arrival to "J" Division. Having staged his battle, gambled and lost to the tune of \$500 in fines and jail terms of six months in 1954, 1955, 1956 when convicted for infractions of the Intoxicating Liquor Act of New Brunswick, Belanger had sought wealth by

catering to the Montagnais Indians of the Malietenam Reservation in the Sept Iles district of Quebec. The present Campbellton Detachment NCO was then in charge of Seven Islands Detachment and Belanger's venture was quickly thwarted when he was arrested under the Indian Act.

The provisions of the present New Brunswick Liquor Act make it impossible (well, almost . . . !) for any known or convicted bootlegger to have any liquor on his premises, and attempts to conceal liquor have turned out many an ingenious cache. The digging of trenches in the ground to store a dozen or so cases of beer neatly covered with a few inches of earth and fresh snow, attempts to conceal liquor with actual rubbish on privately owned dumps or the discovery of a newly planted evergreen tree adjacent to the

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premises are all stratagems now known to police.

It was suspected, however, that Belanger had a stratagem all of his own, that had not yet been duplicated in the area and that his unlawful liquor business was again flourishing. A man formerly in charge of liquor investigations for the Moncton area and now with Campbellton County Detachment frequently visited the Dalhousie coffee shops where his well-trained ears listened to the melodies of very interesting gossip.

It appeared that Belanger operated his unlawful liquor business right from his grocery store in a two-storey building in Darlington, N.B., that also had been at one time a combination garage-apartment building.

When the search of Belanger's two-storey building did not readily uncover the presence of any liquor, police concentrated on an empty all-purpose room just behind and to the left of Belanger's private office a few feet from the cash register. This room appeared to house the waterpump and little else. The walls were of solid cement blocks, and the floor was solid cement.

A discerning eye, however, discovered a small separation along the door jamb which indicated that the cement floor had been poured independently of the adjoining garage floor. Questioned, Belanger could not see this crack or separation

between floors! His was a legitimate business, he would roar, and "there was no liquor on his premises!"

The suggestion that an air-compressor might be used to explore his cement floor failed to cause Belanger to bat an eye.

The tension of the searchers rose while the air-hammer, rented from the nearby town of Dalhousie, did some rather rough surgery, but Belanger seemed to be having his day as the drama was being played.

Soon there was little cement floor left to tear and Belanger was as pure as ever! How ridiculous to suspect that he might be selling liquor! Now there was no more cement floor to tear and the floor was as solid as ever . . . or as solid as steel, for the removal of the cement had merely uncovered another solid steel floor. Mopping sweaty brows, police were now making plans to hire an acetylene torch to go down one more layer through the steel floor. Belanger was the picture of innocence.

The searching team, however, had not used its last trump yet. Since the search had begun, one of the policemen had been busy making a study of the electrical wiring. This man who at one time worked on the installation of alarm systems and wiring, was mentally probing the utility of an electric wall receptacle with two outlets.

He had pretty well charted the wiring system. The top outlet provided the current for the water-pump and the bottom one, he was sure, had been wired as an open switch.

To the other policeman's astonishment and to Belanger's bewilderment, he installed a bent piece of wire into the lower outlet of the wall receptacle and—pop went the weasel! The complete circuit set an electric motor in motion which in turn activated a hydraulic dump-truck hoist, and just like magic the whole floor swung up in the air revealing what had been up to now a well-concealed cache of liquor.

"Dump-truck" cellar.



Benoit Belanger had allowed his imagination to wander, had gambled and lost again.

Belanger was subsequently convicted

of bootlegging under the Liquor Control Act of New Brunswick and fined \$200.

(Submitted by Cpl. J. A. Belliveau, RCMP, Campbellton, N.B.)

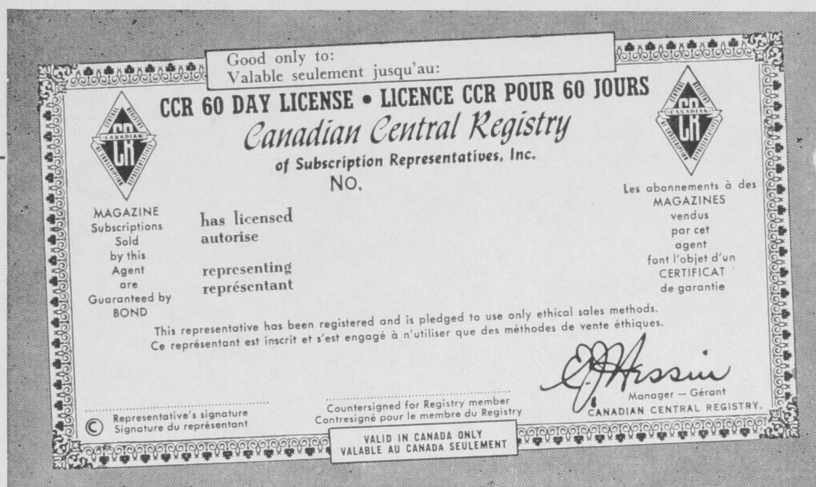
The Silent Sentry

At 4.23 on the morning of last May 28, the telephone rang in the Richmond, B.C., RCMP Detachment office. After a loud "beep" and a long pause, a mechanical voice said: "This is the Sexsmith bus loop coffee shop, 344 Sexsmith Road. This sentry has been activated, please investigate.

At the time of this call, all Richmond RCMP cars were already racing to the scene of another silent alarm call, received one minute earlier. Two cars were ordered to answer the second alarm. The first policemen on the scene, on reaching Sexsmith road, turned off the car's head-

lights and drove toward the bus loop—a turn-around area for buses between Vancouver and Richmond—where a coffee shop is maintained for the use of patrons and bus drivers.

As the police car approached the loop, a car with no lights was seen leaving this area proceeding slowly down Sexsmith road toward the oncoming police car. This street is dark for most of its length, but there is a light at the loop entrance, and this enabled the two policemen to see this car while its occupants could not see the approaching cruiser. Suddenly the police car's headlights and



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red light were turned on and the vehicle was swung over into the lane of the approaching auto. It came to a screeching, rocking halt. The headlights of the police car picked out two very frightened young faces.

While the driver of the police car was radioing the office, his companion leaped out and ran toward the suspects. The driver quickly rammed the car into reverse, stepped on the accelerator and backed up very rapidly, tires screaming on the smooth pavement. He lost control and the rear end of the car bounced across a sidewalk and into a deep ditch.

The driver attempted to run away but was quickly caught and subdued. The passenger opened his door, noticed the deep water-filled ditch, his comrade in custody and another policeman rushing toward him. Seeing the comparative hopelessness of his situation, he meekly surrendered. The time was now 4.26 a.m.

The two Vancouver youths, both 17, were questioned and searched, while police from a second car checked and found that a cigarette machine and record player had been pried open and all the change in both machines taken.

From the pair the following items were taken: one ten-inch screwdriver, a kitchen knife, a paper knife and three assorted socks. The car was searched and quarters, dimes and nickels were found scattered all over the front seat and floor. Some had spilled out onto the sidewalk during the driver's hasty attempt to escape. A tire iron was found on the front seat, and in the rear of the car on the floor, were a canvas bag bulging with coins and a thin square white metal box, obviously a coin holder, with a few cents still inside. All

these items were seized and the car towed away for safekeeping and further search. By this time the first silent alarm had been checked and found to be false—a faulty connection.

En route to the detachment, the youths offered the following explanation of their activities: They had been sleeping in the car behind the coffee shop when an unidentified man ran up, threw in a bag full of coins and a metal box, and then ran away. They claimed they were on their way to the police office to report this strange occurrence and turn in the money when they were arrested.

The car owner's rooming house in Vancouver was searched later the same morning and a large quantity of cigarettes was seized. When confronted with these, he admitted the offence at the bus loop, implicated his partner and admitted a break-in and theft at the Kingburger Drive-In restaurant in Richmond two days previously where again, a cigarette machine was opened and emptied of its contents.

Both youths were charged jointly with B.E. and theft and possession of house-breaking instruments. The one was also charged with B.E. and T. at the drive-in. They appeared in adult Court, pleaded guilty to all counts, and were sentenced to concurrent terms of nine months' definite and 12 months' indefinite at the Haney Correctional Institute. Both had previous criminal records of a similar nature. Nearly all of the money and cigarettes from the two offences was recovered.

(Submitted by Cst. J. C. Smith, RCMP, Richmond, B.C.)

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A Genuine Bogus Bill

A BURNABY RCMP Detachment case almost disproved the rule that the best test for a counterfeit bill is to compare it with a genuine one.

On the evening of May 4, 1962 two store keepers in Burnaby complained that they had accepted \$10 bills which they suspected of being counterfeit. After an RCMP man had examined the bills, he too felt that they were counterfeit, but like most policemen, did not have a \$10 bill of his own to make a comparison. One of the shops involved was a major food chain store and the manager was asked to supply a genuine bill to make the test.

The two bills were compared with the genuine one and they were alike in all respects, except for the serial numbers. Fortunately, the policeman was not satisfied with this test and he made further in-

quiries which revealed the two suspect notes were counterfeit.

The policeman returned to the store, contacted the manager who had supplied the "genuine" bill for comparison and seized it as evidence. It developed that of all the \$10 bills in this store, the manager had selected another counterfeit bill which undoubtedly had been passed about the same time as the others.

Warnings by police led to the arrest of a suspect a short time later in Vancouver where he was found in possession of counterfeit \$10 bills. He was later convicted of possession of counterfeit in Vancouver and of uttering in Burnaby.

No doubt steps will be taken to have all members of the Force supplied with sample bills of all denominations to meet such a situation in the future.

(Submitted by Sgt. B. L. Northorp, RCMP, Burnaby, B.C.)

R. v. Fairchild, et al

Undercover Man Invades Marihuana Den in Windsor, Ont.

DURING the early fall of 1963 the RCMP learned from various sources that marihuana originating in Detroit was finding its way into Windsor, Ont., where it was being enthusiastically accepted by an element who had previously been receiving their "kicks" from an assortment of controlled drugs and liquor.

As a result of the international aspects of this offence, the problem was discussed with U.S. Federal agencies and through the co-operation of the agents of the United States Immigration and Narcotics bureaus an investigation began which succeeded in identifying the Canadian source, Robert Dale Fairchild of Windsor.

It was learned that Fairchild frequented a local nightclub where he was normally surrounded by a fun-loving group of questionable moral and social habits. The night spot, one of Windsor's better establishments, normally features rock and roll and twist bands, and as a result is usually filled to capacity with the younger

set, attracted to this type of entertainment.

It was into this atmosphere—a dimly lit nightclub, noisy band, throngs of dancers that Cst. Neville Gillespie, a member of the Toronto RCMP Drug Section, made his entrance in late October, suitably attired and with an adequate cover story.

"Gill" as he was later known by Fairchild, had little difficulty infiltrating the group and in no time was on friendly terms with Fairchild. As a matter of fact, shortly after their original meeting, the availability of marihuana was discussed with Fairchild who said that he could doubtlessly supply Gill with all his requirements which were ostensibly destined for the Toronto area.

Fairchild said that marihuana was in short supply at the present time; however, he expected that his source, a Mexican living in Detroit, would be receiving a shipment in the near future. Plans were then made for Gill to contact Fairchild by telephone within a few days

and arrangements were to be finalized for Gill to receive his supply.

On the evening of November 10 Gill, after calling Fairchild and receiving an affirmative response, went to Fairchild's apartment where final arrangements were to be made for the purchase of a two-ounce tin of marihuana. At the apartment, Gill met Fairchild's girl friend who was identified only as Tina.

Fairchild said that Tina was living with him and that any transaction they might have could be discussed freely in front of her. He also informed Gill that it would be necessary for them to go to Detroit to pick up the "stuff" from his contact. Fairchild, not having an automobile, asked Gill to supply the transportation. They went to the Mexican Quarter in Detroit where Fairchild introduced Gill to a Mexican named Manuel.

Manuel handed a Prince Albert tobacco tin to Fairchild who then returned to Windsor by bus. Gill drove back to Fairchild's apartment where in the presence of Tina, he obtained the tin—later found to contain marihuana—and handed Fairchild \$30.

Gill again visited Fairchild on November 14 and purchased four cans of marihuana for \$100. Gill was also able to confirm the suspicions of members of the RCMP detachment, who had been keeping Fairchild and Tina under constant surveillance: that Fairchild's apartment was being used as a "smoker's den" and that marihuana and goof-ball parties were being held there regularly.

Plans were made for Gill to make one final buy, and it was agreed that this should take place while a party was in progress. November 28 was the date set by Gill and he placed an order for one pound of pure Mexican "weed". Visualizing larger profits, Fairchild readily agreed.

Sometime later in the week, however, the surveillance crews ascertained that Fairchild had been associating with Pete "the cheat" Beretti, a Toronto hoodlum and a known marihuana smoker. From information obtained it was learned that

Beretti was attempting to take over the Toronto market and had persuaded Fairchild to deal exclusively with him, as he envisioned sales in Toronto of five to ten pounds a week.

Continued surveillance on Fairchild and Beretti reached a climax on the afternoon of November 28, when Fairchild and Manuel were followed to a local motel where Beretti was registered. Fairchild entered the motel carrying a paper bag. Shortly after, Beretti, and an unidentified male accomplice and Fairchild left.

Fairchild drove off with Manuel while Beretti and the man accompanying him, later identified as Jack Kane (another well-known marihuana user) got into a car and drove toward Toronto. The vehicle operated by Beretti was stopped and searched and a one-pound bag of marihuana, wrapped in a topcoat, was found on the front seat. Both Beretti and Kane were arrested and the vehicle was seized.

Later in the evening, when police were satisfied that a party was in progress in Fairchild's apartment, the premises were raided and Fairchild and his girl friend Tina, later identified as Christine Mather, and five found-ins were taken into custody. A search revealed quantities of marihuana in a match box, a large tin colander and in a pipe.

All arrested had the appearance of being under the influence of narcotics and they were jointly charged with possession of marihuana. Fairchild and Mather were additionally charged with trafficking in marihuana and Kane and Beretti were jointly charged with possession of the narcotic found in the car.

In subsequent proceedings Mather was acquitted of the trafficking charge, but she was convicted of possession, as were all the others. Fairchild was convicted of trafficking. Sentences ranging from 2½ years for Fairchild to a suspended sentence for a 17-year-old female found-in were imposed.

While Manuel was not apprehended for his participation in this offence, his activities were kept under surveillance by U.S. authorities and subsequent in-

vestigation in Detroit resulted in the prosecution of his supplier who was found in possession of 26 pounds of marijuana.

It is of interest to note that defence counsel in his summing up address to the Judge and jury made several laudatory remarks about the RCMP and its handling of the investigation. The presiding Judge, B. J. S. MacDonald, said after the verdict was reached:

While I have the opportunity, I want to say that I fully share the complimentary views that have been expressed by counsel with regard to the work of the RCMP. It is as usual, a credit to the police profession for the way in which they conducted this investigation, and the outcome of it. You may pass that on to your associates.

(Submitted by Cst. G. H. McKinley, RCMP, Windsor, Ont.)

"Hard to Swallow"

FROM time to time, narcotic enforcement officers have received with skepticism reports of addicts swallowing a complete outfit consisting of a glass eyedropper barrel, hypodermic needle and rubber bulb in an effort to avoid arrest.

During the afternoon of Nov. 26, 1963 Robert Edward Peter Dale and his brother Francis Joseph Dale, well-known

narcotic addicts, were arrested by members of the RCMP Vancouver narcotic section working with the Vancouver City Police drug detail. They were found in possession of drug paraphernalia containing heroin.

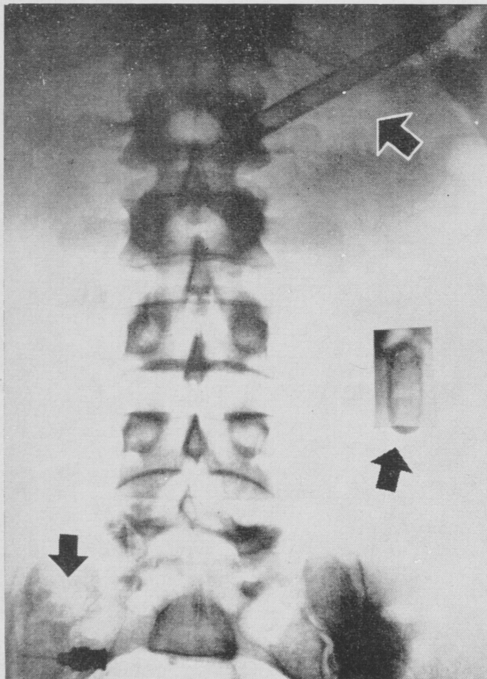
On the morning following their arrest, Robert Dale told police that he had swallowed a glass eyedropper barrel, hypodermic needle and rubber bulb just prior to his arrest. He was taken to the hospital where he was examined and X-rays were taken of his stomach. These showed the glass eyedropper barrel situated in his stomach and the hypodermic needle and rubber bulb in his lower bowel.

Authorities at the Oakalla Prison Farm stated that he had successfully passed the articles without any injurious effect.

Robert and Francis Dale were charged jointly with possession of heroin. Robert pleaded guilty in Burnaby court before Magistrate C. C. Bell on December 12 and was sentenced to six months' imprisonment. Francis Dale pleaded not guilty but was later found guilty and sentenced by Magistrate M. Hyde on Feb. 10, 1964 to a term of six months. (Francis Dale was out on parole when this offence was committed and should his parole be revoked he will be sent back to serve out the remaining portion of his sentence in the B.C. Penitentiary—approximately eight years.)

(Submitted by Cst. K. H. Richert, RCMP, Vancouver, B.C.)

Top to bottom, arrows show eyedropper, rubber bulb and hypodermic needle.



Old-timers' Column

"A Horse! A Horse! My Kingdom For A Horse!"

"While serving in England during World War II, I visited the relatives of the late Insp. A. H. Joy and was shown a picture of Corporal Joy and myself doing our annual revolver practice from the back of an ox. Taken by Insp. C. A. Rheault (Rtd.), I believe this is unique in the history of the Force."

This was part of a letter received in January from Reg. No. 5536 ex-Cpl. David Churchill of Magnolia, Alberta, who was renewing his subscription to *The Quarterly*.

Pressed for details of the incident, Mr. Churchill supplied the following information:

"On Mar. 3, 1913 I joined the RNWMP at Regina. After three months' training, mostly prisoner escort, I was asked to volunteer for northern service, as I thought then, on account of some skill I might have in the handling of small craft such as a dory or canoe, being a native of the Fundy shore. However, my ego was blown sky high the next day on the ride when Insp. T. Dann informed me that he had recommended me for northern duty as in his opinion I was good for nothing else.

"Anyway, Corporal Joy and I were to open a detachment at Fort Simpson. We left Athabasca on May 24 by scow for Fort McMurray, then by river boat, arriving at Simpson July 3 and set up shop in a small log cabin rented from H.B.C. Our equipment was meagre and of the cheapest quality. A team of five dogs was purchased from Hay River Mission.

"First order of business was to cut firewood for the coming winter, then to build a barracks. We cut logs and skidded them to the river by dog power. After breakup we rafted them to the Indian Agency sawmill and had enough lumber and building logs to put up a really good building which still stands after 50 years of service.

"The following summer Inspector Rheault arrived to give us 'the works'. First it must be target practice (revolver) as in my training I had had none. My dismounted score was good enough to stand a chance if the course could be completed mounted.

"Improvisation by then had become habitual, so it came natural to suggest using an ox belonging to the Agency—which we did. Will state that with each shot, the ox 'exploded' fore and aft. What the final score was I never learned."

Mr. Churchill was promoted to corporal while still at Fort Simpson on May 1, 1916 and he purchased his discharge on May 31, 1921 in order to start working on his farm near Grouard, Alberta.

At present he is 76 and "living alone on an acreage with a few head of cattle and a dog for company."

