



INTERNATIONAL POLICE ASSOCIATION - SECTION CANADA

REGION 6 - OTTAWA

NEWSLETTER

SPRING
2023

www.ipaottawa.com



Kingston, Ontario

MAY BE DISTRIBUTED TO MEMBERS OF LAW ENFORCEMENT

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In Memory of



Tom Bird
1950 - 2023



William Leverington
1933 - 2023

Rest in peace our brothers



President's Message



It is with great sadness having to report the passing of two members and friends.

Tom Bird

Tom joined IPA Ottawa in 2016 and he and Sharon have attended several brunches throughout the years. The last time I spoke to Tom was at our 2022 Christmas dinner and just one a month later, on Jan 23, 2023, he passed away at the Queensway Carleton Hospital with his family by his side.

Tom retired from Canada Customs (Canada Border Services Agency) where he was employed for thirty-five (35) years. During his career, Tom served on numerous International and National special task forces with other law enforcement agencies and he was the recipient of many prestigious awards and was a dedicated community Volunteer.

Tom was also a Provincial appointee to the Police Services Board and was the organizer of the local youth vs. First Responders Day.

Any one that knew Tom knows how passionate he was about having Border Services Officers being permitted to join the Legion as Ordinary members. I'm sure the matter is on his agenda when he meets his maker.

Sharon has decided that she would remain a member and we're happy to have her.

William (Bill) Leverington

Bill joined the IPA in 1972 in London, Ontario (Region 1) and after being posted to Ottawa in 1973, he joined the former Region 6 Ottawa/Carleton. For those newer members, Region 6 Ottawa/Carleton was formed in 1972 and was disbanded in 1981 because no one was willing to step forward to fill vacant positions on the Regional executive Committee.

I met Bill, by chance, at a Military Police Retirees breakfast in Orleans and learned he was a member of the former Region 6. Bill was amazed that Region 6 started up again and he rejoined Region 6 in 2017. The photo on the right shows Bill and I displaying our new and old membership cards.



Bill joined the Provost Corps (Military Police) in 1951 and served for 32 years, retiring as a Sergeant.

Region 6 is starting to bounce back after a couple of miserable 'pandemic' years. Attendance at brunches is returning to pre-pandemic levels and international travel is also starting to pickup. New member applications are also starting to trickle in and so far this year, thirteen (13) new members have joined.

If you have a colleague who you believe might be interested in becoming a member, please forward them a link to this newsletter. Past newsletters are always available on our website under the Member heading.

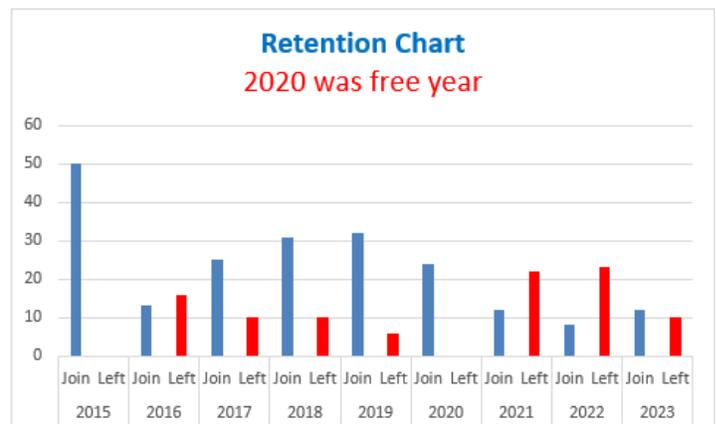
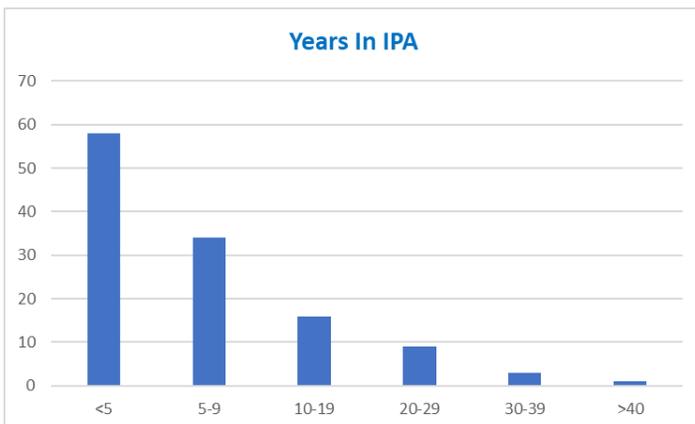
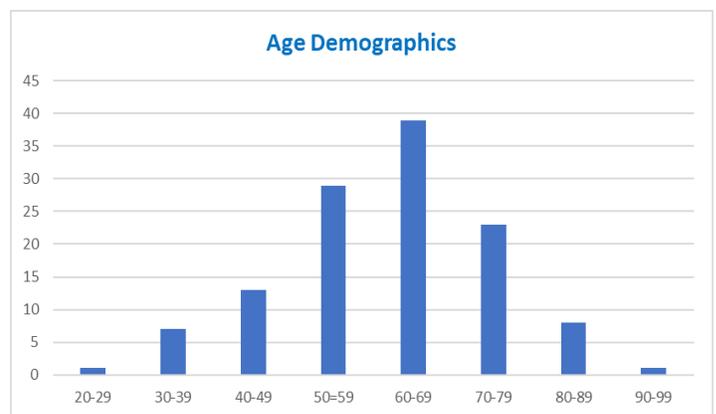
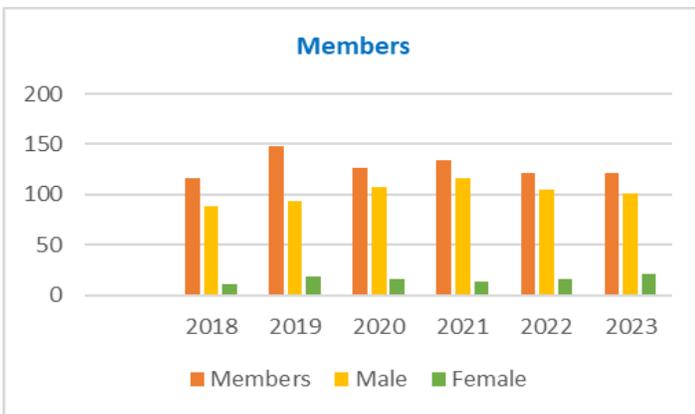
Membership Applications are available on our website under the Join tab. Anyone wishing for additional information about the IPA or Regions 6 may send an email to <https://www.ipaottawa.com>.

I hope to see each of you at a brunch sometime in 2023. Remember, family and friends are always welcome.