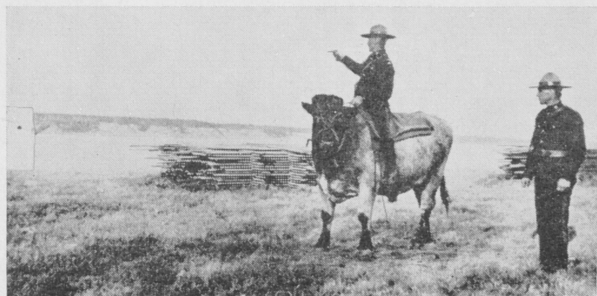
Late Inspector Cunning Served In Force 45 Years

Shortly after being transferred to Estevan, N.W.T. (now Saskatchewan), early in 1893, Cst. William Angus Cunning of the North-West Mounted Police underwent a medical exam in connection with his re-engagement in the Force.

Constable Cunning, 24 at the time, was examined by Dr. E. N. Scott on March 27 and found to be "fit and up to standard" but the good doctor observed:

"This man is in (the) habit of using more tobacco than is good for him—pulse 84."

✓ Last December 7, Insp. William Angus



**Cst. David Churchill bestrides an ox
for target practice while Cpl. A. H.
Joy awaits his turn.**

Cunning (Rtd.) passed away in Regina—at the age of 96!

Believed to have been the last survivor of those men who joined the NWMP in the 1880s, Mr. Cunning also had the distinction of being one of the longest-serving regular members of the Mounted Police. He was 59 days short of completing 45 continuous years with the Force.*

Born in Gaspé, Quebec on May 7, 1868, Mr. Cunning was raised and educated at Port Hope and Toronto. Not quite 17 when the Riel Rebellion began in 1885, he decided to go west and joined the 12th Battalion, Canadian Militia, but the hostilities were over before he had completed his training.

Despite the fact the minimum age for recruits for the NWMP was 22 years, William Cunning joined the Force in Toronto on June 14, 1887 at the age of 19. He was given Regimental Number 2006. (Today the numbers are in the 24000 range.)

After his training at the "Depot" and a period of general duty in the Regina area, Constable Cunning was sent to Wood Mountain in May 1888. For the next two years he was at various posts in that south-eastern Saskatchewan area — Wood End, Old Carlyle and Cannington Manor — patrolling the district Indian reserves and the International Boundary.

On Mar. 18, 1890, he married Miss Sara Amelia Cox, a school teacher in southern Manitoba.

Later that year he returned to Regina, having been selected for the Governor-General's escort troop, and when that duty terminated, he was sent to Morden and Snowflake, Manitoba on customs and timber duty. He stayed in southern Manitoba until 1893 when he was transferred to Estevan.

The following spring he returned to Regina where he remained for the rest of his service — and his life. He was commissioned an Inspector on Jan. 1, 1927 and he retired to pension on Apr. 15, 1932.

In addition to his regular police duties, Mr. Cunning was the Dominion meteorological observer in Regina from 1904 until 1931 when a fully-equipped meteorological station was opened at the Queen City air-

port. This post had been held by Mounted Policemen since 1884.

F. P. Holgate Served In "Kendall's Calgary"

"I read with interest in the Old-Timers' Column (October 1964) the letter from Superintendent Allan (Rtd.) re the books written by Ralph Kendall," said a man who signed himself "Reg. No. 5074 F. P. Holgate" in a letter to *The Quarterly* last December.

"I was a member of the Force at Calgary from 1910 onwards and knew Kendall very well. Both his books had their locale in the Calgary area, and *The Luck of the Mounted* took in the Morley Detachment and the Cochrane district west of Calgary.

"One of the books spoke of the old "E" Division barracks (Calgary) and the old wet canteen there. Also it spoke of the Superintendent known to the boys as 'Father.' This was Supt. R. Burton Deane. His old orderly room sergeant is still at Ottawa—namely P. S. Reckitt.*

"Referring again to the books, I think they are well worth reading, especially to anyone who 'topped off' a horse and rode many miles as I did. I rode my last police horse in late 1931 at Coutts, Alberta, where I was stationed for nearly ten years."

A native of Leeds, England, Frederick Pettler Holgate joined the RNWMP at Toronto on Feb. 7, 1910. After five months at "Depot" he was sent to Calgary and it was here that he met Ralph Kendall. (Actually Kendall had taken his discharge from the Force on Mar. 30, 1910, but he remained in the Calgary area and joined the City Police there on May 1, 1911).

Constable Holgate purchased his discharge on July 23, 1912, but he rejoined at Calgary on Sept. 5, 1913. During the next three years he was stationed at various detachments in the area including Okotoks, Hanna, Red Deer and Oyen. He took his discharge on Sept. 4, 1916 to join the colors and served with the Canadian Expeditionary Forces from Sept. 9, 1916 to Jan. 24, 1919.

Re-engaging in the RNWMP the following day at Calgary, he was promoted to corporal on Aug. 15, 1919. Within two years he was posted to Morley and it was during this time that Kendall's books appeared in print.

On Dec. 20, 1922, Corporal Holgate was sent to Coutts on the Alberta-Montana border—where he remained for close to ten years.

**Editor's Note:* Apparently only one man had longer service in the Force than the late Inspector Cunning. Headquarters' records show that Reg. No. 532A S/Sgt. Louis Ferdinand Deslauriers served continuously from Apr. 20, 1881 to July 19, 1926—a total of 45 years, 91 days.

"The U.S. was dry when I was at Coutts, and I became acquainted with many U.S. rumrunners," he recalled.

On Sept. 15, 1932, he was moved to Warner, 20-odd miles northwest of Coutts and he stayed there until retiring to pension on Mar. 24, 1936.

Mr. Holgate was appointed Chief of Police at Lacombe, Alta., on Apr. 1, 1938, and the following year moved over to the police department at Camrose, Alta., where he remained for three years. He later served with the Canadian Corps of Commissioners in Edmonton, and held the rank of sergeant major when he left.

"Now I am retired for good — I think," said the 76 year-old Mr. Holgate. He resides at 14968 Thrift Avenue, White Rock, B.C.

**Editor's Note:* Reg. No. 4523 ex- S/Sgt. Philip Sidney Reckitt died at Ottawa on March 10.

Veterans' Headquarters Shifted to Ottawa

During February, the headquarters of the RCMP Veterans' Association, which had been located in Calgary for the past 28 years, was moved to Ottawa.

Final meeting of the association in the Alberta foothills city was held February 7, during which the executive was installed by Commr. G. B. McClellan of the RCMP.

Donald N. Cassidy, former staff sergeant major with the Identification Branch at RCMP Headquarters, became the president of the dominion body, succeeding E. H. Rivers of Calgary. Syd. B. Pratt of Ottawa is the new vice-president.

Other officers elected were E. Carson Armstrong, dominion secretary, J. Wake, dominion treasurer and D. J. Heath of Ottawa, T. A. Boland of Windsor, R. J. Noel of Montreal and H. C. McGuire of Toronto, members of the executive.

Security Changes At Ontario Hydro Involve Ex-RCMP Men

Two former members of the Mounted Police were involved in Ontario Hydro's recent change-in-command in the position of director of security.

The outgoing director, Donald Francis Robinson, retired from the Commission on November 30 after serving as its security head for the past 11 years. Mr. Robinson

joined Ontario Hydro in 1949 and that year, had a hand in setting up the security division.

Reg. No. 9920 ex-Sgt. D. F. Robinson, a native of Surrey, England, has quite a few years of police and security work behind him. At the age of 18, he joined the Gordon Highlanders on Feb. 19, 1918. During and immediately following World War I, he served as a military policeman in Europe, the Middle East and India. He left the British Expeditionary Forces on Aug. 31, 1921.

Mr. Robinson came to Canada and joined the RCMP at Ottawa on July 12, 1923. Following his recruit training at Rockcliffe and Regina, he volunteered for northern service and was sent to Chesterfield Inlet, N.W.T. Upon his return he was posted to Montreal.

He took his discharge when his term of service expired on July 11, 1929. Sixteen months later he joined the Preventive Service Branch of the Customs-Excise department, and served as a special agent until Dec. 12, 1931. Two days later he rejoined the Mounted Police.

He was invalided to pension on Jan. 31, 1943, after serving at Toronto, Ottawa, Thorold and Montreal. In May 1945, Mr. Robinson became Chief Constable of the Port Dalhousie, Ont., police department, and two years later he took over the position of chief security officer of the Atlas Steels Limited at Welland, Ont.

His successor as director of security for Ontario Hydro is also a former member of the RCMP and the Royal Canadian Air Force.

Born at Sandon, B.C., on Apr. 14, 1907, Edmund Theodore Atherton joined the RCMP at Vancouver on July 4, 1933—Reg. No. 12015. After his training at the "Depot", he served at Weyburn, Estevan and Carnduff in the wheat province and then moved to the west coast. He was stationed at Vancouver, Victoria, a short spell at Whitehorse, Y.T., and then moved to Ottawa. He was discharged on May 11, 1940 and immediately became a member of the RCAF.

Mr. Atherton rose to the rank of Wing Commander and held the position of Director of Air Force Security before he retired in 1958.

His brother is Supt. J. J. Atherton, Officer Commanding the RCMP sub-division at Vancouver.



"Headquarters" Division

Curling A rink skipped by Cst. Ray Steg won the second event in the Birks Bonspiel in Ottawa prior to Christmas. Other members of the winning entry were Asst. Commr. E. Brakefield-Moore, Walter Bailey and Jim Dillon. Glen Allen defeated Steg's foursome in the final match to win the second event in the Glebe Invitational Bonspiel. Allen's mates were Cpl. Neil Chadwick, Phil Nutter and Cec Tuck.

The RCMP Curling Club obtained the services last winter of Barney Baker, who in addition to being rink manager, assumed responsibility for making and maintaining the ice. He was a former ice-maker for the RCAF Uplands Curling Club in Ottawa.

The Club's annual turkey bonspiel provided Christmas birds to rinks skipped by Gerry Harrison, Ray Steg, Bob Gavin and Cam Young.

Broomball A team from "Headquarters" visited the sailors from nearby HMC *Gloucester* early in the new year and the result was a 3-3 sawoff.

Hockey By the middle of February, Gerry Marino's Angels and John Hoadley's Combines, each with 24 points, were heading the four-team "HQ"- "A" Division hockey league. The Hawks, coached by Ivor Jenkins and Norm Inkster were in third with 16 points while Al Black's Aces brought up the rear.

Andre Walsh of the "A" Division Angels was well in front in the individual scoring race with 41 points, 17 ahead of his nearest rival, Ian McNairnay of the Hawks.

On February 13, a team from the Ottawa area journeyed to Toronto for a game with "O" Division's puckchasers, and wound up on the short end of a 2-0 count.

Golf Annual meeting of the Ottawa RCMP Golf Club was held February 17, during which tentative plans were outlined for the coming

year. The new slate of officers includes the following: President, Terry Shaw; Vice-President, Hugh Brownhill; Secretary-Treasurer, Bill Martin (re-elected); Club Captain, Bob Keeble; "A" Division representative, Roy Turnbull; "HQ" Division rep., "Ted" Tedeschi; "G" Division rep., Cliff Barr; Handicapper, Ron Howard (re-elected).

The club's first field day is scheduled next month at Perth, Ont.

"A" Division

Broomball Her Excellency, Madame Vanier officially opened the four-team Ottawa RCMP broomball league on January 11 at the rink on Government House grounds. The loop consisted of three squads from "A" Division plus members of the RCMP Band. Games were held each Monday and Wednesday evening.

"B" Division

Curling Six teams from the St. John's area entered the Inter-Service League over the past winter and games were played each Saturday morning. At mid-February, an RCAF rink was ahead in the points race and an RCMP foursome close behind.

An RCAF Invitational Bonspiel began January 23 at Gander and attracted 32 rinks from Newfoundland and Labrador. S/Sgt. D. S. Davies, RCMP section NCO from Gander, was a member of one of the local rinks which won the competition.

On February 21-22, an RCMP bonspiel was held at the St. John's Curling Club and a dozen rinks were entered. Winning foursome was scheduled to meet the victor of a similar RCMP bonspiel at Corner Brook.

A team representing the St. John's Curling Club, after overcoming all opposition in the capital area, journeyed to Gander where it ran up an impressive record of eight wins and no



Her Excellency Madame Vanier prepares to open broomball war. "Facing off" are Cst. J. A. G. Sauve of "A" Division, left, and Cst. G. F. Treble of the Band.

losses and won the right to represent Newfoundland at the Macdonald Brier matches at Saskatoon, Sask. At 26, RCMP Cst. George MacCharles, stationed at St. John's, had the distinction of being the youngest from the province to skip a rink in the Brier. Cst. Ken Ellis, also of St. John's, was "second" on the rink while the others were Alex Andrews, lead and John Taite, mate.

Basketball Although the RCMP quintette in the St. John's Senior Basketball League failed to qualify for the playoffs, two of its members, Csts. E. J. Sisk and R. D. Tinkham, gained berths on the all-star St. John's Capitals which recently defeated the University of New Brunswick squad. The same two men were scheduled to take part in the Dominion Senior "B" Basketball championships which opened in Halifax on April 1.

Hockey In spite of transfers, the RCMP St. John's hockey club did well in the intermediate hockey loop. By mid-February, the team was only two points off the pace, which assured them of a spot in the playoffs. Csts. George Spracklin and Paul Saulnier were also in strong

contention for the league's individual scoring honors, Spracklin because of his goal scoring ability and Saulnier who is an excellent play-maker.

Bowling The team composed of Mrs. Edwina Beer, Miss Barbara Templeman, Csts. Ivan Estey and Robert Penney and Mr. Edward Leonard were setting the pace in the RCMP Mixed Bowling League. Miss Millie Miller was tops in the individual departments, holding down high average, high single and high triple while in the men's division, Sgt. Jack LaFosse topped the high triples and Constable Estey led with high average and high single.

"D" Division

Curling The Brandon Sub-Division bonspiel was held at Camp Shilo on January 23 with 11 entries. The top prize and the Acme Trophy went to the foursome of Cst. Ernie Michayluk (skip), Cpl. J. Check, Cst. G. G. Eppy and Cpl. J. A. O'Malley.

Eight rinks from the southern section of Dauphin Sub-Division met in a two-event spiel

Dauphin area curlers, l. to r., Cst. L. B. Welke, Cpl. J. T. Hickling, Cst. K. W. Hancock, Cpl. R. E. Keiser.

January 13. The rink skipped by Cpl. R. E. Keiser of Ethelbert Detachment won top prize and his mates included Cpl. Jim Hickling and Csts. K. W. Hancock and L. B. Welke.

Thirteen rinks entered various leagues in the Metro Winnipeg area, mainly men's senior or mixed curling circuits.

Finalists from Winnipeg, Brandon and Dauphin Sub-Division bonspiels met at Portage la Prairie on January 30. Cst. Ernie Michayluk's foursome from Brandon defeated Cpl. "Bud" Selin's rink, also from Brandon, to win the right to represent the Manitoba police forces at the Dominion Police Curling Bonspiel at Edmonton, March 1-2.

Hockey In January, Dauphin was invaded by Mounted Police from Yorkton, Sask., for the annual hockey battle. Supt. F. W. Joinson, Dauphin's O.C., got things under way by dropping the initial puck and the game proved to be a real thriller. The home club led 2-0 after one period and 4-2 after the middle stanza. In the third, the boys from Yorkton roared back to tie the count, but a goal in the dying seconds gave Dauphin a 5-4 victory.



"Depot" Division

Bowling First half of the RCMP Bowling League, which concluded in mid-December, was won by Cpl. R. E. Muir's Mudders. Early season pace-setters in the second-half schedule were Cst. R. R. Handy's Kids.

Curling The curler's dream—an eight-ender



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—came true for Cpl. R. A. Wainwright and his rink during the recent playoffs to determine the Regina barrack representatives for the provincial police curling bonspiel. At the close of the eighth end, the Wainwright foursome was all square with Asst. Commr. E. H. Perlson's quartette. In the ninth, as a result of a series of misses by the opposition, Corporal Wainwright found that he had seven of his own rocks in the house plus one "foreigner" when he came to throw the last one. He executed the take-out perfectly and that was the match. Wainwright's assistants were Cpls. Lou Kalnitzky, John Penz and J. L. Morton.

The Staff Curling League began a round-robin competition January 7 for the Birks Trophy with 14 rinks participating. After eight weeks of play, the rinks skipped by Cst. Bob Brucker and S/Sgt. Jack Chester were tied at the top with only one defeat each in eight contests.

Shooting On January 14, six members of the Rifle and Revolver Club competed with 28 other shooters representing the Wascana Gun Club, the Army Provost Corps and the Air Cadets at a meet held in the RCMP indoor range. Sgt. R. J. Woolger of "Depot" tied with a member of the Provost Corps in the .22 calibre pistol competition and won the aggregate in the .38 calibre revolver match.

In February, Sergeant Woolger won aggregate honors at an inter-club pistol shoot at the Wascana Club range by edging members of the Regina City Police and the host club. He also captured the centre-fire event.

"E" Division

Curling The Vancouver Sub-Division Curling Club organized a league last fall, attracting eight entries. At the halfway mark, the rink consisting of Cpl. R. N. Mullock (skip), and Csts. A. de St. Remy, K. N. Gale and W. G. Clark were out in front with ten wins against four setbacks.

A foursome from Kamloops Sub-Division took top honors and the Asst. Commr. D. O. Forrest Trophy at the sixth annual Associated Police Curling Bonspiel at Cloverdale, B.C., on January 30-31. This foursome included Csts. D. C. McDonald, E. A. Kathol, A. J. Terry and Cpl. F. C. Pachal. They were also presented with curling sweaters.

A total of 30 rinks took part in this affair, 19 representing the RCMP, five from Vancouver City Police, four from New Westminster City Police and two CPR Police four-somes. The Chief Constable R. Booth Trophy was taken by the quartette of ex-Sgt. C. Ray (skip), ex-Cpl. Jock Gillespie, Sgt. H. Hodgson and Cst. G. Miller, while the Supt. J. K. Trott Trophy was won by Csts. D. G. Lang, J. T. A. Stewart, J. J. Wolsey and Cpl. H.

Turner. The Chilliwack entry of Csts. S. Holotuk, W. Denty, W. Bell and ex-Cst. N. Deputan captured the Chief Constable C. A. Mackie Trophy.

At Prince Rupert, five rinks were formed from the area, two from Kitimat, two from Terrace and one from Smithers. The Prince Rupert Sub-Division team won the Western Division title, while a foursome from Kitimat—Chief Const. Jack Mitchell, Alcan Security Police; ex-Sgt. Alex Unia, Regional Security Director, and Corporal Murchison and Constable Ingenthron of Kitimat Detachment—captured the eastern division crown. On the day the finals were scheduled (in Kitimat), Mother Nature intervened and unleashed three snowslides between Prince Rupert and Kitimat, preventing the skip and lead from getting through. After substitutions had been found, the match went ahead, but when it was over—16 to 0 for Kitimat after six ends—the new Sub-Division Curling Trophy went with the home rink.

Still in Prince Rupert, the RCMP wives' two bowling teams were having mixed results in their 12-team league. One was up in third place and the other down in eighth.

Bridge The less athletic members of Vancouver Sub-Division (that's the way it came in, fellows!) formed a bridge club over the winter with one evening a week devoted to this pastime. At the end of the first-half schedule, the teams of Cpls. R. N. Mullock and Marcel Cote were leading with Sgt. G. C. Caldbick and Cst. G. Whittaker a close second.

"F" Division

Curling On January 20, 14 rinks competed in the annual Mixed Curling Bonspiel in North Battleford. At a social in the Civic Centre following the activities, Insp. H. B. Luross presented trophies to the winning rink of Cpl. R. G. Hemsworth (skip), S/Sgt. and Mrs. T. A. Farr and Mrs. L. E. Ferguson.

Three days later, the Swift Current Curling Club held its annual mixed spiel and each rink played three games of six ends each. The team of Cst. G. R. Stewart (skip), Cst. S. E. Sigurdson, Mrs. Lillian Holm and Mrs. Doreen Young received trophies from Supt. K. M. Lockwood during the bean-feed and dance which followed.

"G" Division

Volleyball Fort Smith Sub-Division HQ and the detachment each entered teams in the mixed volleyball league. After the regular schedule, both RCMP entries had tied for second place. In a playoff, the sub-divisioners wound up victorious.

"J" Division

Cribbage As suggested by our reporter in the last issue, the H. J. Richards Trophy,

North Battleford
Mixed Curling
spiel winners,
l. to r., Cpl. R. G.
Hemsworth,
S/Sgt. T. A. Farr,
Mrs. L. E. Fer-
guson, Mrs. Farr.



emblematic of cribbage supremacy in the division, was moved from the sergeants' mess to the junior NCOs' lounge as a result of past quarter play.

Shooting The highlight of the division's shooting activities over the winter was the "good luck" turkey shoot held before Christmas. Sgt. Al Niedzwiecki won the bird and Chief Supt. P. B. Cox, C.O., captured the consolation—a fancy ham. As usual, Betty Farrell was tops in the feature prize section for the ladies while Cpl. Chris Hansen copped a similar prize for the men.

Bowling Toward the latter stages of league play, the bowling race has narrowed to a three-team affair. By mid-February, Irene Adamson's Sports were out in front by eight points over Eleanor Nash's Red Wings, who in turn held

a six-point bulge over Cpl. George Currie's Hot Shots. Individually, Irene Adamson remains the top female "pin buster" but she was recently nosed out of the overall high average by ex-S/Sgt. Gus Gardner.

Hockey An issue which has been hanging in the air since Moncton and Fredericton Sub-Divisions' teams battled to a 7-all tie last year was resolved in Sussex, N.B., on St. Valentine's Day when Fredericton eked out a 10-9 victory. Csts. E. L. Campbell (Moncton S/D) and Tom Vickers (Fredericton S/D) each banged home four goals while other multiple scorers were Csts. Jerry Hackett (3) and Stan Wadden (2).

Volleyball continues to enjoy popular support at division HQ and because of its propensity for keeping figures trim, the C.O. has authorized two one-hour periods a week. Re-



"J" Division Divoters

Left to right, Inspr. R. P. Harrison, Sgt. K. C. Zeigler, Sgt. Major H. J. Dunfield, ex-S/Sgt. W. G. Heatherington, Cpls. R. M. Culligan, C. R. Hine, Sgt. A. J. Niedzwiecki, Inspr. G. A. Gerrie, Cpl. T. H. Morton, S/Sgts. S. A. Rammage, H. A. Trann, Cpls. C. A. Hansen, K. I. MacNevin, R. T. Adie, Sgts. R. Camm, L. E. Young, Cpl. B. R. Nielsen, S/Sgt. J. W. Wilson, Inspr. E. S. W. Batty, Sgt. C. F. Williamson.

cently an HQ "all-star" sextette defeated a team from nearby Army HQ in four of five contests.

Badminton S/Sgt. Stu Ramage appears to be the man to beat in this sport, although Cpl. Charlie Hine and Steve Bishop manage to give him stiff opposition. Barb Hine and Louise Culligan ably represent the fairer sex.

Golf Twenty-two took part in "J" Division's first duffers' tournament last September 21 at the Fredericton Golf Club. By applying the Callaway system of handicapping, the results showed Sgt. H. A. Trann had the best net score. S/Sgt. Stu Ramage's 83 won low gross prize while Sgt. C. F. Williamson was labelled the most honest.

"K" Division

Curling In December 1954, through the efforts of Insp. I. C. Shank, Cpl. J. Belzer and Cst. W. H. Quinn, the first Lethbridge Sub-Division Curling Bonspiel was organized. On January 15-16, the 11th annual spiel was held at Fort Macleod with 16 rinks, made up of personnel from Lethbridge Sub-Division, ex-members of the RCMP, Lethbridge and Medicine Hat City Police, Taber and Vulcan Town Police, CPR Police, Provincial Game Branch, Dept. of Indian Affairs and the National Park Warden Service, participated.

The Inspector Townsend Trophy (first event) was captured by the RCMP rink of Cst. R. Tincher (skip), C. Cockburn, Insp. V. M. Seppala and Cst. D. Owen.

The Chamber of Commerce Trophy (second event) went to the rink of Cst. A. Hildebrand (skip), Cpl. Gordie Whitehouse and Cst. R. Goldsmith of the RCMP and Cst. L. Mayer, Medicine Hat City Police.

The Java Shop Trophy (third event) was taken by the foursome of Sgt. M. D. Drake of Medicine Hat City Police, Csts. F. McLennan and H. Chapple, RCMP, and Cst. S. Irvine, Vulcan Town Police.

The annual Red Deer Sub-Division spiel was staged January 22 at RCAF Station Penhold and attracted a dozen foursomes. "A" event went to the rink of Mrs. R. S. Pierce (skip), Cpl. John Russell, Cpl. Mark Beck and Cst. R. H. Prowse. They received the handsome Carling Trophy from Insp. E. J. J. Mahoney, O.C. The "B" event winners, Cst. Les Bittner (skip), Cpl. L. A. O'Brien, Sgt. Keith Chalk and R. V. Glover, were awarded the Red Deer Motors Trophy by Mr. Jack Ferris, the owner.

A Drumheller Detachment rink of Cpl. Lou Laliberte (skip), Csts. R. Macara, G. Hawkins and Cpl. Pete Chyzik won out over 15 other quartettes in the annual Calgary Sub-Division bonspiel held January 30-31 at the Calgary Garrison Curling Club. The Sub-Division Recreation Trophy, \$15 gift vouchers and individual trophies were presented by Supt. L. C.

Grayson, O.C.

Broomball Third annual broomball tourney was held at Grande Prairie on February 6, but the host team was overpowered by the Peace River Sub-Division team, 2 to 0.

"L" Division

Hockey A challenge that was loosely issued by the personnel from the detachments in the west end of P.E.I. was accepted with dignity by the gentlemen from the island's east end early this year. On January 30, the latter journeyed to Summerside for the duel. After removal of the dead weight from the ice, it was found the visitors from the Charlottetown-area were the victors, 5-2.

"O" Division

Curling Of the 22 rinks attending the Wellington-Dufferin Counties Police Association Bonspiel at Harriston, Ont., on February 3, there were three RCMP and two Metropolitan Toronto Police Department foursomes. First place trophy was taken by the Metro Toronto Police group headed by Cst. Ed Sears. The "O" Division contingent of skip Cst. T. Birkbeck, Cpl. V. J. Aquilina and Csts. S. Guyer and E. Santori walked away with second prize.

The same day, two RCMP rinks were invited to take part in the annual RCAF Police spiel at Downsview. The Dixon Van Lines Trophy, presented to the winning foursome, was won by the RCMP group of skip Cpl. J. R. Nicholson, Csts. J. E. M. Fediuk, R. E. Steckel and Cpl. G. E. Kristel.

Hockey The division's hockey club, entered in the Air Force Intersection League at Downsview, wound up in top spot when the loop finished on February 4 with a record of ten wins and two ties. The police sextette defeated the LSD Air Force entry in the first game of their semifinal series five days later. In addition, exhibition games have been played against Hamilton Police, Toronto Township Police and Guelph Police and in each case the "red-coats" came out on top. They split a two-game exhibition series with the Metro Toronto Police.

Shooting Forty shooters took part in the annual Middlesex County Police Shoot last October 28 at the London, Ont., City Police Range. Shooters represented the London City Police, Ontario Provincial Police, CNR Police, RCAF, Army Provost and the RCMP. Affair was a combat type match and the RCMP team consisting of Cpls. R. C. Pullen, J. E. L. O'Hara and Csts. W. Werezak, H. L. R. Timms, J. I. Grieve, J. H. Webster and W. H. Sutton swept the top prizes by winning the team trophy, the "coppers" trophy—a novelty shoot using 9 mm's—the high individual trophy and the grand aggregate.



Good company, good music, and good food capped an enjoyable evening at the Del Air Rancho, Oct. 1, when **Chilliwack Sub-Division** sponsored its regimental ball. Some 300 guests danced to the music of the RCSME Engineers' band. A feature of the evening was a smorgasbord dinner. . . . A high-flying gala took place at Fairmont barracks during **Vancouver Sub-Division's** New Year's dance. . . . More than 180 children were on hand at the aforementioned barracks, Dec. 20, for the Christmas party. After Santa emptied his overflowing bag of gifts, the children made short work of sandwiches, ice cream and chocolate milk, while the parents enjoyed themselves with other treats. . . . This sub-division's annual dinner, Dec. 15, attracted 130 persons. Senior NCOs waited on the tables, sparing the junior men the usual chores allotted to them. Sharing the head table were The Hon. R. W. Bonner (guest speaker), Asst. Commr. D. O. Forrest, Supts. M. W. Jones and J. J. Atherton, and S/Sgt. F. N. Brien, chairman of the committee. . . . A New Year's dance and buffet at **Kamloops Sub-**

Division was enjoyed by members, their wives, and friends. . . . A spirited game of broomball was played by this sub-division, Jan. 15, at Heffley Creek community rink. After the game, the crowd enjoyed an evening of skating. . . . On Sept. 25, a farewell party got underway for retiring members Sgt. G. W. Anderson and Cpl. R. S. Ring, of this sub-division. Gifts were given to both these members and their wives. . . . After 33 years of police work, S/Sgt. L. Backler of "**E**" **Division** retired to pension, Nov. 23. He began his career with the BCPP in 1932, and joined the RCMP when his unit was amalgamated with the Force in 1950. In 1959 he was transferred to Burnaby Detachment as second in charge, a position he held until his retirement. . . . **Prince George Sub-Division** feted S/Sgts. B. E. Munkley and E. G. Sarsiat on Nov. 27, prior to their retirement.

An enjoyable function took place at the **Peace River Sub-Division** post recreation room, Dec. 31. Dancing and dining highlighted the evening. Again, on Jan. 15, over 40 couples shared a full evening of fun and frolic. . . . In **Calgary Sub-Division**, the Christmas dance got off to a good start at the Officers' Mess, Mewata Armouries, Dec. 10. The affair was attended by many ex-members and their guests, as well as a host of serving personnel. . . . At the kiddies Christmas party in Calgary, Dec. 20, Santa was as usual a howling success. . . . On Dec. 23, the NCOs from Calgary Detachment played host to the constables in the best Mess tradition. They served them a hot turkey dinner with appropriate refreshments before and after. The constables decided that this should become an annual event. . . . The New Year's party was held at the barracks in Calgary, Dec. 30, and was attended by representatives of other police forces, the Court House staff, probation branches, jail officials, and numerous individuals associated with the Force.

Hon. Robert W. Bonner.





Asst. Commr. E. H. Perlson accepts plaque from Asst. Supt. J. W. Bell of Jamaica.

"F" Division's New Year's ball attracted over 350 persons. Held at the barracks, the affair was a huge success with dancing and dining the main event. . . . A social, Dec. 9, at **Yorkton** honored the retirement of Sgt. L. C. Stephenson . . . Governor General Georges P. Vanier, DSO, MC, CD, was guest speaker, Jan. 31, at **Regina's** Province Day ceremony that inaugurated Saskatchewan's Diamond Jubilee celebrations. On arriving at the airport, His Excellency was escorted by an RCMP mounted troop to the Hotel Saskatchewan. Of particular interest is the fact that the RCMP Guidon was brought to Regina for the express purpose of being carried in the procession. This marked the first appearance of the Guidon in Western Canada since its presentation to the Force in 1935. . . . Canadian Police College Class 50, comprised of 14 RCMP members and 18 others from various police and armed forces in Canada and the United States, including a member from Jamaica, was graduated Dec. 3, at Regina. Prior to the graduation ceremonies, Asst. Commr. E. H. Perlson, on behalf of the Force, accepted a wall plaque bearing the crest of the Jamaica Constabulary from Asst. Supt. J. W. Bell of that force. Later that day, the Assistant Commissioner presented Commendations of the Commissioner to Csts. E. R. Holland and E. J. Saler for bravery to a marked degree in disarming and effecting the arrest of an armed man, under dangerous circumstances at Fort Qu'Appelle, July 9.

The International Motor Hotel was the setting for "**D**" Division's New Year's gala. Dancing and a five-course dinner ended a full evening of fun and frolic. . . . This division's Christmas party was an unqualified success with the children taking complete charge. Santa's visit of course was the day's highlight. . . . Popular in this division are the bingo parties sponsored by the Recreation Club.

Fort Smith Sub-Division's regimental Christmas dinner, Dec. 11, was attended by nearly 40 members and guests. . . . A magician's show and a visit from Santa were two of the highlights of "**O**" Division's Christmas party, Dec. 12, which catered to 350 children, including parents. . . . On Feb. 12, this division bid farewell to S/Sgt. J. M. Brooke who retired to pension.

One of the year's most colorful galas was the "**N**" Division New Year's ball. Held in the gym, the affair attracted over 170 couples. A feature of the evening was a five-foot champagne glass complete with bubbles. . . . Children of staff members of the division enjoyed a sleigh ride, Feb. 14. They were taken on a tour of the grounds on sleighs after which they played in the gym. Hot dogs and chocolate milk capped an enjoyable afternoon. . . . Popular canteen manager, Cpl. G. W. Armstrong was transferred from "**N**" and was replaced by equally popular Cpl. Les Sprague. . . . This division's regimental Christmas dinner, Dec. 22, hosted some senior officers of the Force. . . . The Christmas party, Dec. 19, was attended by 110 children and their parents. The gym, suitably decorated for the occasion, was topped off by a mammoth tree. Before Santa arrived, the gang was entertained by a local TV puppet show and a choral group made up of recruits. . . . This division turned out in full regalia, Feb. 15, to take part in the flag raising ceremony.

"**A**" Division Protective Sub-Division played the final of broomball at Government House, Feb. 17. The trophy for the league was presented to Cst. J. F. Cumming by Her Excellency Madame Vanier. . . . On Feb. 19 this sub-division held a skating and tobogganing party at Government House, which was attended briefly by Madame Vanier. A highlight of the evening was a bean supper . . . Governor General and Madame Vanier held the annual 12th Night Party at Government House, Jan. 6, and invited the GG's RCMP troop. Highlights of the evening included games, dancing and refreshments. . . . On leaving "**A**" Division, Sgt. E. A. Simpson was feted by fellow workers at Spadina Barracks, Feb. 5.

Representatives from the armed services were entertained at the New Year's Day Levee which took place in "**Headquarters**" Sergeants' Mess. Among the guests were Commissioner McClellan and other officers of the Force. An excellent buffet, including the traditional roast beaver was much enjoyed. . . . Over 100 persons attended the RCMP Ottawa Area Ski Club's party at the Faircrest Penthouse, Jan. 30. Food, drink and dancing added up to a gala function. This division's Christmas party was held in the Recreation Centre at RCAF Station Rockcliffe, Dec. 16. Over 800 persons danced to the music supplied by the RCMP band.

A Malpeque oyster party sponsored by "**C**" Division's Sports and Social Club took place in the Royal Canadian Hussars Armoury, Montreal, Nov. 27. Over 225 members and guests shelled their way through an enjoyable evening. . . . Old man '64 left this division in a noisy manner at the New Year's dance. As the orchestra played "auld lang syne", hats,

horns, whistles and streamers filled the music hall. The large crowd danced well into young 1965. . . . The Christmas tree party, Dec. 18, drew over 200 children who brought along their parents. Following cartoon movies, old Santa gifted each child.

"J" Division's Christmas party was held Dec. 19 at the Post Gym. Innovation was the object of the planning committee and everything was designed for the enjoyment of the children and the comfort of their parents. Old St. Nick had to share the spotlight with three clowns who literally kept the children hopping. A choral group, organized and directed by Mrs. George Watts, was well received as many youngsters climbed up on the stage so that they might be better heard — or seen. As usual, Santa's arrival was the cause of much excitement. After the gifts had been distributed, the small fry were seated at tables loaded with sandwiches, cookies and milk. The sparkle and smiles evident at all times left no doubt as to the success of the event. . . . This division ushered in the New Year with a dance in the gaily decorated gymnasium. Door and spot prizes were awarded, climaxed by a twist dance contest. The usual hats, streamers and noise makers were evident and all who attended spent an enjoyable evening. . . . During the past year some keen competition has taken place in the handgun shooting by the 240 members of "J's" RCMP Auxiliary Force. At the moment there are eleven separate training centres in the province, located at Fredericton, Saint John, St. Stephen, Woodstock, Grand Falls, Edmundston, Campbellton, Bathurst, Newcastle, Caraquet and Moncton. Instructions are given by some of the top shots in the division. Teams have been formed in each of the training centres and after many months of extensive practice, they wound up their activities with a sub-division shoot-off. A team, representing Saint John training centre, won the Fredericton Sub-Division shoot-off, and one from Moncton training centre copped the Moncton event. In order to reward the individuals concerned a suitable trophy was donated and will be known as the Insp. G. A. Gerrie trophy. It will be presented annually to the top individual shot of the unit.

Over 100 couples enjoyed themselves at **"Marine" Sub-Division's** dance, Jan. 28, at the Fleet Club, HMCS *Stadacona*. . . . They also held a smoker Nov. 20 for retiring Csts. R. Canning and F. A. Christian, in the Sergeants' Mess of the 5th Field Regiment of the RCE in Halifax. Presentations on behalf of the Sports Club were made by Insp. R. C. C. Butt. At the affair, "Chris" Christian, an ardent fisherman, was given a fly-fishing outfit, and Rand Canning received a portable saw.

Christmas tree parties were sponsored by

Truro and Sydney Sub-Divisions, and Santa handed out the usual gifts along with candy and fruit. . . . An informal dance, Jan. 22, at the Garrison Sergeants' Mess, Sydney, was attended by 70 couples who took the opportunity to say farewell to "Marine" Csts. K. E. Nickerson and J. W. King, transferred. . . . Several well-attended socials took place in the **Halifax** area. One, on Dec. 29, at the recently formed Sergeants' Mess, entertained the Commanding Officer as well as other officers of "H" and "Marine". . . . The annual regimental dinner was held at the new Mess (Thornvale Barracks), Dec. 24. . . . On Feb. 11, a dance at the Fleet Club, Halifax, marked the retirement of Sgt. C. J. Goodyear. . . . On Feb. 5, a brief but impressive ceremony in the RCMP barracks at Thornvale, honored Cpl. K. G. Kerr and Cst. R. Stephen, of Bridgewater Detachment, for acts of bravery in carrying out their duties. The Hon. R. A. Donahoe, Attorney-General of Nova Scotia, presented Commr. G. B. McClellan's commendation for bravery to Corporal Kerr. The citation read: ". . . for bravery to a marked degree in disarming and effecting the arrest of an armed male person under dangerous circumstances at Bridgewater, Nova Scotia, on September 21, 1964".

Constable Stephen, who assisted in the apprehension, received the following commendation from his division commanding officer: "In recognition of his courage and initiative in assisting to disarm and effect the arrest of an armed male person under dangerous circumstances at Bridgewater, Nova Scotia, on September 21, 1964".

About 200 members, under the command of Chief Supt. F. S. Spalding, took part in the colorful ceremony that dignified the lowering of the Red Ensign and raising of the new Canadian Maple Leaf Flag at Thornvale Barracks, Feb. 15.

A mixed social at **"L" Division**, Dec. 10, honored Cpl. and Mrs. J. O. Murray, transferred to "H" Division. Corporal Murray, along with transferred Cst. J. D. Brooks, was staged Dec. 14. . . . This division's Christmas party for parents and children was held Dec. 19. Films, singsong, lunch and gifts from Santa highlighted the affair.

"B" Division's hockey club sponsored a dance in the Old Colony Club, St. John's on Nov. 26. Music, food, and refreshments capped a full evening. . . . On Nov. 23, a cocktail party honored the departing C.O., Chief Supt. W. H. Nevin. . . . Mrs. Stella Devine was parted, Jan. 20, prior to her departure from the Division.