Membership Statistics

Snapshot

- As of April 30th, the region has 122 members.
- Eleven (11) members decided not to renew for 2022 and one member was transferred to IPA Finland.
- This is the first year Region 6 has Foreign Associate Members. Two persons from Georgia (Europe) joined.
- So far this year, thirteen (13) new members joined, including our new Georgian members
- We're happy to report that we now have twenty (20) female members, our highest number ever.



Canadian Police & Peace Officers' Memorial Trade Show

Admission: \$2.00
 Table Reservations: \$12 ea.
 Table set up: 8am
 (30 tables available)
 Contact: Bob Pyefinch
 pyefinch@sympatico.ca



Royal Canadian Legion
 Branch 632
 800 Taylor Creek Drive
 Orléans, Ontario
 K4A 0Z9
 (15 min east of Ottawa)

Saturday September 23, 2023 - 9am to 2pm



Region 6 has been fortunate enough to partake once again in our Regional Monthly Brunches, where members are able to get together to enjoy each other's company, share stories and delight in the scrumptious meals of various restaurants in Eastern Ontario.

Of our 120+ members, we are usually fortunate to receive approximately one quarter turnout for each brunch. In the past year we went as far West as Rockport and as far East as Hawkesbury, where we were joined by some Region 15 members.

One of our first brunches after the re-opening lasted three hours! With 15 members in attendance, there were many jovial survival stories, jokes abounded, and good ole walks down memory lane. Nobody wanted to leave. Luckily, the restaurant wait staff were very generous with their time and coffee.

As commonly known now, the COVID-19 pandemic has created an unprecedented social distancing environment to prevent the spread of the virus. The associated downside to quarantine and restricted/no visits created acute, at times, severe sense of social isolation and loneliness with some mental and/or physical health consequences, more so for single people. Prior to the pandemic, loneliness and social isolation was described as a behavioral epidemic in some major countries, such as the USA, China and throughout Europe. Both loneliness and social isolation have been associated with an increased risk for coronary artery disease-associated death, even in middle-aged adults without a prior history.

One of the main purposes of our Regional IPA brunches is to reach out to all of our members, hence the reason we constantly change the locations of our brunches. It is always great to catch up, share news, brag a bit, spin some yarns and show off our pictures of family, children, grandchildren and our fur babies.

Family and friends are also welcome to tag along. One of the author's best friend grew up in a small Nova Scotian town close to our president, Len MacPherson. She has attended many brunches and plans are underway to travel (with the author) to a European IPA House.

Future upcoming brunches will be the Ottawa/Gatineau area as as the weather turns nicer we will be planning brunches in the other areas of the region. We hope, this Summer, to plan a dinner cruise along the St Lawrence Seaway from Brockville/Rockport/Kingston and we will invite other regions to attend. Be on the lookout for emails from IPA Region 6 and don't forget to RSVP. We are also open to any recommendations for locations or restaurants within the Region and are looking forward to more co-hosting with other nearby IPA Canadian Regions.

Teresa Holmes

In Memoriam



It is also with great sadness to note, that since our last newsletter, nine (9) police officers have lost their lives in the line of duty: Sergeant Maureen Breau - Sûreté du Québec, Constables Travis Jordan and Constable Brett Ryan – Edmonton Police Service, Constable Grzegorz Pierzchala – Ontario Provincial Police, Constable Shaelyn Yang - Royal Canadian Mounted Police, Constables Devon Northrup and Constable Morgan Russell – South Simcoe Police Service, Constable Travis Gillespie – York Regional Police Service, Constable Andrew Hong – Toronto Police Service.

May They Rest In Peace.

Combined Region 6/Region 15 (Montérégie) Brunch

Hawkesbury 2023-03-25





Police History

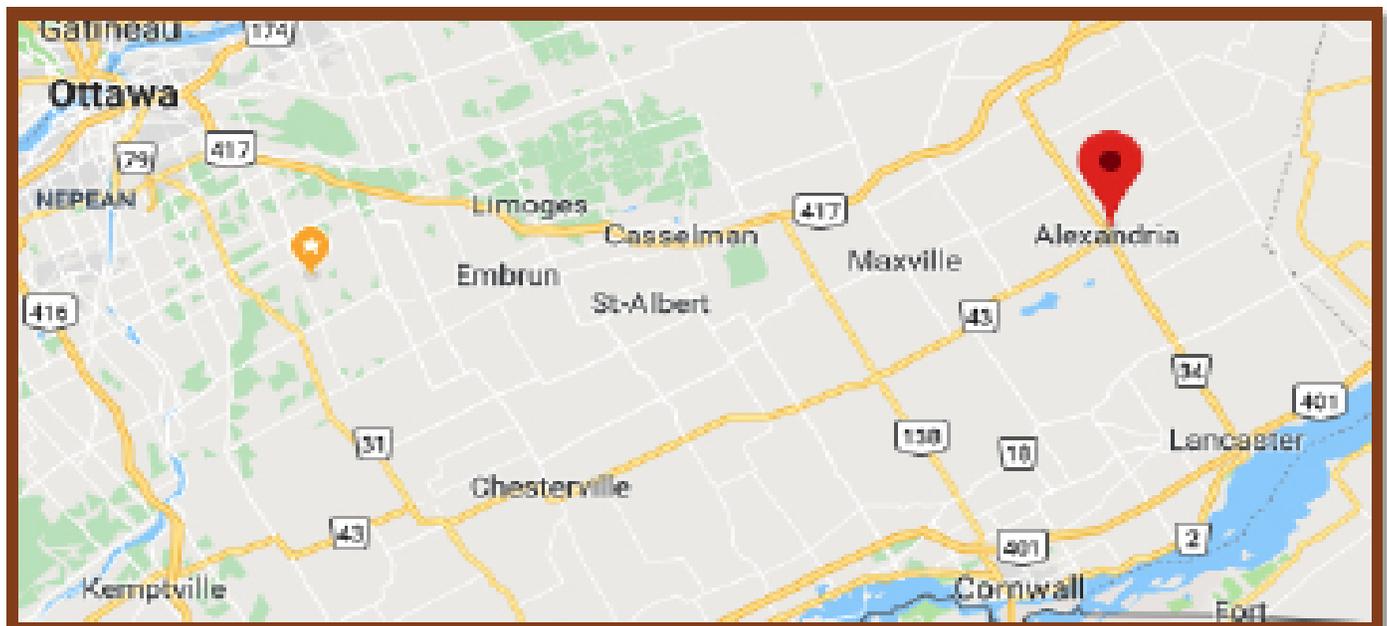
Alexandria, Ontario (North Glengarry)

Alexandria is a small town (2845 habitants in 2016) located in eastern Ontario, about half way between Montreal and Ottawa.

Settled originally by United Empire Loyalists coming to the area after 1783, Alexandria's population swelled in 1792, when about five hundred Scottish emigrants arrived in Eastern Ontario.

This wave of emigration was primarily due to a Scottish farming policy known as the *Highland Clearances*. The Highland Clearances were the evictions of a significant number of Scottish tenant farmers by their landowners who wanted to create larger, more profitable pastoral grazing farms. Unable to make a living after their evictions, and with unsatisfactory Scottish re-settlement solutions, many of these ex-tenant farmers opted for a new life Canada.

This first wave of migration lasted till 1816, but emigration still continued afterwards into the early 20th century, albeit at a slower pace.



Development in the region in the early 1800's was significantly spurred by the development of a railway link between Ottawa and Montreal. Maxville, Alexandria and Glen Robertson, in particular, became key railway hubs for area farmers.

Alexandria became a separate town in 1903, but lost this status when it was amalgamated into the township of North Glengarry on January 1st, 1998.

Since the end of the Second World War, the community established a considerable degree of prosperity with a concentration on textiles, footwear, milk processing and trucking. It continues its early role as a merchandising and service centre for the surrounding farm community.



The photo above shows Alexandria's combined Fire and Police Station which also had cells. Note the word 'POLICE' in the window at the right. This photo was taken in the late 1960's, judging from the car in the parking lot.



The Alexandria Police Services Board has gone through three transformations. In 1997, the United Counties of Stormont, Dundas and Glengarry ("United Counties") proposed a restructuring of its twenty municipalities into six.

As of January 1, 1998, the Township of Alexandria, was amalgamated into the Township of North Glengarry and correspondingly, the Alexandria Police Commission became known as the Corporation of the Township of North Glengarry Police Commission. The Alexandria Police Force (APF) was re-named the North Glengarry Police Service effective January 1, 1998. It continued to be responsible for Alexandria while the Ontario Provincial Police looked after the balance of the United Counties.

Upon further examination, the United Counties heard proposals for a single, United County police service. As a result, the Council approved the recommendation that the O.P.P. take on the responsibility of the entire area. A meeting was held pursuant to section 40 of the *Police Services Act*, and consent from the Commission was received to abolish the North Glengarry Police Commission and the Alexandria Police Force.

The O.P.P. took over the policing of Alexandria on April 1, 2000. Members of the uniform service of the former APF, officers Robert Latreille, Roger Levert, Richard Rowe and Marc Carrière, and one member of the civilian service, Brenda Larocque were offered and accepted employment with the O.P.P.

With regard to the early days of policing in Alexandria, one of their patches indicates that a police presence was established in this community as early as 1895.

Records are few and far between for the late 1890's but we do know, from the *Glengarry News* article of January 14, 1953, that Max C. Seger was appointed as Alexandria's Chief of Police in 1913.

A native of Norway, Seger (at right) had served as a Special Constable in Halifax in 1907 and a Montreal Constable and water front inspector until 1910. While serving as the town's police chief for twenty-five years, he was also responsible for serving as the town's fire chief and the tax collector.



We also learn from a *Glengarry News* (left) that former Cornwall City Police Sergeant, Edward (Eddie) Dupuis was the chief of Alexandria force from at least 1954 until 1960.

Social media contributors, remember Chief Dupuis as the officer who would hand out bags of candy at the fire hall after the Santa Claus parade. Others remember him driving up and down Main Street after the fire hall's curfew bell rang at 9 pm.

"Eddie would drive up and down Main until no kids were left out there."

Those he managed to stop would get a ride home with a warning not to exceed the curfew hour again.

**Clamping Down
On Parking Meter
Violations**

Parking meter violations are to bring mandatory penalties as of next Monday, Police Chief Ed Dupuis warns in an advertisement on another page of this issue.

There will be a \$1.00 fine for a parking violation. If it is not paid within 48 hours, the penalty will jump to \$20 and costs.

The move comes as the result of steadily increasing obtrusiveness of the presence of meters by the motoring public, Chief Dupuis observes. "In the past six years since they were installed, we have given thousands of warnings, but only some 15 people have been fined for too obvious violations, he adds. "Now the situation has become such that we must strictly enforce the parking by-law".

The penalty ticket will be in the form of an envelope in which the \$1 fine may be enclosed and dropped into mail slots in the doors of the police office or the Town Clerk's office.

If the fine is not promptly paid, the much higher court penalty will be imposed.

"I recall hitchhiking home from St Andrew's to my home in Alexandria with my cousin. Both of us were 12-14 years old. He was on his way home from Cornwall, recognized me and stopped. He delivered us right to the doorstep, but he also gave us such a lecture that neither of us ever hitchhiked again. He was big and imposing, but everything a town cop should be. He looked after his town." (Facebook account)

Chief Dupuis tendered his resignation on June 30th 1958, intending on moving to Espanola to operate a hotel business, however, newspaper articles, appearing until late 1959, indicate that he was still serving as the Chief of Alexandria.

In 1966, Alexandria hired François Sylvio Cléroux as its Police Chief. By 1971, his tenure was marked by controversy between himself and the Alexandria town council.

Author David M. Rayside writing in his book, *'A Small Town in Modern Times'*, states that, "For years, the town's leading politicians tried to get rid of the chief of police, ostensibly because of a belief that he had committed illegal acts in office, but no doubt, also because of differences in approach to local policing."

Hawkesbury's newspaper *Le Carillon* reporting on February 24, 1972 stated that:

"... suspended from his duties in March 1971, Chief Cléroux has just been acquitted of five charges of fraud, theft and breach of trust in the Provincial Court, criminal division in Cornwall. Two other charges brought against him earlier were dropped. Dissatisfied with this court ruling, members of the Alexandria Police Commission asked City Council to invite the Ontario Police Commission to initiate an investigation into the conduct of Chief Cléroux. As if all that was not enough, we learn in the edition of March 2, 1972, that a second investigation is called for, this time by six employees of the municipal administration of Alexandria who want the local population to be informed of the 'real facts' following the many twists and turns of the Cléroux affair".



As stated, all charges against Chief Cléroux proved to be unfounded by several different courts, but the town council persisted and by 1981, they had voted to get rid of Cléroux, disband the APF, and request the OPP to assume responsibility for policing of the town.

Apparently, this request remained in limbo for a number of years and APF continued to police the community. However, by 1982, Chief Cléroux had quit his job in Alexandria.



Although the APF had been inspected three times since 1981, the 1986 inspection by J.D. Oliver, the Police Services Advisor for the Ontario Police Commission, raised some serious issues. Oliver reported that the department (APF) was in a suspended state, "... as one of being in constant imminent takeover". He pointed out the Alexandria Police Force was without a chief and was using the services of an OPP officer as Acting Chief. As a result of the uncertainty, he found that:

"... the town is understandably reluctant to make large scale capital expenditure and commit itself to large cost in terms of policing."