Miss Esther Posehn, steno at **"Depot" Division**, was crowned Popularity Queen in a contest sponsored by the Regina District Civil Service Federation, Nov. 28. Presented with a

trophy and a wrist watch, Miss Posehn's hobbies are badminton, saxophone playing, dancing, and rifle target shooting. She was at one time a member of the RCMP ladies' rifle team. . . . A stag was held in the Sergeants' Mess at Regina, Dec. 12, in honor of Sgt. A. I. McLellan, retired to pension. He was gifted by Supt. H. G. Langton on behalf of the division. . . . On Jan. 22, the division bid farewell to S/Sgt. and Mrs. A. F. Dye, transferred to Edmonton. . . . A social function in the Corporals' Mess at Regina, Nov. 20 feted the newly appointed corporals and their wives. . . . At another gathering in this Mess, members bid adieu to Cpl. and Mrs. F. Calkins, transferred to Saskatoon. . . . Cpl. and Mrs. A. J. Matthews were honored at a

mixed social Feb. 25, prior to their transfer. . . . The Christmas party at "Depot", Dec. 19, was a sellout. Santa distributed nearly 500 gifts to the children . . . The division's civilian personnel in Regina held a successful Christmas party, Dec. 12. A lively orchestra completed a full evening of fun and frolic.

Visitors At Headquarters recently were Inspector General **L. O. Edet**, Nigerian Police; Mr. **F. B. Cardoso**, Accountant General, Ministry of Finance, Nigeria, and his principal accountant, Mr. **Chinweze**; Brigadier **Hajeebhoy**, Pakistan; Asst. Supt. **J. W. Bell**, Jamaican Constabulary; Mr. **Hamm**, Director, Field Service Div., Northwestern University, Chicago, Ill.

Book Reviews

STEAM'S FINEST HOUR, edited by David P. Morgan. Kalmbach Publishing Company, Milwaukee, Wis. Pp. 128, illustrated. \$15.

The subject matter of this book pertains exclusively to what may be considered the ultimate development of the steam locomotive, principally in the United States, although a fair representation of Canadian steam is included. As such, the book will have its greatest appeal to a small but enthusiastic segment of the population. Anyone, modelers and railfans included of course, who admires these great, dirty, noisy but wonderful machines should consider owning this book.

The locomotives portrayed therein are all recent, in the sense that they represent the final achievements of the various designers and builders from about 1920 onward. Some were even built as a last-ditch stand against dieselization and achieved some remarkable efficiency and running records. It was all to no avail, alas, and they too were scrapped. It is the opinion of many experts that, had this frantic technological improvement of the steam locomotive been undertaken somewhat earlier and had World War II not interfered with continued steam development, the take-over by diesel power might have been successfully delayed by perhaps another decade. Such was not the case, and books such as this elegant masterpiece are all that remain of that glorious, stricken beast — the steam locomotive. A few specimens exist here and there in various assorted

shrines to which the faithful wend their way to pay homage from time to time. Some have been set up in parks and other civic properties to serve as targets for vandals and examples of neglect. Others have been mounted like dinosaurs in museums and institutes. Some have become playthings for affluent railfans and a few have been acquired by authentic Railroad Historical Associations, willing and able to undertake the proper preservation they deserve.

For most of us, however, they can continue to persist only on the printed page or in the form of models. The Kalmbach Pub. Co. (among others) has fortunately recognized the need and amazing demand for such books and has from time to time released some beautifully prepared and printed volumes that are becoming collectors' items before the ink dries. It is difficult to estimate just how large the potential market for such books is, but let us hope that it is large enough to encourage further publication.

This particular book is of formidable format, opening out to some 32" and is therefore a little awkward to hold. This format enables the full length portrayal of such behemoths as the "Yellowstone" and "Challenger" articulated engines and some excellent large shots of such giants in action. One can almost feel the earth tremble.

In all — about one hundred of the most sublime mechanical creations of man are displayed in all their glory and obviously with loving care. Canadians will be gratified to see old favorites like the CPR 2-10-4

Selkirks of renown and the old reliable CNR 4-8-2's and 4-8-4's. Our classic "Royal Hudson's" are included along with a CPR Pacific (G3g) and the small but virile 4-4-4 (F2a) Jubilee.

Canadian motive power may have been on the small side as compared to American practice but our locomotives take a back seat to no one in the matter of class and form. One is reminded of the difference between a draft-horse and a thoroughbred. Maybe I'm just prejudiced. F.M.K.

WEST ON THE 49TH PARALLEL, by John E. Parsons. William Morrow and Company, Inc., New York. Pp. 208. Illustrated with index. \$6.00.

This is an account of the surveying of the International Boundary between Canada and the United States from the Red River to the Rockies during the period 1872-76.

While this book is essentially a factual account of the problems, both political and practical, of surveying the prairie portion of the "longest undefended border in the world," it is made eminently readable by liberal descriptions of the men involved on the British and American Commissions, their personal lives, and their reactions to the largely uninhabited territory they crossed and to the people they encountered in it.

The appendix, a reproduction of the daily journal for September 1874, kept by a member of the American Commission, is especially interesting.

The book has an abundance of photographs, maps, and sketches, which gives the story a sense of the present.

For those interested in North American history, this book is an excellent reference on a little-known but important part of the development of our continent. G.M.C.

CIVIL LIBERTIES IN CANADA, by D. A. Schmeiser. Oxford University Press, Don Mills (Toronto), Ont. Pp. 302, with index. \$7.50.

Canadians today are becoming more interested in and conscious of their civil liberties. While little has been written on the subject, the passing of the Canadian Bill of Rights stimulated discussion and interest.

This book is written primarily from a legal point of view, but it is readily absorbed by anyone interested in the subject of civil liberties. The author deals exten-

sively with an analysis of our basic human rights in Canada — religious freedom, educational rights, freedom of the press, freedom of association, and political freedom — from an historical, constitutional and legal point of view.

A discussion centres around difficulties involved in protecting our rights, pointing out areas of conflict, the practice of judicial review, and the impact of the Canadian Bill of Rights, as well as judicial decisions on these questions. Special examination is made of the problem of obscenity, racial discrimination, contempt of court, and religious interference and involvement in our school systems.

The student of civil liberties will find many references quoted from which he may conduct further research. The layman may have a better appreciation of the problems confronting our legislators and courts. H.J.

CANADIAN NATIONAL RAILWAY (Vols. 1 and 2), by G. R. Stevens, OBE. Clarke, Irwin and Company Limited, Toronto. (Vol. 1, Pp. 514. Illustrated with index. Vol. 2, Pp. 514. Illustrated with index). \$8.00 each—set \$12.50.

This two volume epic has already become a classic among "railfans" and others sharing an interest in one of the world's greatest railroad systems — the Canadian National Railway. Canadians as a rule are inclined to ignore their railway when they're not abusing it roundly on the slightest pretext or complaining loudly to their local member whenever an attempt is made by the CNR to curtail service on a notoriously inefficient branch.

There is, however, as mentioned, that small but intensely loyal band of individuals to whom railways are an obsession. Most model railroaders belong to this group, at least in practice. Add to these those students of Canadiana and history of things Canadian as well as those who may have a personal or sentimental attachment to the CN and you end up with a not insignificant number of people to whom these books should prove a "must." These books should furthermore appear on every high school and college bookshelf, and in fact it would not be difficult to visualize a course on "Recent Canadian History" in which these books could very well be used as texts. In

any event, they should be read by every Canadian who wishes to appreciate the impact and influence that railways have had, in the past, and will continue to have in the future, on Canada and the Canadian way of life.

To top it off — all thoughts of duty, patriotism and education aside — these are thoroughly engrossing and entertaining books. Never, in fact, has it been such a pleasure to absorb so much history in such a painless fashion.

The printing of the work as two volumes is more to lessen the strain on the reader's arms than because of any obvious literary considerations. Since there are well over one thousand pages altogether, it was a wise and merciful decision to divide the bulk into two more easily handled tomes.

One will note immediately, however, a decided dearth of illustrations, there being only some 30 or 40 altogether. Such a paucity is regrettable but is doubtless dictated by necessity. Photographs while increasing the value and interest of the books would inevitably increase the already considerable bulk of the books and would furthermore boost the not really unreasonable price to a level not readily negotiated by most readers. It is hoped however that Colonel Stevens might possibly be prevailed upon to produce yet another volume perhaps consisting principally of as many such illustrations as may be suitable, to complement his previous two volumes (and be cross-referenced to them). Once the reader's appetite has been whetted by Vols. 1 and 2, there should be no difficulty in prying a few more dollars from him for Vol. 3.

The format of the books is conservative, the jacket subdued yet attractive, the print — clear and legible. The indexing is lucid and sufficiently cross-referenced. Perhaps the most significant feature of the book is the serious attempt at utter factuality of the material, which is not surprising in view of the fact that Colonel Stevens was allowed free access to all old records available. To this material he has applied a methodical, exhaustive distillation and condensation from which emerges a truly flavorful, aromatic and robust potion; a history of a great railroad, from the burgeoning hey-day of the prolific branch line through the political morass of the turn of the century leading to the relentless economic maelstrom of World War I and the subsequent emergence of the CNR of the early twenties.

Interlaced with the cold hard facts are a grand succession of pungent and devastating comments by the author. If anyone should cherish any illusions about our dear, departed, politically-prominent Canadians, let him avoid perusal of these pages. Delineated therein are the dark and covert manoeuvrings, the secret and devious arrangements, the conniving, the expediencies and the strange bedfellows. If you are as naive as this reader you will be absolutely amazed at the out-and-out skulduggery indulged in by our predecessors. Some of the swindlers and schemes rank as equals to the most notorious known.

Through it all, with complete impartiality and a relentless axe, stalks Colonel Stevens, the headsman, and heads do roll, literally. A brief sampling of some of his comments includes such gems as:

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Ottawa 8, Canada.**

"Charles M. Hayes was extolled as a man unlikely to have made mistakes — an opinion that must have startled some of those who knew him.

"Some of Meighen's cabinet ministers were far from doting parents; they might not have been willing to drown the infant system in a bucket, but they were by no means averse to strangling it with red tape.

"The security holders whom the Smiths had so often trampled underfoot emulated Sir Andrew Barton; they lay and bled awhile and rose to fight again."

Some selected highlights from the books include such diversities as the anecdote of Swansie the Swede; the tragic episode of the famous Quebec bridge, and how the people of P.E.I. achieved the worst conceived and most poorly constructed railroad in North America. Another fascinating observation concerned the Chinese labor controversy, which evoked the strangest resolution ever to be introduced in the Canadian House of Commons — that no man should be employed on the construction of the CPR whose hair was more than five and a half inches in length.

It is hoped that Colonel Stevens will seriously entertain the suggestion regarding Volume 3, and that furthermore he be turned loose on the old records of the CPR to see if he can repeat his success. F.M.K.

THE POLICE OF THE 20th CENTURY, by V. A. Leonard, B.S., M.A., Ph.D. The Foundation Press, Inc., Brooklyn, N.Y. Pp. 200. Illustrated with index. \$5.00.

Little has been published to help guide a prospective recruit or an experienced policeman desirous of specializing in police work and administration.

Oftentimes police work as a career fails to attract men possessing the necessary qualifications and educational standards. This may be due to lack of pertinent printed material; if so, then Dr. Leonard's book is a worthy contribution.

Written primarily for use in the vocational programs of high schools, colleges, universities, city councils, and school boards, the text is designed to outline a career in the American police services. It describes the structure of a police organization from the beat to the specialized departments, with emphasis on the technical aspect of many investigations. In fact, many of the

latter are briefly outlined.

Terms such as *modus operandi*, the Bertillon system, the Henry system of fingerprint classification, latent fingerprint, the police cadet system, polygraph, and others are well explained so that they become more than terminology to the reader.

The theme of the book stresses a college education and specialized courses as the modern-day requirement for advancement to the administrative level.

Although an American publication, this book is valuable to Canadian readers as a guide, and it does fill a gap left by the absence of its Canadian counterpart.

The author is a leading authority on law enforcement, having had 14 years of actual police service. He was the organizer and for many years chairman of the Department of Police Science and Administration at Washington State University. He holds three academic degrees in criminology and public administration, and has studied police systems in six other countries. In addition, he has authored numerous articles and books on police science and administration, including *Police Communication Systems* and the first and second editions of *Police Organization and Management*.

R.J.F.

KODOKU, by Kenichi Horie. Charles E. Tuttle Company: Publishers, Rutland, Vermont. Pp. 225. Illustrated with appendices. \$6.25.

This is not the usual book of sea adventure, but rather an accomplishment seldom achieved by the best small-boat yachtsmen, let alone by a 23-year-old landlubber.

The author set out alone from Osaka, Japan, in his 19-foot sailboat — *Mermaid* — and for 94 non-stop days fought a successful battle against the great northern Pacific in order to reach his goal: San Francisco.

Stalked by violent storms, seasickness, and desperate loneliness, author Horie faced conditions that often called for courage, endurance, and high moral fortitude.

In his fascinating chronicle are recorded a complete and detailed list of gear and supplies taken aboard the *Mermaid*, and the day-to-day experiences encountered on this once-in-a-lifetime voyage.

Highly recommended, *Kodoku* is a thrilling, vividly illustrated story full of the tang of the sea.

A.MacE.

BEHIND THE PALISADES, by George Simpson McTavish. Gray's Publishing Ltd., Sidney, B.C. Pp. 249, illustrated. \$4.50.

This book, written by one who was there, a chief trader of the old Hudson's Bay Company, portrays a realistic picture of the duties, trials and triumphs of a young apprentice during the company's earliest years. It tells how the author rose to become a chief factor.

The author is somewhat close to his subject and details are rampant. With the result that this book is an ideal source of information for those who wish to study the methods and procedures of the HBC when fur-trading posts were few and isolated. As an entertainment medium, this work lacks much, except for readers vitally interested in frontier days. The writer's description compels the reader to live vicariously in those times. And there is a generous fund of history, which old-timers will recognize and find eminently satisfying, along with personal data you seldom find in history books.

Written in autobiographical style, *Behind The Palisades* could be a long step toward the goal our modern history teachers hope to reach — aroused interest in Canada's history and traditions. Yet despite this potential, Mr. McTavish writes to a specific audience, and in this reviewer's opinion, that audience will be limited. E.J.D.

SOME CLASSIC TRAINS, by Arthur D. Dubin. Kalmbach Publishing Company, Milwaukee, Wis. Pp. 434. Illustrated with index. \$20.

Mr. Dubin, who is probably without peer in this particular field, has written a book which is — and will probably remain, the most authoritative, comprehensive, and, at the same time, the most interesting and entertaining dissertation on the matter of railroad passenger transport equipment that has ever been written. This is a classic book about some classic trains.

The price is high; but when one considers that this is a limited first edition (5000 copies) and furthermore is of the highest quality not only in text but also in material and workmanship, the price becomes understandable. When you have had the opportunity to browse through the book and study the illustrations, the price becomes even less significant.

The claim is made that there are over 1300 illustrations in the book. But what photos! This is a treasure trove of memorabilia. Broadside of a turn of the century International Limited hauled by a spic-and-span ten-wheeler are cheek-to-jowl with sleek smart-as-a-pin diesel streamliners. Along with such well-known classic trains as the 20th Century Limited and the Super Chief are such lesser known gems as the Merchant's Limited, the Pioneer Zephyr, the Broadway Limited, etc.

Canadian railroads are not terribly well represented due no doubt to the paucity of truly gracious passenger accommodation on our earlier railroads. No one would argue with the author in this respect. He does however include the modern "Canadian" and "Dominion" among others and gives them their rightful place as up among the best today. Canadian railroads never did have anything to compare with certain select trains in the States, those extra-fare, all-parlor car or all-pullman specials like the Super Chief Deluxe or the Merchant's Limited. Those trains were provided with every luxury that an indulgent management could provide or that a board of directors could justify. They were magnificent; indeed, classic in every sense of the word. They were custom built and labor and expensive materials were lavished upon them. The finished product was proudly displayed and inaugural runs were publicized with appropriate fanfare. The operation and maintenance of such wheeled opulence was a matter of intense pride to the railroad and personnel concerned.

Mr. Dubin has assembled herein a veritable cyclopedia of classic trains. Where he obtained such photos and data is a source of wonder and obviously a labor of love. The lifetime of work contained between these covers should remain the ultimate reference on this matter for decades. The value of this book will surely increase from year to year and may well be virtually priceless a century hence.

Not only are the cars themselves shown exhaustively in broadside and interior plan, but certain details are highlighted, the panelling, the lighting, the undercarriage, the decor or the accommodation as the case may warrant. In almost every instance several of the locomotives used to haul these creations are shown, ranging perhaps from the very first 4-4-0 to the latest 6000 HP

diesel. Included also are copies of old menus and wine lists, old schedules, advertising, etc., all of which makes fascinating reading. The dollar dinner of the Merchant's Limited, the \$1.75 porterhouse steak (for two) of another road, the 25 cent scotch whisky—saddle of antelope, etc., will probably arouse an intense longing for the good old days. Bear in mind that during this same period, a sleeping-car porter was being paid about \$50 a month and was putting in a good many hours for that.

Mr. Dubin has included a very interesting section on some of the elegant cars and facilities employed by certain inter-urban electric transport companies. These inter-urbans have always been something of an enigma. Their spectacular rise to prominence in the early years of the century followed by their equally spectacular descent into oblivion by the late 40s is difficult to comprehend. The automobile is of course largely responsible, but at least in this day of urban sprawl, congested roads, commuters, etc., the inter-urban would be an ideal solution to some of our transport problems. Perhaps there will be a comeback. Perhaps the inter-urban was just ahead of its time. How can one forget the obvious utility of such lines, the speed and economy possible? One such line moved, in one day, 250,000 people from one place to another 40 miles away and then back again the same day. This feat was accomplished by the North Shore Line during a Eucharistic Congress held in the USA near Chicago on June 24, 1926.

The book is full of such food for thought and one would be well advised to place an order soon for this epic volume. Mr. Dubin and the Kalmbach Publishing Co., are to be congratulated on producing such a splendid edition. With this book in his library, the serious modeler is in a position to recreate and check the authenticity of any of the well-known crack North American passenger trains of practically any period, all the way from car types and styles, to color schemes and lettering. He will have the correct car numbers, seating arrangements and window styles as well as a certain knowledge of the locomotive used to haul it. With a little ingenuity and a copy of this book — the serious modeler should be able to duplicate almost exactly any of the well-known passenger consists and many of the less-known ones.

F.M.K.

TERROR IN THE NAME OF GOD, by Simma Holt. McClelland and Stewart Limited, Toronto. Pp. 312, illustrated. \$7.50.

For over two centuries governments have been trying to solve the problem of that strange sect called the Sons of Freedom Doukhobors. Simma Holt suggests the solution in these few words: "There can be only one answer, that is to break the chain. The only way the chain can be broken is by removing the new links — the children."

This book is the result of years of massive research and it is without doubt the most authoritative account ever written about the Doukhobors. The story, beginning in Russia in the middle of the 18th century, follows them to Canada in 1899 where some 7,500 members settled in what is now the province of Saskatchewan. Little more than a year later saw their first defiance of Canadian law, a defiance that has grown with the years into a terrorist organization that has killed 23 Canadians, destroyed twenty million dollars worth of property and warped the minds of successive generations of Doukhobor children.

The hard core of the Sons of Freedom sect now centres around the new fireproof prison at Agassiz, 70 miles east of Vancouver, where some 450 Freedomites live in canvas and wooden shacks awaiting the release of their convicted friends and relatives. When will this tragic record of murder, nude demonstrations, bombings, burnings and destruction of property end?

Highly recommended, this book will help one to understand some of the Doukhobor problems. C.W.S.

STEAM LOCOMOTIVES (Model Railroader Cyclopedia Vol. I), edited by Linn H. Westcott. Kalmbach Pub. Co., Milwaukee, Wis. Pp. 272. Illustrated with index. \$20.