As a result, the police force's 1986 contract negotiations attempting to address lingering issues of salary, benefits and training deficiencies came to a stalemate. The APF and its Association were seeking to gain a contract that would allow the Alexandria officers to gain parity to similar sized police forces in Ontario. With the afore mentioned, long standing, lack of financial commitment by the Alexandria town council, the Alexandria Police Association immediately applied for an arbitration hearing.

The result was an arbitrator's finding that awarded a "meaningful salary increase" and several other financial improvements for the APF officers including opportunities for professional training which had been withdrawn during the so-called, "imminent takeover" period.

It is interesting to learn that the Alexander Police Force salaries, at least by 1990, were on par or slightly better than some similar sized Ontario forces. A 1990 police salary arbitration hearing between the Kemptville Police Association and the Town of Kemptville, (*pertinent to this report, as the APF was used as an example of a comparative police service for salary purposes*), reports that salaries in Alexandria were somewhat higher than those of similar sized police departments.

It was pointed out in the arbitration finding that:

"... the APF salaries were comparatively higher because the Alexandria police force members were higher qualified than the Kemptville officers as they were obliged to be fluent in both French and English and able to type. They also patrol an area with nine liquor licensed establishments and fifteen miles of roads and the Ontario Provincial Police detachment is fourteen miles from Alexandria."





Photo above shows the Alexandria Police Force in the mid-1980's. They are posed around what appears to be a 1983 or 1984 Chevrolet Impala. From left to right are Bob Latreille, Leo Lemieux, Norm Maillot (Acting Chief), Paul Devault and Roger Levert.

Constable Levert (1947–2017), like Bob Latreille, later served with the OPP. Roger Levert is remembered as being a member of the Junior A hockey, Cornwall Royals from 1964-1966, a team that came within minutes of winning a Halifax playoff game to decide who would go to the Memorial Cup Finals in 1966.

In 2020, the town of Alexandria continues to be policed by the North Glengarry detachment of the Ontario Provincial Police.

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WE ARE CANADIAN



The following excerpt is from the Canadians At Arms webpage and reproduced with the consent of Ellis Craig.

This song was recently composed by *Ellis Craig*, an 83-year-old resident of a retirement home in Perth, Ontario. Even though he had never before written a song he decided to write one when he discovered that Canada has not really had a singalong patriotic song for public events since Bobby Gimby's "Ca-na-da!" in our 1967 centennial year. He believes that at this point in our history Canada needs a song capable of inspiring a modern Canada Day crowd to sing along with the chorus, wave small Canadian flags and openly celebrate being Canadian. Australia Day has "I Am Australian!" – Canada Day should have "We Are Canadian!" According to the composer, the reactions of those who have been exposed to the lyrics or the video to date have been "over the top", including a "pretty darn good!" from Anne Murray. The song seems to awaken a latent patriotism that we all possess but were reluctant to express until now, with the exception of the patriotic fervour recently generated by the success of the Toronto Raptors! He is actively endeavouring to bring the song to the attention of an established Canadian performer or group well enough known to attract an invitation from Heritage Canada to perform it on the national stage on Canada Day 2020 and/or beyond. Dream big or go home! With its emphasis on unity, diversity and individual pride in being Canadian its time could be now! *The music for "We Are Canadian!" was composed by Carey Blackwell. On the video, the music tracks and the vocal are by Alan Sandeman.*



Ellis Craig is a retired RCMP Superintendent and Region 6 member.

For additional songs composed by Ellis, please visit <https://canadiansatarms.ca/> and under the REMEMBRANCE tab, select MUSIC AND SONGS.

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IPA REGION 6 ACTIVITY CHALLENGE 2022 - 2023



In September 2022, Region 6 decided to continue the Activity Challenge, which began in 2021, amidst the COVID-19 pandemic. Due to the prolonged quarantine periods and lack of public/team physical activity events, Region 6 challenged its members to traverse our regional circumference of approximately 719kms. Throughout the year we had 12 members participate and in total managed to traverse half the circumference of the world. A major feat by few. Brian Sullivan, our far-away regional member, based in Ecuador was our first-place achiever, followed by Bill Murrell. The author unwittingly challenged Bill and lost miserably... Bill beating me by a mere 1,000kms! So, as promised the winner got a free lunch

Region 6 is now eight months into our new year of the Activity Challenge, beginning in September. A shout out to our original members who have committed to carrying on the challenge. Again, the majority have surpassed our regional circumference and all are committed to obtaining that elusive world circumference goal of 40,075kms. As of the end of March, collectively we are at 14,755kms...only 25,320kms left to go!



Brian Sullivan

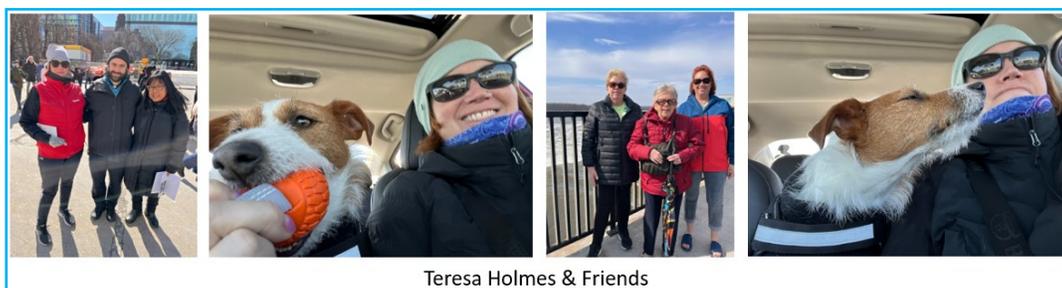


Bill Murrell

Having coming in second place last year, Bill Murrell has dug his heels in and commandeered first place, obtaining a record 3,247kms so far. In March alone, Bill clocked in over 600kms! Vehemently denying he is the bionic man, or outfitted with bionic knees, Bill modestly reported he commits himself to training on his stationary bicycle and rowing machine, in order to maintain peak form and prepare himself for his summer Ottawa Police Service dragon boat races and his favorite team sport of basketball. Bill does admit he gives the younger players a run for their money. Huge Kudos Bill!

The author, Teresa Holmes is in second place, up from the previous year's standings. She attributes this to a warmer winter and being Master Dog Walker for Mary Blois' 3 dogs. She is gearing up for kayak and swimming season.

Special mention goes to our Regional Deacon Bill, who has managed over 500kms after undergoing knee replacement surgery. Total devotion and commitment. Deacon Bill has even suffered a nasty fall late last fall, is still recovering, but determined to continue walking.