From time to time we come across truly memorable books, and "Steam Locomotives" is indeed in this category. The cost is high — \$20.00, but since quality is never cheap it must be considered as value received and there can be no doubt as to its value. Naturally a person must be interested in the American locomotive in some manner or other before he will be inclined to agree with me. Assuming such an interest, it behooves the reader to locate and acquire this

volume even if his family does subsequently starve. Incidentally, you may encounter greater success in finding this book at your local hobby centre than at your local book store.

Aside from the general excellent quality of the book, paper, printing, etc., that we have come to expect in all Kalmbach Company books, there is a particular over-all splendor in the portrayal of the subject matter. The student of the locomotive will find endless material therein for study and reflection. The advanced modeler and collector will find it invaluable for reference and corroboration. All the engine plans are portrayed in HO scale to facilitate such modeling and to enable ready comparisons of size, length, etc. A few are also shown in larger $\frac{1}{4}$ " scale to enhance the details.

A typical engine treatment of, for instance, a 4-6-2 consists of the following:

1. A builders photo — a full length broad-side.
2. Several photographs showing that type of locomotive as built for several different roads, i.e., UP, CPR, etc., and at several stages of development, i.e., early, recent.
3. A plan drawing HO scale showing as much detail as possible.
4. Varying amounts of explanatory text, outlining the historical development of each class, who built them and why.

Repeat this format for some 125 odd locomotives and you will begin to grasp the scope of the work. Not only the most recent motive power is shown, although there is a good supply of these including: the "Yellowstones," the "Big Boys," the "Challengers," etc., there is also a good cross-section of less recent and early types as well, including a smart little 4-4-0 vintage 1873, among others.

Canadian engines are not overly represented although several CN engines including an 0-6-0, a 2-8-2, a 4-6-2 USRA light, a 4-6-2 J4e and a 4-8-2 are shown. The book is naturally enough aimed at the largest market, which is of course American, so that the omissions are understandable even if lamented. The Canadian railfan will, nevertheless, welcome the book, if only for the reason that many of the HO scale models available are of American prototypes and he will thus be enabled to super-detail his locomotives in strict accordance to prototype practice.

One will find every major class of steam locomotive represented, ranging from the 0-6-0 switcher, through the Atlantics, Pacifics and Hudsons right up to the big articulated monsters representing the zenith of steam power. One will see slide-valve engines, poppet valves and piston valves. One will find simple and compound, two cylinders, three cylinders, Shays Heislors and rack engines.

The entire first twenty-six pages are devoted to a clear and informative explanation of the principle and construction of a typical modern steam engine, the perusal of which will equip the average reader with an understanding of the basis of the steam engine and its accessories; the turbogenerators, water injectors, compressors, lubricators, blowers, overfire jets, etc. The complete engine from pilot to tender is described and portrayed. No attempt is made to introduce the reader to the intricacies of valve-motion principles, timing, etc., nor does counter-balancing receive more than passing attention. Knowledge of such technical matters is not required by the average modeler or railfan however, and is certainly not required for full enjoyment of this book.

It is difficult to curl up with a book that measures about 30" in length when opened and weighs a fair bit as well. The large size however enables full length portrayal of such leviathans as the "Big Boy," and removes the annoying reliance on fold-outs, etc., which usually get dog-eared in time. It also does away with "fold-ups" in pockets which inevitably get lost or pilfered. The large format is quite definitely the answer although your bookcase may be inadequate to contain it.

It is to be freely understood that no criticism of this book "Steam Locomotives" is implied. One would just as soon attack motherhood or democracy.

Parting with \$20.00 for this book will prove one of the most rewarding disbursements you may ever perform and by the time you get it home and begin gloating over it you will have forgotten entirely the agonized fluttering of your wallet as you performed the painful extraction. The heart-rending sobs of your starving children will be drowned out as your cranium reverberates once again to the shattering bellow of 28" cylinders, operating at full stroke, full forward gear, as ten 63" drivers bite down

on cold steel and 14,000 tons shudders into motion. F.M.K.

THE IANNARELLI SYSTEM OF EAR IDENTIFICATION, by Alfred Victor Iannarelli. The Foundation Press, Inc., Brooklyn, N.Y. Pp. 168. Illustrated with index. \$5.00.

The human ear, made up of infinite configuration variations, has for many years been included in descriptive data of the body as a partial means of describing persons. Identification technicians have been convinced for some time that this area of personal identification could stand further study to determine if it would be feasible to use the ear configuration as another means of positive identification.

The author of this publication, Alfred V. Iannarelli, has made a comprehensive study of this natural phenomenon over a period of 14 years, subjected thousands of ears to his system of classification without finding any two identical, thus establishing to a convincing degree another medium by which personal identification can be determined.

The entire book is well illustrated and outlines the unique differences in ear configuration and techniques used in the Iannarelli System. It is presented in six chapters, the first covering historical data, general information on the complete anatomical structure and the other characteristics of the ear. The second chapter introduces the method of photography used in this system as well as the equipment required to produce photographs for ear measurement and classification. Darkroom techniques and procedures are outlined and are most important, as this whole system of ear identification depends on the accurate enlargement and positioning of ear photographs when projected on specially designed easels, as well as marking and preparing the prints for comparison.

The classification of the ear as developed by the author is not complicated, but the filing system restricts this means of identification to small groups of persons, as searching the filed collection with an unknown ear print is not taken into consideration. The classifications, however, would lend themselves to the development of a simple sequential filing system. The matter of the preparation and presentation of the ear photograph for comparison purposes to

prove identification in court is given a fairly detailed coverage in the last two chapters.

The Iannarelli System, which could be used as a complimentary means of positive identification, would prove most useful in the identification of new-born infants or groups of people who are employed in hazardous occupations.

As this is the first book to put the identification of the human ear characteristics on a scientific and practical basis, it will be of considerable interest to identification technicians. Experienced fingerprint technicians may be somewhat skeptical of this new science and would likely want to supplement their studies of the Iannarelli System with additional research into the infallibility and practicability of ear identification.

A.R.J.

POLICE PATROL READINGS, by Samuel G. Chapman. The Ryerson Press, Toronto. Pp. 476. \$15.00.

To many a reader *Police Patrol Readings* will be a delightful and rewarding experience. The bulk of material has been gathered from police patrol experiences in the United States and England and although some of the laws and enforcement policies mentioned would not apply in Canada, a good many useful hints can be gained by reading this book.

For the police recruit, the book combines broad, yet divergent philosophies with a mass of important detail on practices and procedures. To the Administrator and Supervisor, it gives new and challenging insights into the fundamental problems of the effective, legal and ethical use of uniformed policemen.

Chapters III and V dealing with *Methods of Patrol* and the *British Patrol and Team Policing*, respectively, prove to be most interesting as these cover the various means of deployment of manpower in patrolling particular areas to the best advantage.

Other interesting topics are *The Police in a Democracy*, *Patrol Force and Patrolmen*, *Patrol Force Distribution*, *Violence and the Police*, *Civil Disturbances and Disasters*, *Traffic*, *Blockades and Special Functions*, and *Vocational Training*. Of particular mention is the *Michigan Road-Block System* together with the *Nevada Road-Block Statute*.

Job Analysis of Police Service dealing with the *Work of the Patrolman* under the

headings, Type of Assignment, "What he does" and "What he should know" would be of interest to policemen employed in Training and Field Supervision.

The author has done a great deal of research in compiling his information, and, as a result, offers a wealth of knowledge to guide in the formulation of new policies, programs, and procedures — or to reaffirm present practices.

C.R.

THE SCIENTIFIC INVESTIGATOR, by Richard O. Arther, B.S., M.A. The Ryerson Press, Toronto. Pp. 236. Illustrated with index. \$11.00.

This book could have been a really worthwhile addition to an investigator's library. Unfortunately it is not. Mr. Arther set out to "bridge the gap between investigator and crime laboratory." His bridge, however, is constructed on a very faulty foundation and requires the customary sign — "Use at your own risk." The regrettable circumstance is that some innocent pedestrian may attempt to cross not having seen the warning and could encounter disaster. The average investigator is in no position in this case to sort the wheat from the chaff and could be seriously led astray by certain sections of this book. Such errors could lead to serious miscarriages of justice, to say the least.

Mr. Arther has also seized the opportunity to propagandize the polygraph and polygraphy in each instance his own apparatus or method as the case may be. To this end he devotes about 26 pages of a total of 230, or something more than 10 percent of the total. Since no mention is made in the title (or elsewhere) that this

is to be a text on polygraphy, such undue emphasis on the subject seems unwarranted. He also deals with such subjects as hair and fibres, firearms identification, serology, document examination, fingerprinting, toxicology, photography, etc. In some few cases his treatment is satisfactory; in most, however, it is not.

The simplest explanation for the inadequacies of the book is that Mr. Arther has bitten off more than he can chew — he is apparently beyond his depth in dealing with subjects other than polygraphy. He attempts to correct this deficiency by having others review his efforts. Dr. Wiener, for instance, criticized the serology section which probably explains why it is about the best in the book. The other reviewers were less successful in their efforts and error is rampant. Some errors are obvious, others are quite subtle, taking the form of misleading generalities or half truths. In some cases an intimate knowledge of the subjects is required in order to detect such flaws. Needless to say these are the worst kind since an investigator would be unlikely to spot them.

No attempt will be made here to list such errors and misleading statements — the list would be too long and tedious. In spite of this there are many good portions of the book; there is much good advice contained therein and it is interesting reading. If it retailed for three or four dollars that would be bad enough but in a book listed at eleven dollars the reader has the right to expect a minimum of errors of fact, and certainly less ambiguity and generality than is displayed therein.

F.M.K.

Retirements

The following members of the RCMP retired to pension during the period January 1 to March 31:

<i>Reg. No.</i>	<i>Rank</i>	<i>Name</i>	<i>Div.</i>	<i>Date</i>
12722	Sgt.	J. L. T. Desmarais	"HQ"	Jan. 1
13259	S/Sgt.	J. Fraser	"HQ"	Jan. 3
14500	Sgt.	A. L. Duff	"H"	Jan. 4
14768	Sgt.	G. L. Skaftfeld	"Depot"	Jan. 4
13895	S/Sgt.	C. J. Keohane	"G"	Jan. 5

17868	S/Sgt.	J. G. Hall	"Marine"	Jan. 5
14476	Cpl.	A. R. W. Dick	"Depot"	Jan. 7
	Asst. Commr.	J. H. T. Poudrette	"HQ"	Jan. 12
14538	Cpl.	W. G. Thurber	"G"	Jan. 12
13138	Sgt.	I. Rolstone	"HQ"	Jan. 16
12636	S/Sgt.	W. P. M. Kirkman	"F"	Jan. 17
14240	Cpl.	J. V. Hennebery	"E"	Jan. 19
13446	Sgt.	F. Smith	"K"	Jan. 21
12624	Sgt.	W. G. Stevens	"Depot"	Jan. 23
13103	Sgt.	A. Tingle	"F"	Jan. 24
12692	S/Sgt.	H. H. MacLeod	"G"	Jan. 25
12662	S/Sgt.	T. I. Inkpen	"D"	Jan. 26
16318	S/Sgt.	C. C. Campbell	"HQ"	Jan. 26
13694	S/Sgt.	F. J. Langshaw	"O"	Jan. 27
14551	S/Sgt.	L. D. Libke	"HQ"	Jan. 27
	Supt.	J. A. Reader	"Marine"	Jan. 31
13386	Sgt.	A. F. Brewin	"F"	Jan. 31
13262	Cpl.	H. B. McKinnon	"HQ"	Jan. 31
13783	Sgt.	P. J. Cully	"K"	Feb. 1
13289	Sgt.	J. R. R. Piette	"C"	Feb. 3
13014	S/Sgt.	C. C. Head	"HQ"	Feb. 4
13276	S/Sgt.	S. P. Gregory	"E"	Feb. 4
13408	Sgt.	E. A. S. Hamilton	"K"	Feb. 7
12736	S/Sgt.	C. Stanyer	"E"	Feb. 8
14649	Sgt.	F. W. Fieseler	"K"	Feb. 8
12777	S/Sgt.	J. A. Rothery	"D"	Feb. 9
13490	Sgt.	D. A. Deeks	"F"	Feb. 10
15384	Cpl.	W. S. M. A. Smith	"K"	Feb. 11
12944	S/Sgt.	R. B. Coupland	"O"	Feb. 16
14064	Cpl.	A. R. Nelson	"F"	Feb. 17
12728	Sgt.	R. M. Bradley	"C"	Feb. 20
13442	Sgt.	A. N. Lindsay	"G"	Feb. 21
14117	S/Sgt.	F. R. Clark	"A"	Feb. 22
16441	Cst.	R. J. Ivens	"E"	Feb. 23
	Supt.	J. B. Harris	"E"	Feb. 28
12886	S/Sgt.	W. C. Kennettle	"H"	Mar. 6
13607	Sgt.	R. L. Stewart	"A"	Mar. 7
15396	Sgt.	J. J. F. E. Berlinguette	"C"	Mar. 9
13849	S/Sgt.	W. F. L. Murray	"K"	Mar. 14
16445	Cpl.	D. A. Jobling	"E"	Mar. 15
16413	Sgt.	J. N. Cummins	"E"	Mar. 22
13306	Sgt.	K. V. Murray	"H"	Mar. 26
13288	S/Sgt.	W. G. Heatherington	"J"	Mar. 28
S/132	Spl. Cst.	T. W. Lahache	"C"	Mar. 31

Vital Statistics

BIRTHS

"Headquarters" Division

To Reg. No. 18848 Cpl. and Mrs. J. B. D. Henry, a daughter, Katherine Mary, on Dec. 4, 1964 at Ottawa.

To Reg. No. 19099 Cst. and Mrs. E. Langner, a son, David Edward, on Dec. 24, 1964 at Ottawa.

To Reg. No. 18816 S/Sgt. and Mrs. F. M. Kerr, a son, Christopher John, on Jan. 2, 1965

at Ottawa.

To Reg. No. 18864 Cst. and Mrs. R. A. Tedeschini, a son, John Charles, on Dec. 27, 1964 at Ottawa.

To Reg. No. 18218 Cpl. and Mrs. G. T. Jamison, a son, James Andrew, on Nov. 19, 1964 at Ottawa.

To Reg. No. 15950 Cpl. and Mrs. A. E. Wiseman, a son, Derek Roger, on Jan. 14, 1965.

To Reg. No. 18989 Cst. and Mrs. C. P. Evans, a son, Sean Patrick Kelly, on Jan. 25, 1965 at Ottawa.

To Reg. No. 19407 Cst. and Mrs. R. V. Steg, a son, Sean Colin, on Sept. 16, 1964 at Ottawa.

To Spl. Cst. and Mrs. G. A. K. C. Fairbairn, a daughter, Bonnie Heather, on Oct. 29, 1964 at Ottawa.

To Reg. No. 17859 Cpl. and Mrs. N. W. Luker, a daughter, Karen, on Sept. 29, 1964 at Ottawa.

To Reg. No. 18189 Cst. and Mrs. R. H. Keeble, a daughter, Mary Elizabeth, on Feb. 10, 1965 at Ottawa.

To Reg. No. 13976 S/Sgt. and Mrs. A. G. Mowat, a daughter, Janyth, on Feb. 24, 1965 at Ottawa.

"A" Division (Ontario, Quebec)

To Reg. No. 18699 Cst. and Mrs. J. E. A. Yelle, a daughter, Marie Therese Julie, at Ottawa, on Nov. 15, 1964.

To Reg. No. 22756 Cst. and Mrs. A. J. McDonald, a daughter, Alison Virginia Marie, at Sault Ste. Marie, on Oct. 5, 1964.

To Reg. No. 18546 Cst. and Mrs. D. E. Bateman, a son, Robert Duncan, at Ottawa, on Dec. 13, 1964.

To Reg. No. 20891 Cst. and Mrs. W. W. Smith, a daughter, Debora Lynn Madelyn, at Ottawa, on Dec. 26, 1964.

To Reg. No. 16941 Sgt. and Mrs. E. H. Corrigan, a son, Jeffrey, at Ottawa, on Dec. 31, 1964.

To Reg. No. 18852 Cst. and Mrs. L. R. Wells, a daughter, Laurie Ann, at Pembroke, on July 29, 1964.

To Reg. No. 20912 Cst. and Mrs. B. W. Sutcliffe, a daughter, Tracey Nadine, at Kingston, on Jan. 17, 1965.

"Air" Division

To Reg. No. 18109 Sgt. and Mrs. R. R. V. Spencer at Moncton, N.B., on Oct. 30, 1964, a daughter, Deborah Lyn.

To Reg. No. 18391 Sgt. and Mrs. R. J. Demeriz, at Whitehorse, Y.T., on Dec. 2, 1964, a daughter, Brenda Lynn.

To Spl. Cst. and Mrs. J. G. E. Walker, at Churchill, Man., on Dec. 6, 1964, a son, Christopher Glenn.

To Reg. No. 15661 S/Sgt. and Mrs. J. F. Austin, at Ottawa, Ont., on Jan. 7, 1965, a son, Robert James.

To Spl. Cst. and Mrs. M. O. Stene, at Ottawa, on Jan. 10, 1965, a son, Kevin Glen.

To Reg. No. 17411 S/Sgt. and Mrs. G. M. Carter, at Winnipeg, Man., on Jan. 11, 1965, a daughter, Lynda Leanne.

"B" Division (Newfoundland)

To Reg. No. 16219 Sgt. and Mrs. C. L.

Matthews of Placentia, a son, Clifton Burt, on May 18, 1963.

To Reg. No. 20983 Cst. and Mrs. J. C. M. Piche of Labrador City, a son, Joseph Charles Mark, on Oct. 2, 1964.

To Reg. No. 17536 Cpl. and Mrs. E. D. C. Reeve of Springdale, a daughter, Susan Margaret, on Sept. 14, 1964.

To Reg. No. 22636 Cst. and Mrs. L. F. Good of Stephenville, a son, Loran Richard, on Nov. 4, 1964.

To Reg. No. 19531 Cst. and Mrs. G. S. MacCharles of St. John's, a son, Stephen James, on Oct. 15, 1964.

To Reg. No. 17352 Cpl. and Mrs. H. L. Fraser of St. John's, a son, Louis Harvey, on Sept. 20, 1964.

To Reg. No. 19864 Cst. and Mrs. N. E. Hirtle of St. John's, a son, Stephen Norwood, on Nov. 4, 1964.

To Reg. No. 17677 Cpl. and Mrs. W. A. Porter of Placentia, a son, Robert James, on May 18, 1964.

To Reg. No. 21663 Cst. and Mrs. J. A. Whitfield of Labrador City, a son, Jeffrey Allan, on Nov. 11, 1964.

To Reg. No. 20432 Cst. and Mrs. E. H. Kaiser of Goose Bay, a daughter, Laurel Maureen, on Oct. 8, 1964.

To Reg. No. 21058 Cst. and Mrs. R. F. MacAulay of St. John's, a daughter, Gail Ann, on Nov. 12, 1964.

To Reg. No. 18940 Cst. and Mrs. E. W. Doupe of Fogo, a son, William Francis, on Dec. 11, 1964.

To Reg. No. 20574 Cst. and Mrs. P. S. Robbins of St. John's, a son, Jeffrey David, on Dec. 28, 1964.

To Reg. No. 20892 Cst. and Mrs. D. F. Yeomans of St. John's, a son, Donald Mark, on Sept. 28, 1964.

To Reg. No. 20104 Cst. and Mrs. L. B. Wood of Corner Brook, a son, Paul Lionel Edmund, on Dec. 7, 1964.

To Reg. No. 22234 Cst. and Mrs. F. R. Davis of Grand Falls, a son, Frederick Jeffrey, on Dec. 12, 1964.

To Reg. No. 21276 Cst. and Mrs. G. T. Train of Corner Brook, a son, Brian Richard, on Oct. 24, 1964.

To Reg. No. 19251 Cst. and Mrs. J. G. Jans of Stephenville, a son, Anthony Stewart, on Dec. 20, 1964.