Teresa Holmes & Friends

Gilbert Antcil and Doug Morris have immensely enjoyed partaking in the Activity Challenge by hiking and walking throughout several countries, mostly warmer and tropical countries during our nasty winter months. Gilbert hiked throughout Portugal while Doug enjoyed a Caribbean cruise and visits in some warmer, Southern countries.



Gilbert Antcil

To all 11 members this 2022-2023 year, we salute you and good luck on the ultimate world circumference goal.

The Activity Challenge will run from 01 September 2022 to 31 August 2023. It is not too late to join us on our quest to traverse the circumference of the world. Don't wait. Sign up today for our Activity Challenge and let's see what our region can accomplish.

The Activity Challenge is to traverse our approximate regional circumference of 719 kms. You may accumulate distance by walking, hiking, running, bicycling, swimming, paddling, golfing, indoor on exercise machines, or outdoors. Like last year, once you have achieved our regional circumference, you are encouraged to keep going to assist in the accomplishment of the world circumference.



Doug Morris



“only 25,320 kms left to go!”

To join, send an email to: ipar6challenge@gmail.com



Lech's Travels



Lech Reliszko – Region 6 Social Media Coordinator

Lech has graciously agreed to do a follow up with his extensive European travels. As soon as the skies were cleared for vacation flying, Lech basically beat the doors down of the international aircraft. A legendary traveler, Lech was more than ready to carry on with his exploration of the European continent, the sixth largest continent in the world with forty-four countries and only a slight bit bigger than Canada.

Lech has visited almost every European country except seven, Moldova, Romania, Serbia, Crete, Iceland, Greenland and Norway. Lech even found himself working as an exceptionally young, 19 year old merchant marine in Novorossisk, Russia, on the Black Sea, serving aboard a tanker! (he promises this will be another story, and we will most certainly hold him to it). In the past, Lech visited his family in Belgium about once a year. Currently, since his enrollment as a member of the IPA, he has extended his annual travel to twice a year so he may attend various IPA events, which he is actually doing now.

Lech's favorite mode of travel while in Europe is mainly with budget airlines such as Wizzair and Ryanair. He finds they provide much cheaper tickets and their destinations are to places that major airlines do not cover. Taking advantage of these prices and destinations, Lech has immensely enjoyed numerous IPA programs in vast regions such as Charleroi (Belgium), Tarragona (Spain), Rimini (Italy) La Rochelle (France), etc. Our monthly Regional executive committee meetings are always interesting as we are playing "Where is Waldo/Lech?"... what country is he in now, and what time zone is he in. True to form, Lech rarely misses the meetings, even though they occur at 2:00 – 3:00 AM his time!!!!

Train travel is Lech's second choice. It's slower than a plane but they are not finicky about the number of suitcases you lug aboard compared to the policy of Via Rail in Canada. In fact most European railways permit you to drag your bicycle or trotinette (electronic scooter) in specially designated wagons without charging you extra on the ticket. More importantly and beneficial to the traveler, the European railway systems are so well connected between major cities and even have stations in the immediate vicinity of major airports, such as Frankfurt, Germany. You don't even have to go outside, you simply walk across the pedestrian covered bridges from the airport to the train terminal. Another example is the Schiphol airport (Amsterdam), where you can purchase your national and international ticket at the arrival/departure level. Taking the trains to various destinations, you just take the escalator one floor below "et voila" you're on your way.



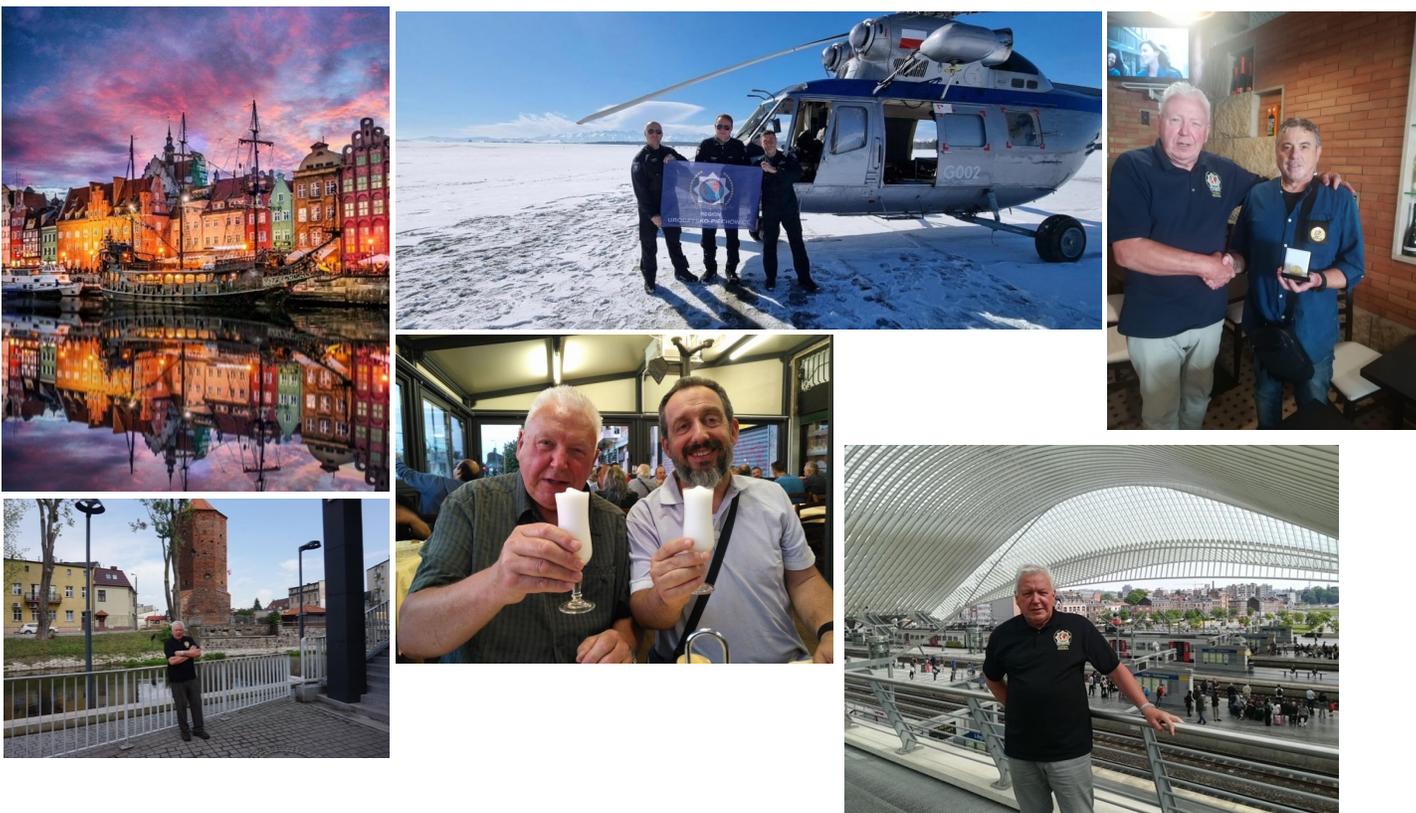
Before hopping on a train ride, no matter the distance, Lech strongly recommends you get your provision of liquids, fruits and sandwiches, which again, you can purchase at the train station or airport food kiosk for a reasonable price. If your schedule permits, take the daytime train. Traveling by train. During daylight hours affords you the chance to view the fascinating scenery and it's safer to travel.