To Reg. No. 16230 Cpl. and Mrs. G. M. Greene of Grand Falls, a son, Gregory Lionel, on Sept. 29, 1964.

To Reg. No. 20141 Cst. and Mrs. C. R. Dole of Corner Brook, a son, Brian Daniel George, on Sept. 3, 1964.

To Reg. No. 17972 Cpl. and Mrs. G. R. Butt of Bell Island, a daughter, Elizabeth Rae, on Nov. 6, 1964.

"C" Division (Quebec)

To Reg. No. 22155 Cst. and Mrs. J. P. R. G. Labbe, a son, Rejean Guy, Sept. 22, 1964.

To Reg. No. 22060 Cst. and Mrs. J. E. R. R. Poitras, a daughter, Marie Therese Ginette Nathalie, on Sept. 28, 1964.

To Reg. No. 19844 Cst. and Mrs. J. A. G. Gravel, a son, Joseph Alain Francis, on Sept. 29, 1964.

To Reg. No. 22483 Cst. and Mrs. J. A. G. Plouffe, a daughter, Suzanne Mary, on Sept. 29, 1964.

To Reg. No. 19970 Cst. and Mrs. J. E. P. Schump, a daughter, Susan Linda, on Oct. 3, 1964.

To Reg. No. 20672 Cst. and Mrs. J. L. G. Favreau, a daughter, Marie Berthe Johan, on Oct. 11, 1964.

To Reg. No. 15789 Sgt. and Mrs. J. R. M. Cusson, twin girls, Marie Suzanne France and Marie Jeanne Lyne, on Oct. 14, 1964.

To Reg. No. 15571 Cpl. and Mrs. J. I. B. Proulx, a daughter, Marie Helene Nathalie, on Oct. 25, 1964.

To Reg. No. 20580 Cst. and Mrs. J. A. G. Genest, a daughter, Anne-Marie Sophie, on Oct. 30, 1964.

To Reg. No. 15102 Sgt. and Mrs. J. G. C. Ranger, a daughter, Sharon Aletha, on Nov. 17, 1964.

To Reg. No. 16824 Cst. and Mrs. H. J. L. Z. Fortin, a son, Joseph Albert Stephane, on Dec. 8, 1964.

To Reg. No. 16835 Cpl. and Mrs. G. M. Roy, a daughter, Marie Christine Nathalie, on Dec. 10, 1964.

To Reg. No. 18105 Sgt. and Mrs. J. R. Y. Beaulieu, a son, Joseph Michel, on Dec. 12, 1964.

To Reg. No. 22806 Cst. and Mrs. J. A. C. Chamberland, a daughter, Marie Fernande Nathalie, on Jan. 2, 1965.

"D" Division (Manitoba)

To Reg. No. 18401 Cst. and Mrs. H. R. Batten, Carman, a son, James Donald, on Oct. 5, 1964.

To Reg. No. 17825 Cpl. and Mrs. J. W. Dafoe, Winnipeg, a daughter, Sandra Joan, on Mar. 20, 1964.

To Reg. No. 17733 Cpl. and Mrs. N. J. G. Searle, Grand Rapids, a son, Michael James, on Sept. 23, 1964.

To Reg. No. 14788 S/Sgt. and Mrs. H. Light, Winnipeg, a son, Brian Joseph, on Oct. 26, 1964.

To Reg. No. 19418 Cst. and Mrs. M. Prokopchuk, Winnipeg, a son, Paul Joseph, on Oct. 23, 1964.

To Reg. No. 20796 Cst. and Mrs. L. D. Burden, Winnipeg, a son, David Charles, on Nov. 16, 1964.

To Reg. No. 19847 Cst. and Mrs. G. E. Ferguson, Killarney, a son, Robert William, on Nov. 17, 1964.

To Reg. No. 17881 Cpl. and Mrs. E. F. Anderson, Dauphin, a son by adoption, Lars Franklin, born Oct. 21, 1964.

To Reg. No. 21984 Cst. and Mrs. J. B. B. St. Onge, Flin Flon, a daughter, Michelle Marie Anne, on Nov. 5, 1964.

To Reg. No. 17016 Cpl. and Mrs. T. Lucko, Winnipeg, a daughter, Doreen Mariana, on Dec. 12, 1964.

To Reg. No. 19335 Cst. and Mrs. N. P. Schrader, Morris, a son, Dean Nicholas Joseph, on Dec. 24, 1964.

To Reg. No. 20787 Cst. and Mrs. W. P. Jans, Winnipeg, a son, William Russell, on Dec. 11, 1964.

To Reg. No. 17358 Cst. and Mrs. W. E. E. Sauve, Winnipeg, a son by adoption, Ian Thomas, born May 5, 1963.

To Reg. No. 19933 Cst. and Mrs. M. E. Caldwell, Winnipeg, a son, Christopher Edwin, on Dec. 8, 1964.

To Reg. No. 16088 Cpl. and Mrs. W. G. Cozens, Winnipeg, a daughter, Sandra Marie, on Jan. 7, 1965.

To Reg. No. 22147 Cst. and Mrs. W. D. Morris, Flin Flon, a son, William David, on Jan. 8, 1965.

To Reg. No. 18000 Cst. and Mrs. D. K. Manning, Dauphin, a son, Dean Kenneth, on Jan. 27, 1965.

"Depot" Division (Regina, Sask.)

To Reg. No. 19063 Cpl. and Mrs. J. B. Penz, a daughter, Kathryn Michelle, on Aug. 22, 1964 at Regina.

To Reg. No. 19138 Cst. and Mrs. N. D. Dech, a son, Steven Douglas, on Nov. 25, 1964 at Regina.

To Reg. No. 17795 Cpl. and Mrs. M. G. Kelly, a son, Maurice John, on Dec. 2, 1964 at Regina.

To Reg. No. 17106 Cpl. and Mrs. R. I. Evans, a son, Robert Llewellyn George, on Dec. 15, 1964 at Regina.

"E" Division (British Columbia)

To Reg. No. 22177 Cst. and Mrs. R. V. Campbell, at Summerland on Oct. 24, 1964, a daughter, Roberta Ann.

To Reg. No. 18517 Cst. and Mrs. W. B. Beaulac, at Vancouver on Oct. 29, 1964, a son, John William, by adoption.

To Reg. No. 20222 Cst. and Mrs. E. L. Hill, at Nanaimo on Oct. 30, 1964, a daughter, Lisa Diann.

To Reg. No. 21125 Cst. and Mrs. J. R. E. D'Aoust, at Squamish on Oct. 9, 1964, a daughter, Debora Lee.

To Reg. No. 21644 Cst. and Mrs. G. C. Madson, at Port Alberni on Nov. 5, 1964, a son, Scott Michael.

To Reg. No. 20078 Cst. and Mrs. R. K. Warne, at Chilliwack on Nov. 5, 1964, a daughter, Sherri Lee.

To Reg. No. 20418 Cst. and Mrs. R. G. Thompson, at Vancouver on Oct. 7, 1964, a son, Scott Gregory.

To Reg. No. 15770 Cpl. and Mrs. B. R. Oldham, at Vancouver on Oct. 12, 1964, a daughter, Tammy Lee Riton.

To Reg. No. 19085 Cst. and Mrs. G. R. Mashford, at Prince George on Sept. 23, 1964, a son, Murray Raymond.

To Reg. No. 19331 Cst. and Mrs. J. E. Sumpton, at Victoria on Oct. 10, 1964, a daughter, Lori Dawn.

To Reg. No. 18874 Cst. and Mrs. W. P. Benedek, at Burnaby on Oct. 7, 1964, a son, Louis Brent Areans.

To Reg. No. 21180 Cst. and Mrs. V. L. Mawhinney, at Vancouver on Nov. 15, 1964, a son, Todd David.

To Reg. No. 17906 Cpl. and Mrs. J. M. Graham, at Victoria on Nov. 23, 1964, a son, John Thomas.

To Reg. No. 16744 Cpl. and Mrs. F. H. Letkeman, at Grand Forks on Nov. 7, 1964, a son, David John.

To Reg. No. 21346 Cst. and Mrs. D. L. S. Boan, at Comox on Nov. 17, 1964, a son, David Brent.

To Reg. No. 21152 Cst. and Mrs. T. D. Kuchta, at Cumberland on Nov. 8, 1964, a daughter, Nancy Ann.

To Reg. No. 19582 Cst. and Mrs. G. M. Mowatt, at Vancouver on Nov. 25, 1964, a son, Grant Edward.

To Reg. No. 21820 Cst. and Mrs. M. Demchuk, at Kamloops on Dec. 4, 1964, a son, Michael Kenward.

To Reg. No. 19338 Cst. and Mrs. F. E. Zaharia, at Revelstoke on Dec. 9, 1964, a daughter, Laurin Dale.

To Reg. No. 21025 Cst. and Mrs. E. D. Lucas, at Haney on Nov. 13, 1964, a daughter, Irene Elizabeth.

To Reg. No. 20750 Cst. and Mrs. W. M. Acres, at Port Alberni on Dec. 1, 1964, a daughter, Michele Nadine.

To Reg. No. 15139 Cpl. and Mrs. M. Hochstetter, at Prince George on Dec. 12, 1964, a son, James Alan.

To Reg. No. 19850 Cst. and Mrs. C. A. K. Beecroft, at Pouce Coupe on Nov. 9, 1964, a daughter, Angelene Louise.

To Reg. No. 20824 Cst. and Mrs. N. M. Bruce, at Kelowna on Sept. 29, 1964, a daughter, Barbara Jean.

To Reg. No. 21529 Cst. and Mrs. C. M. Hutchinson, at Prince Rupert on Nov. 11, 1964,

a daughter, Robyn Colleen.

To Reg. No. 20419 Cst. and Mrs. K. A. Dorkin, at Penticton on Dec. 9, 1964, a son, Raymond Kenneth.

To Reg. No. 19998 Cst. and Mrs. D. L. B. Johnston, at Chilliwack on Dec. 17, 1964, a daughter, Donna Lynne.

To Reg. No. 20198 Cst. and Mrs. R. D. Saunders, at Vancouver on Jan. 1, 1965, a daughter, Rhonda Michelle.

To Reg. No. 20836 Cst. and Mrs. R. L. Marshall, at Nanaimo on Nov. 26, 1964, a daughter, Dana Margaret.

To Reg. No. 20212 Cst. and Mrs. A. L. Olafson, at Cumberland on Dec. 30, 1964, a son, Stephen Bruce.

To Reg. No. 18027 Cpl. and Mrs. W. J. Halloran, at Vancouver on Dec. 22, 1964, a son, Robert Reginald.

To Reg. No. 20180 Cst. and Mrs. J. T. Ehler, at North Vancouver on Dec. 1, 1964, a daughter, Shannon Wesley.

To Reg. No. 20748 Cst. and Mrs. S. W. Winarski, at Murrayville on Dec. 29, 1964, a son, Allan Stanley Eric.

To Reg. No. 19795 Cst. and Mrs. W. A. H. Hare, at Lillooet on Sept. 12, 1964, a daughter, Patricia Susan Anne.

To Reg. No. 18380 Cst. and Mrs. R. H. De Armond, at Cumberland on Dec. 29, 1964, a daughter, Rea Lynn.

To Reg. No. 18507 Cst. and Mrs. J. B. Wharton, at Revelstoke on Jan. 5, 1965, a daughter, Laura Lynne.

To Reg. No. 20120 Cst. and Mrs. C. M. Bergman, at Burns Lake on Dec. 20, 1964, a son, Christopher Mervyn.

To Reg. No. 22494 Cst. and Mrs. K. Folk, at Prince Rupert on Dec. 3, 1964, a daughter, Marina Kathleen.

To Sub-Inspr. and Mrs. D. J. Beiersdorfer, at Victoria on Jan. 6, 1965, a son, William David Stuart.

To Reg. No. 21361 Cst. and Mrs. A. Pfau, at Prince George on Dec. 19, 1964, a daughter, Laureen Anne.

To Reg. No. 16607 Cst. and Mrs. P. L. Guinevan, at Vancouver on Dec. 28, 1964, a daughter, Dolores Elizabeth.

To Reg. No. 16879 Cpl. and Mrs. K. R. Aquilon, at New Westminster on Dec. 30, 1964, a daughter, Pamela Dawn.

To Reg. No. 20954 Cst. and Mrs. M. B. Giblak, at Penticton on Jan. 14, 1965, a daughter, Lisa Maria.

To Reg. No. 19552 Cst. and Mrs. K. N. Gale, at Burnaby on Jan. 11, 1965, a son, Michael Kenneth.

To Reg. No. 19377 Cst. and Mrs. C. N. Reed, at North Vancouver on Dec. 28, 1964, a daughter, Krissa-Ann Hope.

To Reg. No. 19544 Cst. and Mrs. A. R.

Tomlins, at Vancouver on Jan. 26, 1965, a son, Reid Murray, by adoption.

"F" Division (Saskatchewan)

To Reg. No. 21618 Cst. and Mrs. D. I. MacKenzie of Regina, a daughter, Leslie Ann, on May 22, 1964.

To Reg. No. 19529 Cst. and Mrs. H. R. Ammeter of Weyburn, a son, William Eric, on Aug. 8, 1964.

To Reg. No. 21231 Cst. and Mrs. J. W. Jacques of Saskatoon, a daughter, Nadine Anne, on Sept. 28, 1964.

To Reg. No. 17327 Cpl. and Mrs. J. R. Nickel of Punichy, a daughter, Joanne Rae, on Sept. 29, 1964.

To Reg. No. 19252 Cst. and Mrs. A. G. S. Cory of Kindersley, a son, Scott Allan, on Oct. 9, 1964.

To Reg. No. 21549 Cst. and Mrs. J. W. MacEdward of Weyburn, a son, Michael John, on Oct. 10, 1964.

To Reg. No. 21202 Cst. and Mrs. R. S. Zackrodnik of Broadview, a son, Sheldon Lance, on Oct. 23, 1964.

To Reg. No. 21700 Cst. and Mrs. W. F. M. Ulrich of Saskatoon, a daughter, Leann Marie, on Oct. 25, 1964.

To Reg. No. 21722 Cst. and Mrs. J. A. Craig of Uranium City, a daughter, Suzanne Mary, on Nov. 9, 1964.

To Reg. No. 21916 Cst. and Mrs. H. E. Stienwand of Saskatoon, a daughter, Jennifer Leigh, on Nov. 10, 1964.

To Reg. No. 20973 Cst. and Mrs. R. A. Brucker of Regina, a daughter, Karen Lynn, on Nov. 25, 1964.

To Reg. No. 18411 Cst. and Mrs. J. S. Riley of Saskatoon, a son, Robert James, on Nov. 30, 1964.

To Reg. No. 20022 Cst. and Mrs. R. T. J. Prest at Yorkton, a daughter, Ashley Gillian, on Dec. 10, 1964.

To Reg. No. 20852 Cst. and Mrs. W. S. Olsen of Outlook, a daughter, Janet Marie, on Dec. 18, 1964.

To Reg. No. 20840 Cst. and Mrs. C. W. Graham of Watrous, a daughter, Nancy Colleen, on Dec. 20, 1964.

To Reg. No. 19456 Cst. and Mrs. A. Antoniuk of Lanigan, a son, Robert Anthony, on Dec. 25, 1964.

To Reg. No. 14237 S/Sgt. and Mrs. T. J. Peck of Regina, a daughter, Frances Lynn, on Jan. 10, 1965.

"G" Division (N.W.T., Yukon)

To Reg. No. 13249 Cpl. and Mrs. M. R. Kennedy, a daughter, Jacqueline MacLellan, on Jan. 9, 1965, at Ottawa.

To Reg. No. 17873 Cpl. and Mrs. R. S. Pilot, a son, Robert James, on Dec. 13, 1964 at Hay River.

To Reg. No. 19038 Cpl. and Mrs. R. D. Crerar, a daughter, Janice Helen, at Inuvik, on Jan. 18, 1965.

To Reg. No. 19346 Cst. and Mrs. L. F. W. McKiel, a son, David Scott, on Dec. 1, 1964 at Whitehorse.

To Reg. No. 21259 Cst. and Mrs. D. C. Cooper, a daughter, Shireen Dawn, on Jan. 22, 1965 at Whitehorse.

"H" Division (Nova Scotia)

To Reg. No. 15269 Cpl. and Mrs. D. L. Brook, a daughter, Karen Allyson, on Oct. 6, 1964 at Halifax.

To Reg. No. 17657 Cpl. and Mrs. K. G. Kerr, a son, Andrew Thompson, on Oct. 26, 1964 at Bridgewater.

To Reg. No. 21572 Cst. and Mrs. C. A. Legassick, a daughter, Christine Ann, on Sept. 22, 1964 at Yarmouth.

To Reg. No. 19163 Cst. and Mrs. D. B. McGinnis, a son, Christopher James, on Dec. 11, 1964 at Halifax.

To Reg. No. 18172 Cst. and Mrs. M. F. O'Brien, a son, Michael Darren, on Dec. 22, 1964 at Halifax.

To Reg. No. 21364 Cst. and Mrs. A. G. Baldwin, a daughter, Treacy Arlene, on Dec. 11, 1964 at Truro.

To Reg. No. 15839 Sgt. and Mrs. J. D. M. Jordan, a daughter, Beverly Jo, on Nov. 28, 1964 at Halifax.

To Reg. No. 18734 Cpl. and Mrs. R. C. Jones, a daughter, Shelley Maureen, on Nov. 26, 1964 at Halifax.

To Reg. No. 18905 Cst. and Mrs. J. Kovacs, a daughter, Mary Ellen, on Jan. 25, 1965 at Halifax.

To Reg. No. 15264 Cpl. and Mrs. Q. W. Wenaus, a daughter, Shelley Anne, on Jan. 1, 1965 at Digby.

To Reg. No. 20382 Cst. and Mrs. C. R. C. Greene, a son, Charles Trevor, on Nov. 5, 1964 at Sydney.

To Reg. No. 19161 Cst. and Mrs. J. B. Brennan, a son, Timothy Allison on Jan. 9, 1965 at Glace Bay.

To Reg. No. 17967 Cpl. and Mrs. A. J. Ross, a son, Allen Guy Patrick, on Dec. 14, 1964 at Antigonish.

"J" Division (New Brunswick)

To Reg. No. 15925 Sgt. and Mrs. A. R. LeCocq, a daughter, Donna Gail, on June 24, 1964 at Campbellton.

To Reg. No. 19586 Cst. and Mrs. T. K. Vickers, a son, Terrence William, on July 4, 1964 at Fredericton.

To Reg. No. 21410 Cst. and Mrs. B. E. Durling, a son, Michael Eugene, on Oct. 15, 1964 at Fredericton.

To Reg. No. 21816 Cst. and Mrs. D. A. Rich, a son, Anthony Saab, on Oct. 29, 1964, at Saint John.

To Reg. No. 15774 Cpl. and Mrs. R. L. Spidell, a daughter, Jane Primrose, on Oct. 30, 1964 at Saint John.

To Reg. No. 18317 Cst. and Mrs. G. L. Thomas, a son, Peter Leonard, on Nov. 3, 1964 at Campbellton.

To Reg. No. 19959 Cst. and Mrs. L. D. Rockwell, a son, Wayne Douglas, on Dec. 4, 1964 at Woodstock.

To Reg. No. 17130 Cpl. and Mrs. H. E. MacDonald, a daughter, Lynn Marie, on Dec. 8, 1964 at Fredericton.

To Reg. No. 16083 Cpl. and Mrs. W. E. Snow, a son, Jeffrey Thomas, on Dec. 13, 1964 at Bathurst.

To Reg. No. 18492 Cpl. and Mrs. I. E. Fury, a son, John Gregory, on Jan. 4, 1965 at St. Stephen.

"K" Division (Alberta)

To Reg. No. 21236 Cst. and Mrs. S. G. King, a daughter, Shelly Maria, at Fort Macleod on May 29, 1963.

To Reg. No. 21341 Cst. and Mrs. R. G. Leith, a daughter by adoption, Lee, born at High River on May 26, 1960.

To Reg. No. 17796 Cst. and Mrs. D. L. Lolato, a son, Robert Anthony, at Edmonton on Nov. 11, 1964.

To Reg. No. 19075 Cst. and Mrs. B. A. Adams, a daughter, Suzanne Leslie, at Calgary on Nov. 16, 1964.

To Reg. No. 20039 Cst. and Mrs. W. W. Patton, a son, William Russell Gus, at Calgary on Nov. 7, 1964.

To Reg. No. 17195 Cpl. and Mrs. R. D. Leurier, a daughter, Marnie Rae, at Lethbridge on Nov. 13, 1964.

To Reg. No. 21455 Cst. and Mrs. B. G. Gilding, a daughter, Sheryl Ann, at Edmonton on Dec. 15, 1964.

To Reg. No. 20680 Cst. and Mrs. F. D. Draker, a son, Dwight Douglas, at Peace River on Dec. 22, 1964.

To Reg. No. 19040 Cst. and Mrs. P. J. Thatcher, a daughter, Nancy Lee, at Calgary on Dec. 27, 1964.

To Reg. No. 18225 Cpl. and Mrs. L. W. Grant, a daughter, Barbara Gail, at Athabasca on Dec. 5, 1964.

To Reg. No. 17388 Cpl. and Mrs. J. M. Fargey, a son, Peter Ross, at Mayerthorpe on Jan. 14, 1965.

To Reg. No. 20510 Cst. and Mrs. L. G. Leppington, a daughter, Lyndsey Gail, at Lethbridge on Dec. 14, 1964.

To Reg. No. 17405 Cpl. and Mrs. D. J. Frayn, a son, Donald John, at Edmonton on Nov. 14, 1964.

To Reg. No. 14865 Cpl. and Mrs. R. R. Hickey, a son, Edward George, at Edmonton on Oct. 13, 1964.

To Reg. No. 19648 Cst. and Mrs. J. Sebastian, a son, Timothy John, at Edmonton on Jan. 1, 1965.

To Reg. No. 14667 Cpl. and Mrs. R. J. Harries, a daughter, Lynn Ann, at Vegreville on Oct. 13, 1964.

To Reg. No. 17748 Cpl. and Mrs. J. A. Trace, a daughter, Rosemary, at Spirit River on Jan. 20, 1965.

To Reg. No. 15554 Cpl. and Mrs. D. J. Farquharson, a daughter, Dawn Elsie-Nell, at Edmonton on Jan. 29, 1965.

"L" Division (Prince Edward Island)

To Reg. No. 19883 Cst. and Mrs. E. F. McCue, a daughter, Susan Michelle, on Dec. 29, 1964, at Alberton.

To Reg. No. 20055 Cst. and Mrs. J. L. Cook, a daughter, Camilla Marie, on Dec. 17, 1964, at Charlottetown.

"Marine" Division

To Reg. No. 19841 Cpl. and Mrs. G. A. Smith, a son, David Allan, at Victoria, B.C., on Jan. 29, 1965.

To Reg. No. M/63 M/Cst. and Mrs. R. W. Copeland, a daughter, Sandra Dawn, at Victoria, on Jan. 16, 1965.

To Reg. No. M/96 M/Cst. and Mrs. E. G. Parsons, a son, Brian George, at Prince Rupert, B.C., on Nov. 8, 1964.

To Reg. No. M/143 M/Cst. and Mrs. A. E. Davidson, a daughter, Patricia Kim, at Halifax, N.S., on Nov. 10, 1964.

To Reg. No. M/108 M/Cst. and Mrs. G. H. White, a daughter, Kimberley Christine Florence, at Grand Bank, Nfld., on Oct. 2, 1964.

"N" Division (Rockcliffe, Ont.)

To Reg. No. 18887 Cst. and Mrs. A. V. Edwards, a son, Trent Howard, on Nov. 13, 1964 at Ottawa.

To Reg. No. 22760 Cst. and Mrs. R. G. Novak, a daughter, Paula Christine, on Oct. 12, 1964 at Ottawa.

"O" Division (Ontario)

To Reg. No. 15766 S/Sgt. and Mrs. D. F. Campbell, a daughter by adoption, Mary, born July 7, 1964 at Hamilton.

To Reg. No. 15818 Cpl. and Mrs. L. M. King, a son by adoption, Louis Alexander, born Aug. 28, 1964 at Toronto.

To Reg. No. 17239 Cpl. and Mrs. A. A. Huston, a son, Michael William, on Nov. 25, 1964 at Brampton.

To Reg. No. 18548 Cst. and Mrs. D. R. Bryce, a daughter, Laura Maureen, on Jan. 29, 1965 at Niagara Falls.

To Reg. No. 18913 Cst. and Mrs. D. A. Elmquist, a daughter, Erica Janice, on Nov. 23, 1964 at Windsor.

To Reg. No. 19465 Cst. and Mrs. F. G. Pierpoint, a daughter, Cheryl Lynn on Jan. 26, 1964 at Ottawa.

To Reg. No. 19488 Cst. and Mrs. W. Werezak, a son, Richard Edward, on Dec. 31, 1964 at London.

To Reg. No. 19542 Cst. and Mrs. H. G. Clarke, a daughter, Jennifer Marie, on Dec. 1, 1964 at Toronto.

To Reg. No. 19549 Cst. and Mrs. N. E. Kyle, a son, Brian Scott, on Nov. 13, 1964 at Scarborough.

To Reg. No. 19557 Cst. and Mrs. J. E. McIlvenna, a son, John Hamilton, on Nov. 23, 1964 at Hamilton.

To Reg. No. 19797 Cst. and Mrs. M. E. J. Dillon, a son, Mathew D'Arcy, on Dec. 6, 1964 at Toronto.

To Reg. No. 20004 Cst. and Mrs. R. B. Stuckless, a son, Robert Kelly, on Jan. 30, 1965, at Toronto.

To Reg. No. 20098 Cst. and Mrs. M. G. Stroud, a son, Kevin Andrew, on Sept. 30, 1964 at Scarborough.

To Reg. No. 20238 Cst. and Mrs. H. J. Strasser, a daughter, Carole Beth, on Nov. 30, 1964 at Fort Erie.

To Reg. No. 20286 Cst. and Mrs. R. H. Getson, a daughter, Ann Margaret, on Dec. 16, 1964 at Toronto.

To Reg. No. 20390 Cst. and Mrs. A. R. Crittenden, a son, Robert Jeffery, on Nov. 26, 1964 at Toronto.

To Reg. No. 20398 Cst. and Mrs. H. G. Borle, a daughter, Karen Elaine, on Nov. 27, 1964 at Belleville.

To Reg. No. 21284 Cst. and Mrs. C. C. S. Guyer, a son, Scott William George, on Jan. 8, 1965 at Toronto.

To Reg. No. 21662 Cst. and Mrs. D. E. Delaney, a son, Donald George, on Dec. 19, 1963 at Toronto.

To Reg. No. 23183 Cst. and Mrs. A. R. White, a daughter, Nancy Lee, on Jan. 15, 1965 at Niagara Falls.

MARRIAGES

"Headquarters" Division

Reg. No. 21525 Cst. D. McC. Boyd to Miss Gretta Denise Hawboldt, at Ottawa on Dec. 19, 1964.

Reg. No. 19272 Cst. M. L. Langman to Miss Jeannette Irene Chinn, at Maple Creek, Sask., on Oct. 19, 1964.

Spl. Cst. D. Groeneweg to Miss Sylvia Mona Telford, at Ottawa on Jan. 8, 1965.

"A" Division (Ontario, Quebec)

Reg. No. 22864 Cst. E. D. Van Wart to Miss Margaret Wendy Menchini, at Ottawa, Oct. 31, 1964.

Reg. No. 21468 Cst. D. H. Jones to Miss Kaija Kaarina Murd, at South Porcupine on Dec. 19, 1964.

Reg. No. 21171 Cst. C. R. Chlow to Miss Vera May Harper, at Pembroke on Dec. 19, 1964.

"B" Division (Newfoundland)

Reg. No. 22219 Cst. H. K. Palmer of St. John's to Miss Beverley Grace Green of Sydney, N.S., on Oct. 10, 1964.

Reg. No. 21336 Cst. R. V. Reynolds of Grand Bank to Miss Barbara Ann May of Ottawa, Ont., on Oct. 13, 1964.

Reg. No. 22666 Cst. A. F. Slade of Corner Brook to Miss Mary Rowena Rowe of Corner Brook, on Nov. 7, 1964.

Spl. Cst. H. C. Spearing of Battle Harbour to Miss Ruby Marlene Anstey, Twillingate, on Sept. 28, 1964.

Reg. No. 22744 Cst. G. R. Dorken of Grand Falls to Miss Eleanor Jean Frances O'Keefe, Grand Falls, on Nov. 21, 1964.

Reg. No. 22750 Cst. J. A. M. Claydon of Corner Brook to Miss Matilda Frances Morey, Corner Brook, on Dec. 4, 1964.

Reg. No. 22071 Cst. J. F. Delorey of Corner Brook to Miss Laura Dorcas Blackwood, Corner Brook, on Dec. 28, 1964.

Reg. No. 19543 Cst. L. C. Perkins of Grand Falls to Miss Sybil Jeannette Lacey of Grand Falls, on Dec. 12, 1964.

"C" Division (Quebec)

Reg. No. 20637 Cst. E. Proteau to Miss Marie Madeleine Lise Jolicoeur of Ottawa, Ont., on Oct. 17, 1964.

Reg. No. 22461 Cst. P. P. Mark to Miss Yvonne Mary Denis of Dorval, on Nov. 7, 1964.

Reg. No. 20928 Cst. J. G. H. McDuff to Miss Lucie Irene Mailhot of Trois Rivières, on Dec. 5, 1964.

Reg. No. 21926 Cst. D. C. J. MacDonald to Miss Marie Nicole Belanger of St. Prosper, on Dec. 15, 1964.

Reg. No. 22437 Cst. J. R. M. Papineau to Miss Marie Liliane Louise Dorais of Drummondville, on Dec. 26, 1964.

"D" Division (Manitoba)

Reg. No. 22618 Cst. B. P. Heming, Winnipeg, to Miss Gloria Gail Piton at Ottawa, Ont., on Oct. 10, 1964.

Reg. No. 22684 Cst. A. T. Hoffas, Portage la Prairie, to Miss Sylvia Marjorie Brecknell, Saskatoon, Sask., on Oct. 10, 1964.

Reg. No. 21250 Cst. D. R. Holland, Gimli, to Miss Nancy Jane Spriggs, on Nov. 28, 1964 at Winnipeg.

Reg. No. 21669 Cst. R. A. Maertens-Poole, Winnipeg, to Miss Marlyn Joan Bradley, on Nov. 21, 1964 at Ottawa.

Reg. No. 22911 Cst. A. K. Brown, Winnipeg, to Miss Carol Anne Young, on Nov. 28, 1964 at Vancouver, B.C.

Reg. No. 21357 Cst. J. D. Basha, Flin Flon, to Miss Sharon Kathleen Hawrysh, on Nov. 28, 1964 at Dauphin.

"E" Division (British Columbia)

Reg. No. 21756 Cst. H. B. McCombe to Barbara Ann Sundin, at Courtenay on Oct. 10, 1964.

Reg. No. 22488 Cst. G. N. Carlson to Sandra Alvina Edmonds, at Terrace on Oct. 24, 1964.
Reg. No. 22697 Cst. D. F. Halsall to Marilyn Nelda Steman, at Hanover, Ont., on Oct. 24, 1964.

Reg. No. 22448 Cst. K. F. Geall to Catherine Roberta Jean Law, at Revelstoke on Oct. 31, 1964.

Reg. No. 22588 Cst. B. F. Hammer to Emmeline Marie Johnson, at Nelson on Nov. 14, 1964.

Reg. No. 22550 Cst. L. K. Eddy to Joan Marjorie Weisgerber, at Sault Ste. Marie, Ont., on Nov. 14, 1964.

Reg. No. 22148 Cst. D. R. Ewing to Carol Lynne Shannon, at Chilliwack on Nov. 14, 1964.

Reg. No. 22645 Cst. J. F. Harris to Patricia Yvonne Manko, at Edmonton, Alta., on Nov. 21, 1964.

Reg. No. 22785 Cst. K. C. Shotbolt to Lillian Thomson, at Portage la Prairie, Man., on Nov. 14, 1964.

Reg. No. 21580 Cst. D. G. Jackson to Carol Rose Flink, at Cloverdale on Nov. 21, 1964.

Reg. No. 21690 Cst. D. C. Brown to Elsie Ann Chamaschuk, at North Surrey on Nov. 27, 1964.

Reg. No. 22837 Cst. J. L. Whittaker to Margaret Anna Bird Hereford, at Kamloops on Nov. 21, 1964.

Reg. No. 22783 Cst. G. E. Carlson to Carol Ann McGraw, at Vancouver on Nov. 28, 1964.

Reg. No. 22336 Cst. V. G. Waddington to Alice Anne Smith, at Prince George on Dec. 12, 1964.

Reg. No. 22265 Cst. R. G. M. Hayden to Evelyn Ann Dixon, at New Westminster on Nov. 14, 1964.

Reg. No. 22414 Cst. R. J. Young to Patricia Frances Foley, at Regina, Sask., on Nov. 21, 1964.

Reg. No. 22673 Cst. K. W. Boyden to Caterina Payment, at Chilliwack on Dec. 30, 1964.

Reg. No. 22916 Cst. L. C. Wagner to Clodagh Louise Peltola, at Vancouver on Nov. 27, 1964.

Reg. No. 22295 Cst. K. G. Duncan to Mary Anne Werbeski, at Vancouver on Dec. 29, 1964.

Reg. No. 22843 Cst. L. L. Yaskow to Nancy Lynn Robertson, at Prince George on Dec. 28, 1964.

Reg. No. 21181 Cst. J. D. Gillespie to Joyce Marguerite Norman, at Richmond on Jan. 2, 1965.

Reg. No. 22846 Cst. S. M. Lozinski to Margaret Joan McEwen, at Saskatoon, Sask., on Jan. 9, 1965.

Reg. No. 22693 Cst. D. W. McLaren to Kathryn Elizabeth Saunders, at Nanaimo on Jan. 9, 1965.

Reg. No. 22919 Cst. E. R. Schmuland to Jane Catherine Carpenter, at Nanaimo on Jan. 16, 1965.

Reg. No. 21870 Cst. G. R. Myall to Kieko Jane Utsunomiya, at Cloverdale on Jan. 9, 1965.

"F" Division (Saskatchewan)

Reg. No. 22404 Cst. R. G. Parr of Meadow Lake to Miss Patricia Audrey Gallivan, at Battleford on Nov. 14, 1964.

Reg. No. 22358 Cst. D. L. Lundine to Miss Carol Ann Sutherland, at Weyburn on Dec. 5, 1964.

Reg. No. 22728 Cst. J. G. Owens of North Battleford to Miss Helen Elizabeth Read, at Glaslyn on Dec. 19, 1964.

Reg. No. 21607 Cst. I. F. Dreger to Miss Joan Faye Poier, at Yorkton on Dec. 30, 1964.

Reg. No. 22547 Cst. G. F. Francis to Miss Susan Marie Wiebe, at Swift Current on Jan. 2, 1965.

"G" Division (N.W.T., Yukon)

Reg. No. 21728 Cst. J. F. Neave of Inuvik to Miss Flora Louise MacDonald, on Dec. 12, 1964 at St. John's, Nfld.

Reg. No. 21291 Cst. H. Kearley of Providence to Miss Joyce Ann Parker, on Aug. 22, 1964 at Yellowknife.

"H" Division (Nova Scotia)

Reg. No. 21673 Cst. N. F. Babcooke to Miss Susan Iris Bilyk, at Truro on Jan. 30, 1965.

Reg. No. 21001 Cst. W. P. McGrath to Miss Charlotte Vera Young, at Halifax on Nov. 28, 1964.

Reg. No. 21545 Cst. F. J. Hynes to Miss Thelma Barbara Foote, at Halifax on Nov. 28, 1964.

Reg. No. 22369 Cst. D. Barber to Miss Donald Elizabeth MacDonald, at Kentville on Dec. 26, 1964.

"J" Division (New Brunswick)

Reg. No. 20936 Cst. C. J. Mew to Miss Marie Yvon Denise Delaney, at Campbellton on Oct. 17, 1964.

Reg. No. 22882 Cst. G. Lear to Miss Mildred Edna Cain, at Petitcodiac on Oct. 26, 1964.

Reg. No. 22256 Cst. L. B. Redfern to Miss Margaret Hope Lannen, at Rothesay on Nov. 21, 1964.

"K" Division (Alberta)

Reg. No. 19680 Cst. D. Huskey to Miss Barbara Anne Elizabeth Campbell, at Vermilion on Oct. 24, 1964.

Reg. No. 22516 Cst. J. A. Price to Miss Charlotte Olive Ruttan, at Red Deer on Nov. 14, 1964.

Reg. No. 14222 Cst. T. G. Tomecko to Miss Frances Tilly Rossy, at Sturgis, Sask., on Oct. 17, 1964.

Reg. No. 13344 S/Sgt. R. C. Francis to Mrs. Marjory Clea Stewart, at Edmonton on Nov. 14, 1964.

Reg. No. 22383 Cst. A. J. Poole to Miss Geesje Wevers, at Lethbridge on Nov. 21, 1964.

Reg. No. 22655 Cst. K. R. McWilliam to Miss Marlene Anne Toman, at Grande Prairie on Oct. 10, 1964.

Reg. No. 21723 Cst. W. N. Stanley to Miss Marlene Gail Miller, at Calgary on Nov. 28, 1964.

Reg. No. 21703 Cst. L. A. Franke to Miss Helena Caroline Hansen, at Calgary on Nov. 14, 1964.

Reg. No. 20455 Cst. G. E. Lyons to Miss Joyce Marigold Brown, at Drumheller on Dec. 11, 1964.

Reg. No. 22601 Cst. R. T. Small to Miss Geraldine La Face, at Calgary on Dec. 18, 1964.

Reg. No. 22146 Cst. R. B. Harlow to Miss Rhea Rena Leduc, at Ottawa, Ont., on Oct. 24, 1964.

Reg. No. 22455 Cst. F. R. Martynook to Miss

Marlene Sylvia Reeves, at Regina, Sask., on Jan. 2, 1965.

"Marine" Division

Reg. No. M/124 M/Cst. K. E. Beisiegel to Miss Orysia Katherine Ewaskow at Vancouver, B.C., on Dec. 5, 1964.

"N" Division (Rockcliffe, Ont.)

Reg. No. 22250 Cst. G. W. Clark to Miss Helen Judith Bergen of Morden, Man., on Dec. 19, 1964.

Reg. No. 22030 Cst. R. J. Nay to Miss Judith Ronalda Cunnings of Medicine Hat, Alta., on Dec. 12, 1964.

Reg. No. 21790 Cst. D. W. Farenholtz to Miss Julie Ann Tweedy, of Whitby, Ont., on Feb. 20, 1965.

"O" Division (Ontario)

Reg. No. 14791 Cst. J. C. Collins to Miss Nellie Worobec, on Nov. 28, 1964, at Toronto.

Reg. No. 19055 Cst. J. D. Brooks to Miss Sheila Ann Chapman, on Jan. 30, 1965 at Amherst, N.S.

Reg. No. 19595 Cst. A. E. Dornan to Miss Barbara Lynn Dunn, on Nov. 28, 1964 at Hamilton.

Reg. No. 20833 Cst. L. R. McKergow to Miss Carole Lynn Parsons, on Nov. 21, 1964 at Thistletown.

Reg. No. 21381 Cst. E. D. Davie to Miss Colleen Margaret Fitzgerald, on Nov. 7, 1964 at Peterborough.

Reg. No. 21466 Cst. J. F. W. D. Malenfant to Miss Gail Anne Parker, on Jan. 29, 1965 at Toronto.

Reg. No. 21742 Cst. T. C. Williams to Miss Marcia Rose Chapman, on Nov. 7, 1964 at Orillia.