When it comes to the cost of a train ticket Lech warns potential travelers that a train ride in Germany, France and Switzerland could burn a hole in your wallet. From his recollection, they offer no special rates whether you're a tourist or a senior citizen visiting their country. Yet, in Belgium, when you request for a senior rate, they do not hesitate to offer you about a 50% discount, provided you travel after 9 a.m. during the week and any time during week-end and holidays. They never asked Lech for proof of age (so he guesses he looks old) or whether he has a residence in Belgium. This discount ticket is good for travel from any point in Belgium to your destination and return to your point of departure on the same day.

Poland is another country you might consider exploring by taking the railways. They offer the seniors 30 % without proof of age or residence card. Lech strongly discourages anyone from travelling in this manner during the summer season. Since approximately 8 years ago, Poland has since a high speed rail system called "Pendolino" that can zoom through the countryside at 200+ km/h. Nowadays, they connect from Gdynia on the Baltic Sea to Krakow (via Warsaw) and Wroclaw. Seated in this train, you feel like you are gliding over ice. They have only 1st class accommodations and it's recommended to book in advance.

In October 2022, Lech took a train ride from Bratislava to Prievidza in Slovakia. He was on the train for 3 hours to cover 150 km and only paid 1.60 Euros, which is about \$2.50 Canadian (senior rate). The bottle of soft drink at the train station cost me 2.00 Euros which was more than his train ticket! The train ride was great and so was the seating...just slow. Lech was in no hurry and thoroughly enjoyed the ride.

Taking a bus between major European cities is an alternative and a slightly cheaper mode of travel, however, on long journeys, this could be a problem for senior citizens due to cramped seating arrangements and limitation of movement...then you pray that the toilet is not locked by the driver as it has happened to Lech on several occasions.



Online Store

The items below are kept in stock for members to purchase and are usually used as small tokens of appreciation to those people who provided assistance or showed a courtesy during a member's travels

Other items such as polo shirts & hoodies are purchased individually for members using a pre-order method.

If you can think of an item you believe we should offer for sale, please let us know by sending an email to ipaottawa@rogers.com

To place an order, visit www.ipaottawa.com/store

IS001 - Lapel Pin



\$ 2.00

IS002 - R6 Pennant



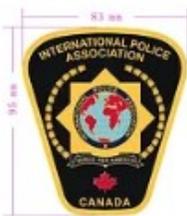
\$ 12.00

IS003 - R6 Coin



\$ 15.00

IS004 - IPA Patch



\$ 5.00

IS005 - R6 Anniversary Coin



\$ 15.00

IS006 - Coin Box



\$ 6.50

IS007 - R6 Patch



\$ 5.00

When selecting suppliers, quality and cost are the two biggest decision makers. All items sold are priced just above cost to cover administrative fees.

Region 6 has adopted a 'buy local' protocol whenever possible.

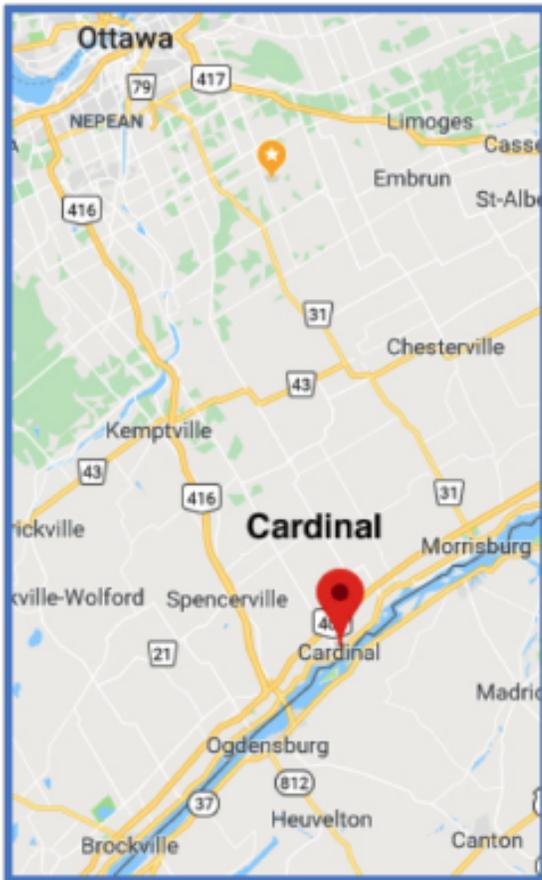


Police History

Cardinal, Ontario – (Township of Edwardsburgh/Cardinal)

The land at Cardinal had considerable potential in the 1700's due to the adjacent river and the construction of Ontario Highway through the village in 1790. The river provided a means of transportation and power while the highway led to increased traffic to the area, as it was the primary route between Montreal and Kingston.

In the late 1790's, the Cardinal area was the site of a grist mill powered by the rapid moving waters of several shallow rapids in the St. Lawrence River. The reliable water flow generated by the Galop rapids fostered the development of a small settlement. A sawmill and a store were later erected, and in 1837 a post office named 'Edwardsburg' was established.