Reg. No. 22184 Cst. J. Pielechaty to Miss Anne Catherine Murray, on Nov. 28, 1964 at Hamilton.

Reg. No. 22633 Cst. J. C. H. Pratt to Miss Donna Harriet Cummings, on Nov. 7, 1964 at Manotick.

OBITUARIES

Reg. No. 9543 ex-Sgt. Norman Douglas Holt, 63, died Nov. 6, 1964 at Gravenhurst, Ont. Born Apr. 21, 1901 at Flyde, Blackpool, England, he joined the RCMP on Oct. 9, 1920 at Regina, Sask. He purchased his discharge on Jan. 3, 1928, but rejoined at Ottawa, Ont., on Nov. 9, 1931. He retired to pension on Nov. 30, 1947. He had been stationed at Regina; Coutts, Lake Louise and Lethbridge, Alta.; Ottawa; Winnipeg, Hodgson, Virden, Deloraine, Minnedosa and Brandon, Man. During World War I he served with the Royal

Navy from Nov. 20, 1916 to Jan. 6, 1920. After leaving the Force in 1928, he served with the Lethbridge City Police for a year and then with the Alberta Liquor Board.

Reg. No. 9882 ex-Cst. Napoleon Brousseau, 77, died Oct. 11, 1964 at Brockville, Ont. He was born Mar. 19, 1887 at Ste. Agnes du Lac Megantic, Que., and joined the RCMP at Ottawa, Ont., on Sept. 12, 1922. He was invalided to pension on Oct. 21, 1944. All of his service was spent in "A" Division, Ottawa.

Prior to joining the Force, he served with the Dominion Police as a special constable from Sept. 24, 1917 to Nov. 30, 1919.

Reg. No. 4493 Ex-Sgt. Archibald Birtwistle, 88, died Nov. 1, 1964 at Cavendish, P.E.I. Born June 2, 1876 at Norwich, Cheshire, England, he joined the RNWMP Aug. 17, 1906 at Regina, Sask. He retired to pension on Nov. 25, 1927, having accepted the position of Chief Constable at Charlottetown, P.E.I., a job he held for the next 22 years. He had been stationed at Regina, Moose Jaw, Sheho, Indian Head and Melville, Sask.; Toronto, Windsor, Ottawa and Niagara Falls, Ont. During World War I he served in France with the RNWMP Cavalry Draft from May 1, 1918 to Mar. 14, 1919. Prior to joining the Force in 1906, he was with the Cheshire Constabulary for one year and the Scots Guards for four years.

Reg. No. 8668 ex-Cst. Lindsay Anthony Dore, 66, died Nov. 3, 1964 at Hedley, B.C. Born Nov. 16, 1897 at Sandringham, Ont., he joined the RNWMP Aug. 22, 1919 at Ottawa, Ont. He took his discharge when his term expired on Aug. 21, 1925. He joined the B.C. Provincial Police on July 1, 1928 and became a member of the RCMP again at Penticton on Aug. 15, 1950 when the BCPP was disbanded. He retired to pension on Apr. 30, 1954. He had been stationed at Lethbridge and Macleod, Alta.; Fernie, Corbin, Cranbrook, Wardner, Kimberley, Natal, Creston, Princeton, Grand Forks, Osoyoos and Hedley. During World War I he was with the Canadian Army from May 8, 1918 to July 7, 1919.

Reg. No. 2737 ex-Cst. Alexander Gardner Wood, 94, died during October 1962 at Campbell River, B.C. He was born in January 1868 at Staffordshire, England, and joined the NWMP at Winnipeg, Man., on Sept. 19, 1891. He purchased his discharge on Mar. 31, 1895. He had been stationed at Regina and Calgary.

Reg. No. 6071 ex-Cst. Kenneth Winn, 72, died June 11, 1964 at London, England. He was born Sept. 21, 1891 at Leicester, England, and joined the RNWMP Sept. 3, 1914 at Winnipeg, Man. He took his discharge when his term expired one year later and joined the Lord Strathcona's Horse on Sept. 10, 1915. Upon being demobilized from the C.E.F. on Feb. 20, 1919, he rejoined the Force the following day at Rhyl, North Wales. He retired to pension on Dec. 10, 1934. He was taken on as a special constable on Sept. 15, 1947 at London, England, and he retired on May 21, 1954. He had been stationed at Regina, Sask.; Brandon, Man.; Edmonton and Lomond, Alta.

Reg. No. 23499 Cst. Reginald Wayne Williams,

21, drowned when his patrol car slipped off an ice-covered wharf at Sooke, B.C., on Dec. 19, 1964. Born Nov. 3, 1943 at Portage la Prairie, Man., he joined the RCMP Apr. 10, 1964 at Winnipeg, Man. He had been stationed at Regina, Sask., and Sooke.

Reg. No. 22240 Cst. Robert Weston Amey, 24, was shot and killed while attempting to arrest four escaped prisoners at Whitbourne, Nfld., on Dec. 17, 1964. He was born June 12, 1940 at Pondville, N.S., and joined the RCMP Jan. 3, 1962 at Sydney, N.S. He had been stationed at Regina, Sask.; St. John's, Harbour Breton and Whitbourne.

Reg. No. 11658 ex-Sgt. Major Edwin Frank McGowran, 72, died Nov. 23, 1964 at Truro, N.S. He was born at Heston, Middlesex, England, on Aug. 21, 1892 and joined the Nova Scotia Police on Mar. 7, 1931. He became a member of the RCMP Apr. 1, 1932 at Halifax when the NSP were absorbed. He retired to pension on May 31, 1950. He had been stationed at Kentville, Halifax, New Glasgow and Truro, N.S.; Hamilton, Thorold, Toronto and Niagara Falls, Ont.; and Winnipeg, Man. He had previously served with the Royal Fusiliers from 1907 to 1912 and with the Royal Canadian Regiment from Mar. 6, 1912 to Aug. 31, 1918.

Reg. No. 11619 ex-Cpl. Frederick Archibald Woodland, 66, died Dec. 11, 1964 at Halifax, N.S. Born Oct. 7, 1898 at Bridgetown, N.S., he joined the Nova Scotia Police Aug. 18, 1930 and became a member of the RCMP at Halifax on Apr. 1, 1932 when the NSP were absorbed. He retired to pension on Dec. 17, 1951. He had been stationed at Antigonish, Guysboro, Sherbrooke and Halifax. During World War I he served with the C.E.F. from Oct. 11, 1915 to Dec. 18, 1919.

Insp. William Angus Cunning (Rtd.), 96, died Dec. 7, 1964 at Regina, Sask. Born at Gaspé, Que., on May 7, 1868, he joined the NWMP (Reg. No. 2006) at Toronto, Ont., on June 14, 1887. He was promoted to corporal on June 1, 1900. He reverted to constable on Apr. 30, 1901, but became a corporal again on Sept. 12, 1904. He rose to sergeant on Jan. 19, 1905 and to staff sergeant on Oct. 1, 1905. He was commissioned an Inspector on Jan. 1, 1927 and retired to pension on Apr. 15, 1932, having completed almost 45 years of service. He had been stationed at Morden, Snowflake and Deloraine, Man.; Wood Mountain, Wood End, Old Carlyle, Canington Manor, Estevan and Regina. (See Old-Timers' Column).

Reg. No. 10325 ex-Sgt. Ernest Clegg Nuttall, 62, died Aug. 5, 1964 at Vancouver, B.C. He was born Nov. 4, 1901 at Swinton, Manchester, England, and joined the RCMP at Vancouver on June 15, 1927. He took his

- discharge when his term expired three years later. He rejoined at Vancouver on Oct. 4, 1939 and retired to pension on Nov. 4, 1958. He had been stationed at Regina, Sask.; Winnipeg, Man., and Vancouver.
- Reg. No. 7311 ex-Cpl. Benjamin McCubbin Kerr, 71, died Dec. 14, 1964 at North Battleford, Sask. He was born Nov. 1, 1893 at Annan, Scotland, and joined the RNWMP Apr. 24, 1918 at Boissevain, Man. He purchased his discharge on Dec. 11, 1929. He rejoined at North Battleford on Sept. 30, 1939 and retired to pension on May 12, 1949. He had been stationed at Regina, Battleford, Humboldt, Swift Current, Fox Valley and North Battleford.
- Insp. Ernest Stott (Rtd.), 72, died Jan. 3, 1965 at Edmonton, Alta. Born Nov. 5, 1892 at Rawtenstall, England, he joined the Alberta Provincial Police at Edmonton on July 15, 1919. He was promoted to sergeant on Mar. 1, 1922 and he retained that rank when he became a member of the RCMP (Reg. No. 11713) on Apr. 1, 1932 when the APP was absorbed. He became a staff sergeant on Sept. 1, 1933 and was commissioned a Sub-Inspector on May 1, 1942. That month he was transferred to "O" Division, Toronto. He was promoted to Inspector two years later, and was invalided to pension on Nov. 14, 1945. During World War I he served with the C.E.F. from Jan. 20, 1915 to July 3 1919. In 1949 he was appointed Inspector of Alberta jails.
- Ex-Spl. Cst. Henry T. Ford, 83, died Dec. 12, 1964 at Thorold, Ont. Born Dec. 31, 1880, Mr. Ford served with the RNWMP as a special constable in the eastern arctic from Sept. 24, 1904 to Jan. 19, 1911.
- Reg. No. 3082 ex-Cst. Nicolas Kunzli, 96, died Jan. 25, 1965 at Lethbridge, Alta. Born in Switzerland in April 1868, he joined the NWMP June 12, 1894 at Regina, N.W.T. He purchased his discharge on Feb. 28, 1898, but rejoined at Regina on May 20, 1898. He took his discharge when his term expired on June 13, 1901. He had been stationed at Regina, Grenfell and Pendant d'Oreille, N.W.T.
- Reg. No. 3135 ex-Cst. Colin Malcolm Macnair, 92, died July 30, 1964 at Vancouver, B.C. Born in Scotland in June 1872, he joined the NWMP as a special constable at Regina, N.W.T., on Apr. 2, 1896. He became a regular constable two months later, and took his discharge when his term expired on Aug. 31, 1899. He rejoined at Dawson, Y.T., on June 5, 1900 and purchased his discharge on May 27, 1902. He had been stationed at Regina, Prince Albert and the Yukon.
- Reg. No. 6405 ex-Cst. Percy Jackson, 73, died July 16, 1964 at Cloverdale, B.C. He was born Oct. 26, 1890 at Blenheim, Ont., and joined the RNWMP Apr. 14, 1915 at Edmonton, Alta. He took his discharge when his term expired on Apr. 13, 1920. He had been stationed at Regina, Sask.; Lethbridge, Empress, Coutts and Irvine, Alta. During World War I he served in France with the RNWMP Cavalry Draft (C.E.F.) from May 2, 1918 to Mar. 14, 1919.
- Reg. No. 4720 ex-Cst. Edward William Haines, 82, died Nov. 22, 1964 at Vancouver, B.C. Born in Bangalore, India on Mar. 26, 1882, he joined the RNWMP at Regina, Sask., on June 5, 1908. He purchased his discharge on Nov. 10, 1913. He had been stationed at Regina and Fort Churchill. Prior to joining the Force he served with the 7th Hussars for four years.
- Reg. No. 3113 ex-Cst. Walter Festing Sheppard, 90, died July 24, 1964 at Victoria, B.C. He was born May 31, 1874 at Brighton, Sussex, England, and joined the NWMP July 2, 1895 at Regina, N.W.T. On Jan. 1, 1900 he volunteered for service with the Canadian Mounted Rifles and served in South Africa until Jan. 14, 1901. His term of service with the NWMP had expired on July 1, 1900. He had been stationed at Regina and Calgary. Prior to joining the Force, he had served with the Winnipeg Mounted Infantry and the Royal Canadian Dragoons, and after moving to Victoria in 1943, he became a member of the Corps of Commissionaires.
- Reg. No. 8165 ex-Cpl. Joseph MacDonald, 69, died Apr. 27, 1964 at Vancouver, B.C. He was born Oct. 21, 1894 at Montreal, Que., and joined the RNWMP June 26, 1919 at Montreal. He was granted a free discharge on June 22, 1922. He had been stationed at Brandon, Man., and Fort William, Ont. During World War I he served with the C.E.F. for four years.
- Reg. No. 5063 ex-Cst. William Ambrose Shardlow, 87, died Feb. 1, 1965 at Lethbridge, Alta. He was born in Derbyshire, England, in February 1878 and joined the RNWMP at Toronto, Ont., on Feb. 7, 1910. He took his discharge when his term expired on Feb. 6, 1915. He had been stationed at Medicine Hat, Manyberries and Lethbridge. Prior to joining the Force he served with the British South Africa Police, the South African Constabulary and the Imperial Yeomanry. He was in the Canadian Army in France during World War I and was Canadian Immigration inspector at Coutts, Alta., for several years.
- Reg. No. 4785 ex-Cpl. Stephen Wiedeman, 82, died Aug. 29, 1964 at Medicine Hat, Alta. Born Oct. 7, 1881 in Germany, he joined the RNWMP Oct. 31, 1908 at Regina, Sask. He took his discharge when his term expired on Oct. 30, 1913. He had been stationed at Regina; Medicine Hat, Josephsburg and

Irvine, Alta. After leaving the Force, he became a Justice of the Peace and a Magistrate in Medicine Hat, retiring in 1960.

Reg. No. 10690 ex-Cst. Albert St. Jacques, 62, died Dec. 3, 1964 at Ottawa, Ont. Born Jan. 3, 1902 at Gracefield, Que., he joined the RCMP at Ottawa on Aug. 15, 1929. He retired to pension on Aug. 14, 1959, having completed 30 years' service, all of which was spent in Ottawa. Prior to joining the Force he was with the Quebec Provincial Police for ten months.

Reg. No. 10663 ex-Cpl. Oscar Regimbald, 67, died Feb. 6, 1965 at L'Annonciation, Que. He was born Sept. 24, 1897 at Sarsfield, Ont., and joined the RCMP July 29, 1929 at Ottawa, Ont. He retired to pension on July 28, 1954, having completed 25 years with the Force. All of his service was in "A" Division.

Reg. No. 11335 ex-Sgt. Thomas Francis Thoroughgood, 69, died Jan. 1, 1965 at Kamloops, B.C. Born Feb. 11, 1895 at London, England, he joined the Manitoba Provincial Police May 15, 1923. He became a member of the RCMP Apr. 1, 1932 at Flin Flon when the MPP were disbanded, and he was invalided to pension on Mar. 31, 1946. He had been stationed at Winnipeg, Man.; Regina, Yorkton, North Battleford, Wilkie, Cut Knife, Hafford, Broadview and Moose Jaw, Sask. During World War I he served with the PPCLI from Aug. 12, 1914 to Mar. 20, 1919.

Reg. No. 20598 Cst. David Brian Robinson, 25, died Feb. 2, 1965 at Saskatoon, Sask., as a result of an accidental gun-shot wound received six days earlier at Humboldt, Sask. He was born June 5, 1939 at Geraldton, Ont., and joined the RCMP June 16, 1958 at Winnipeg, Man. He had been stationed at Regina, Prince Albert, Melfort, Wakaw and Humboldt.

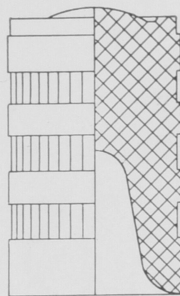
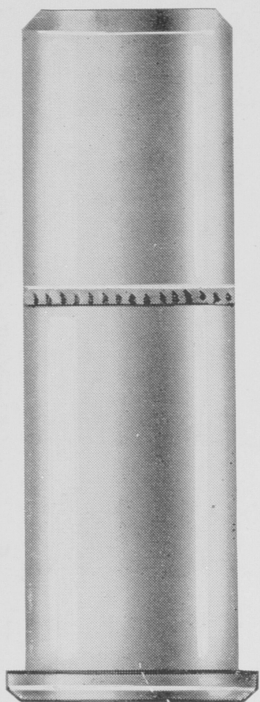
Reg. No. 6298 ex-Sgt. Frank Buscall Pearson, 76, died Jan. 21, 1965 at White Rock, B.C. He was born Apr. 9, 1888 at Oxford, England, and joined the RNWMP Sept. 24, 1914 at Regina, Sask. He retired to pension on Sept. 23, 1939, having served for 25 years. He had been stationed at Regina, Battleford, Meota, Lloydminster, Radisson, Prince Albert, Onion Lake, Rosthern, Humboldt, Assiniboia and Swift Current, Sask., and Cloverdale, B.C. During World War I he served with the RNWMP Cavalry Draft from May 2, 1918 to Jan. 9, 1919.

Reg. No. 13361 ex-Sgt. Joseph Eugene Leo Raymond, 47, died Jan. 29, 1965 at Three Rivers, Que. Born July 9, 1917 at Rockland, Ont., he joined the RCMP Apr. 15, 1940 at Ottawa, Ont. He retired to pension on May 25, 1963. He had been stationed at Regina, Sask.; Morden, Man.; Rockcliffe, Ont.; Montreal, Quebec City, Chicoutimi, Amos, Riviere

du Loup, Cabano, Restigouche, Rimouski, Carleton, Sherbrooke, Hemmingford and Three Rivers.

Reg. No. 11320 ex-Sgt. James William Faulkner, D.C.M., M.M., 71, died Feb. 23, 1965 at Edmonton, Alta. He was born Nov. 5, 1893 at Chatham, Kent, England, and joined the Alberta Provincial Police at Edmonton on Sept. 13, 1920. He became a member of the RCMP at Peace River on Apr. 1, 1932 when the APP was disbanded. He was invalided to pension on July 31, 1944. He had been stationed at Regina, Sask.; McLennan, Berwyn, Calais, Peace River, Grouard, High Prairie, Edmonton and Jasper, Alta. During World War I he served with the C.E.F. from Jan. 5, 1915 to Apr. 23, 1919. In 1947 he was appointed a police magistrate at Peace River and he later became a member of the Corps of Commissionaires in Edmonton.

Asst. Commr. Alexander Neville Eames, O.B.E., (Rtd.), 81, died Jan. 13, 1965 at Vancouver, B.C. He was born Dec. 26, 1883 at Abergavenny, Monmouthshire, England, and joined the RNWMP (Reg. No. 5700) at Regina, Sask., on Aug. 9, 1913. He was posted to Red Deer, Alta., that December and to Calgary the following August. He was promoted to corporal on Mar. 1, 1917 and to sergeant on Dec. 15, 1917. He volunteered for service in the RNWMP Cavalry Draft on May 8, 1918 and after serving in France, was demobilized on Mar. 14, 1919. He was posted to Pincher Creek, Alta., and later to Lethbridge where he was commissioned an Inspector on Feb. 1, 1920. Two months later he was sent to Edmonton, then "G" Division HQ. In June 1924 he became O.C. Mackenzie River Sub-District at Fort Norman, N.W.T., and the following summer he moved to Fort Simpson, N.W.T. In July 1926 he "came out" to Vancouver and three years later was named O.C. Western Arctic Sub-District and posted to Herschel Island, Y.T. This headquarters was later moved to Aklavik, N.W.T., and it was while he was there that the famous Albert Johnson manhunt took place during the winter of 1931-32. Inspector Eames left the north during the summer of 1933 and the following year he accepted a staff position at Regina. He took over the command of Weyburn Sub-Division in 1935. He was promoted to Superintendent on Nov. 1, 1936 and transferred to Halifax, N.S., as second-in-command. Four years later he took over the command of "H" Division at Halifax, and in 1941 he was appointed Security Control Officer at the Nova Scotia capital. He became an Assistant Commissioner on Apr. 1, 1943 and he retired to pension on Aug. 14, 1946, having completed 33 years with the Force.



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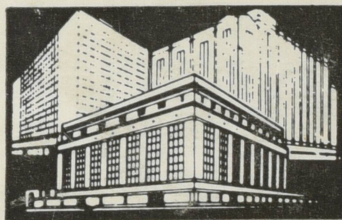


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