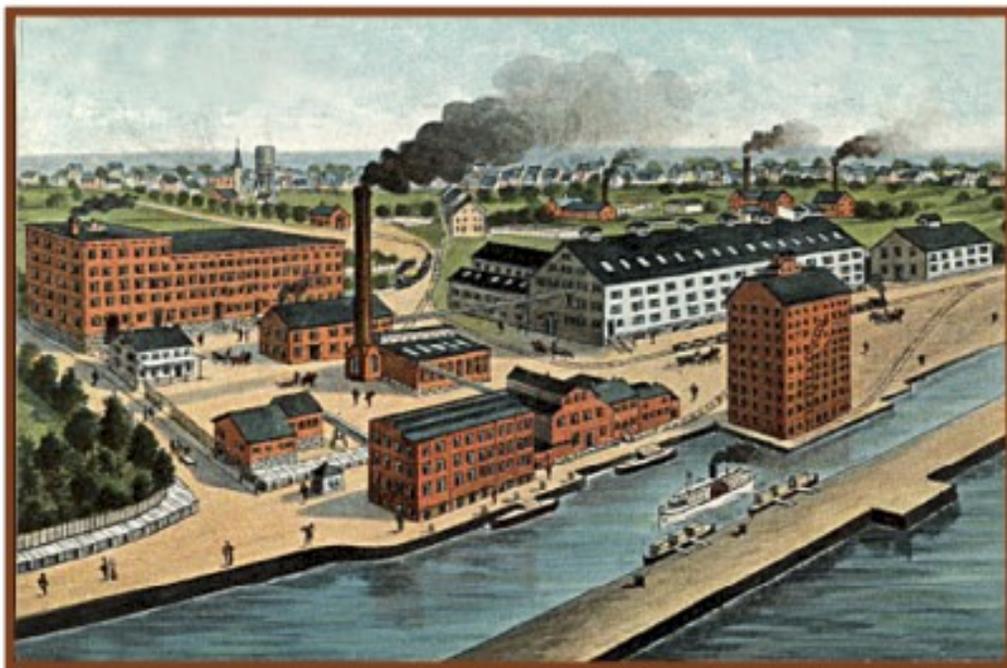
In 1846, to facilitate large ship traffic, work began on the Galop canal that ran twelve kilometres from Iroquois to west of Cardinal.

A system of locks raised ships three metres, bypassing three sets of St. Lawrence River rapids at Point Iroquois, Cardinal, and Galop Island. Lock 26 was located at Cardinal.



This system worked for more than a century and was only replaced when the St. Lawrence Seaway opened in 1959. While these canals still exist for pleasuring boating purposes, visitors to Cardinal can get a close view of large lake freighters as they pass through the new Lock 25 at nearby Iroquois on their journey from the port of Montreal to destinations along the Great Lakes.

In 1858, attracted by the water power, rail transportation and the operation of the Galop shipping canal William Benson and Thomas Aspden founded the Canada Starch Works. Its success stimulated the growth of 'Elgin' and Edwardsburg was also known and in 1864 the hamlet of three hundred inhabitants was incorporated as the Village of Cardinal. Today, the company operates under the name 'Ingredion Canada'.



The picture at left is an old post card ca 1906 of the Canada Starch Company factory on the canal at Cardinal. A steamboat is depicted making its way up the canal in front of the factory.

The 1970s saw thriving industry, prosperous and plentiful business, and an impressive variety of recreation and entertainment. It was a different picture altogether, from the quiet, mostly residential village that exists today. Among the many establishments and

organizations that have disappeared over time is the Cardinal Police Department, which once took up residence within the old Town Hall.

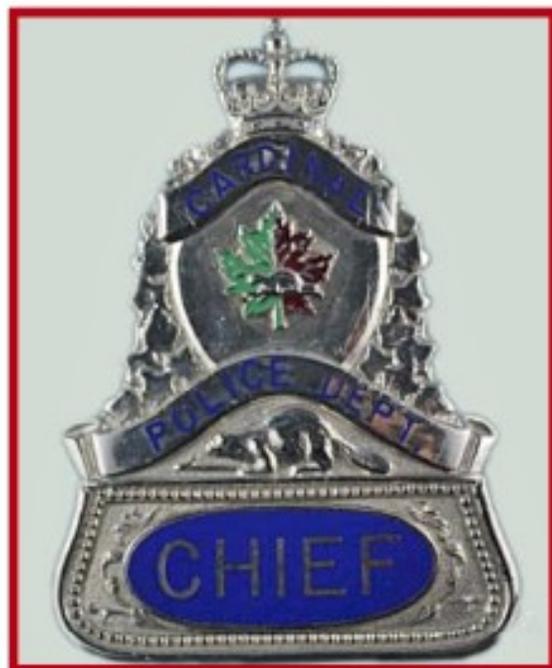
The small force was made up of three officers, with Wally Kolodziechuk serving as Police Chief from 1972-1982.

Kolodziechuk remembers it well:

"Young officers nowadays will never experience what I experienced as Police Chief in Cardinal. Being a small town officer in those days was really something. You knew everyone within miles of town, and they knew you. They knew your wife, your kids, your dog, your cat; it was unlike any other experience I've had.

I remember I'd be out and about on a day off with my son, and I'd come across a situation that required police action. I could bring my son into the nearest restaurant and leave him with the owner while I did my job.

I'd come back to a smiling boy with a bowl of ice cream and the streets would be a little safer. There were so many great people in that town,"



"There were only three of us when we were fully-staffed, so you never really had time off. We had a police line installed in our home. We were always on-call. If one of us didn't get up out of bed or drop everything during time with our families, there was nobody else people could call. It was a lot of work. But it was entirely worth it. Everybody in that town helped everybody else, and even though we did our share of reprimanding when it was warranted, we were always made to feel like a part of the town, a part of the community. I'll always remember that,"



Local policing ended in 1989, when the village disbanded the force and replaced it with the Ontario Provincial Police. It can be assumed that operating costs played the key role in this decision as an arbitration hearing in 1986 had awarded Cardinal's two constables a significant 13.25% salary increase.

This larger than normal increase was due to the fact that the arbitrator found that Cardinal's previous police salary range had fallen to the point where it was 27% below that of nine other similar neighbouring communities in eastern Ontario.

On January 1st, 2001, the Village of Cardinal was amalgamated with Edwardsburg Township to form the Township of Edwardsburgh/Cardinal.

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Outdoor Adventurist



R6 Member—Rick St-Onge

Motorcycle Road Trip from Kingston, ON to Key West Florida, USA

On 10 April 2023, our very own regional extreme outdoor enthusiast, Rick St-Onge embarked on a solo road trip with his BMW R1200 GS. Rick had been a member of the Canadian Forces Military Police for 20+ years and retired in 2009. He joined the International Police Association in the early 90's but let his membership run out after one of his postings. He then joined again a few years ago when IPA Region 6 was created in the Ottawa region.

Rick began his journey when left his home in Kingston, Ontario and drove 6,421 kilometers (kms) to Key West Florida. When queried as to why he chose this road trip, Rick classically replied “Off the Florida Keys, there's a place called Kokomo, that's where I want to go, to get away from it all...” (Beach Boys – Kokomo). In all seriousness, Rick sought out the elusive and delectable Key-Lime Pie, but, ultimately, it was really for the challenge, adventure and he always wanted to make that beautiful drive to the Keys.

It took Rick 14 days to complete the road trip. Seven days down, with a 2 night layover rest at the campground in Key West before heading back, travelling 7 to 8 hours each day. Rick crossed the Canadian/American land border at the 1000 Islands international bridge, beginning in New York State, then onto New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, and finally Florida and then, the Keys. He came back-up to Georgia, North Carolina, Tennessee, Kentucky, Ohio, Pennsylvania, New York State and back across the international bridge in the 1000 Islands to Kingston. Rick traveled 13 different USA States in all.

Several years ago, Rick stopped in Key West while on a cruise and always thought it would be amazing to return by road. So, about a month ago (March 2023), he started planning his trip.

First, he had to convince his partner Laura that this was a good idea. Luckily, she is very supportive. Then, he mapped-out his route using his laptop and motorcycle GPS, figuring out the best places to stop. He booked all his hotels and campground, prepared a Kit-List of things he needed to bring, such as his camping gear; clothing; first aid kit; tire repair kit; tools; and all his electronics such as GPS; Laptop; GoPro; and can never forget, chargers.

Aside from the Key Lime Pie, first and foremost, Rick would have to say driving the Florida Keys and the 193kms string of tropical islands, surrounded by beautiful turquoise waters, connected by a series of bridges was the absolute highlight of his road trip. <https://floridakeys.com> Another highlight on his return trip was driving the famous “Tail of the Dragon” in North Carolina. This road (US-129) is bordered by the Great Smoky Mountains and the Cherokee National Forest. It boasts 318 curves in over 17kms, which is considered “the destination” for motorcycle enthusiasts around the world. <https://tailofthedragon.com/> Lastly, meeting all kind of people along the route, who would come-up to chat and ask where Rick was from and where he was going.

The only Oops moment Rick experienced was missing his first waypoint on his GPS and having to drive an extra 2-hours that day. Luckily, he was able to cancel his hotel without penalty and rebook another at his new destination. He found the traffic wasn't bad at all, except when he went right into downtown New York City to visit Central Park, the Statue of Liberty and Ground Zero. Rick can honestly say that he will NEVER drive in New York City again.

Rick mentioned the most challenging experience was driving 7 to 8 hours a day for 2 straight weeks. After the long drive he would arrive at his hotel or campground, having no choice, but to unload all his gear from his motorcycle and lug it all inside, charge all his electronics, edit his videos, and get everything ready for the next day's trip. Some nights, he would not get to bed until midnight. Then, the following morning, he would load everything back up again on his motorcycle, and do it all over again.

Rick has a BMW R1200 GS, which is the perfect motorcycle for this type of adventure riding. This is what they were built for so he was not afraid to load it up with all his gear and equipment for the road trip. As for comfort, travelling over 6421kms in 14-days, there is no motorcycle out there that will make your "behind" feel any better. His motorcycle jacket has elbow, shoulder and spine protection and his pants have knee and hip protection, as well as being lined with Kevlar. He never rides without these, no matter what the temperature. These, along with his helmet are his lifeline in the event of a mishap. Luckily, he has never had to test that out. Other than the essentials, he layers his clothes for the cold or warm weather. For rainy days, he has a one-piece rain suit and boot covers that will keep him dry as a bone.

Rick wanted to do this trip by himself rather than with other motorcyclists for a couple of reasons. The first is because he wanted to video record his journey and would often have to stop at the last minute when he saw something he wanted to capture, such as the alligators on the side of the road. When other riders are with you, this can be very difficult to coordinate, especially if they are in front and you need to let them know you are stopping. The second reason is that occasionally he ran into equipment issues with his GPS, Microphone or GoPro, which would create delays. This would be frustrating for other riders who just want to get going. So, it just made things so much easier to be by himself. He rode when he wanted and stopped when he wanted. Rick does enjoy riding with other people, however, when videotaping a trip of this distance and time, he finds it easier riding solo.

Being an outdoor enthusiast, Rick decided to create a YouTube channel as a hobby a few months back, which he called "Moose Tracks". He posts videos, not only of his motorcycle trips, but of all his outdoor adventures. The videos also include: Scuba Diving; Snorkeling; Canoeing; Kayaking; Camping; Hiking; Snowshoeing; Skiing and travelling to exotic places. You can find Rick St-Onge's channel on YouTube at the following link: <https://www.youtube.com/@moosetracks8888>

Rick also has a Moose Tracks "Facebook and Instagram" account, which you can find be found at these links: <https://www.facebook.com/profile.php?id=100087355101070>

<https://www.instagram.com/moosetracks8888/>

Rick hopes and future plans are that his videos will inspire other people to get out and reconnect with nature more. After 20+ years as a police officer, this is what Rick found he needed and it has been Life-Changing for him. Rick adds that he is only doing these videos as a hobby and not for any financial gain. If, however, he did start making money down the road from the number of subscribers, it would be donated to a charitable organization such as the Canadian Military Police Fund for Blind Children or the Canadian Soldier-On Program.

So, feel free to subscribe to Rick's YouTube channel to get notified when he posts new videos, give them a "Thumbs-up" if you liked them and share them with your colleges/friends. They are varied and entertaining. Rick wishes to extend his thanks to all in advance for any support and insists the **Key Lime pie** was absolutely amazing and so worth the 6,421km road trip.



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The IPA is strictly a Non Profit Organization that does not have any political, religious or employment affiliations or objectives. The IPA is solely an inclusive friendship organization that welcomes all eligible members.

Membership is open to:

- all serving and retired police officers or sworn peace officers whose primary functions are the prevention of crime, enforcement of municipal, provincial or federal law and the preservation and maintenance of public peace.
- any serving Auxiliary Police Officer, Reserve Constable or Military Police Reservist or any former Auxiliary Police Officer, Reserve Constable or Military Police Reservist who has served a minimum of five years and has left their service in good standing.
- full time civilian employees of a police service who have completed five (5) years of service and who work directly with front line officers receiving and/or dispatching calls for service or on the scene of crimes / forensic investigations.

Region 6 Ottawa has a membership of over 130 members and is governed by a volunteer Executive Committee. Our membership consists of former and serving members of municipal, provincial, federal and international law enforcement agencies.

Region 6 is bounded by the Ottawa River to the North, the Province of Quebec to the East, the St Lawrence River and Lake Ontario to the South and the Western boundaries Lennox & Addington and Renfrew Counties to the West.

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If you have a question, please contact us at: ipaottawa@rogers.com



The International Police Association is a friendship organization for members of law enforcement, whether in employment or retired and without distinction as to rank, position, gender, race, language or religion. We have around 372,000 members in nearly 100 countries, of which 65 are affiliated National Sections, and we are represented on 5 continents.

The purpose of our organization is strictly cultural, social and recreational. At no time does the Association take part in any matter of departmental policy, discipline or unionism.

The IPA creates an opportunity for cultural exchange and contacts on a local, national and international level. The IPA is a tremendous organization for members and their families who wish to travel anywhere in the world.

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