



Spring 2025

Region 6 - Ottawa

# NEWSLETTER

— International Police Association - Canada —



**MAY BE DISTRIBUTED TO MEMBERS OF LAW ENFORCEMENT**

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In Memory of

## Christeen Winnifred Stewart (Epps)

December 29, 1947—March 25, 2025



Passed away peacefully at the age of 77 at Montfort Hospital, Ottawa. Beloved wife of David for 57 years.

Cherished mother of Allan (Jenn) and Cameron (Christa) and grandmother of Hannah & Hudson, and Abby & Izzy. Brothers-in-law Doug (Maureen) and Mark. Always remembered by many nieces, a nephew and friends.

Chris was a very proud Manitoban from Winnipeg ("Sunny St. James") and Reston, Manitoba. Predeceased by her parents Edna & Peter Epps, older sister Gayle and her mother and father in-law Jean & Rod Stewart.

A memorial service will be held at Beechwood Cemetery and Funeral Home (280 Beechwood Ave, Ottawa) on June 5th, 2025.

Additional information will be sent out closer to the date



# IPA Ottawa President's Message



Welcome to our Spring 2025 Newsletter. It's amazing how fast Spring comes when you have to prepare a Newsletter but otherwise, Winter drags and grinds on for what seems like an eternity.

First and foremost, I would like to give my thanks to those members who submitted articles to this issue.

Looking back, it is difficult to believe that ten (10) years have passed since Region 6 was reconstituted. For those that do not know, Region 6 - Ottawa/Carleton existed before, between the years of 1972 and 1981. From what historical records remain, it is evident that the region started having problems as early as 1973, although, in 1977, the region successfully hosted the National Annual General Meeting in Ottawa. According to the President of the day, members rallied together despite internal problems. Unfortunately, by 1981, there were no Executive members left as each had medical problems or family problems and no one stepped up to replace the missing executive members. For a region to exist, it requires, as a minimum, a President, Secretary and Treasurer.

In early 2015, emails were sent to all the IPA members in Eastern Ontario asking if they would join a reconstituted IPA Ottawa or whether they wished to remain with Region 2 Toronto. Forty-six (46) members chose to switch to Region 6 Ottawa and on September 12th, 2015 we held our inaugural meeting at the Ottawa Police Service station on Greenbank Road.



First meeting for the new Region 6 Ottawa—Eastern Ontario, held at the Ottawa Police Service Station on Greenbank Road. In addition to some of the new Region 6 members were: IPA National President Denis Nadeau, Secretary General Larry Sheppard, Vice President Central Region Al Welke, National Treasurer Stuart Rinaldo and Region 2 President Chris Barratt.

## Upcoming Police Insignia Collectors Shows



**Niagara Region**  
**Police Collectors Trade Show**  
Saturday MAY 31, 2025 12pm - 5pm  
St. John's Anglican Church (upper hall)  
80 Main Street (Main & Ann)  
Port Dalhousie (St. Catharines), Ontario L2N 4V2

Admission: \$5.00 (kids under 16 free)  
Reproductions must be marked as such

Contact: Bill Coultidge  
whodarewin7@outlook.com



**Canadian Police & Peace Officers' Memorial Trade Show**

Admission: \$2  
Table Reservations: \$12 each  
Table Setup: 8:00 a.m.  
(30 tables available)  
Host: Bob Pyefinch  
Email: pyefinch@sympatico.ca

Royal Canadian Legion  
Branch #632  
800 Taylor Creek Drive  
Oshawa, Ontario  
M4A 6Z9  
(Just 15 minutes west of downtown Toronto)


Saturday, September 27<sup>th</sup>, 2025 - 9:00 a.m. to 2:00 p.m.



**CAMBRIDGE, ONTARIO**  
**POLICE INSIGNIA COLLECTORS SHOW**  
Sat. June 7, 2025  
9:00 a.m. to 1:30 p.m.  
Admission: \$5 Tables: \$10

**Royal Canadian Legion**  
4 Veteran's Way  
Cambridge, ON N1R 3K7

Contact:  
Doug Harmer  
dmsdoug@sympatico.ca



**Waterloo Regional Police**  
**Insignia Collectors Show**  
Saturday November 8, 2025  
9:00am - 1:00pm  
Waterloo Reg. Police Assoc. Building  
1128 Rifle Road, RR#2  
North Dumfries (Cambridge) N1R 5S3  
Host: Henry Gacparski

Email: kaja246@gmail.com Phone: 519-832-7724



# Monthly Brunches



Brunches are held once per month at a different area of the region.

Brunches are a good place to meet old friends and to make new ones.



Come  
out and  
join us!



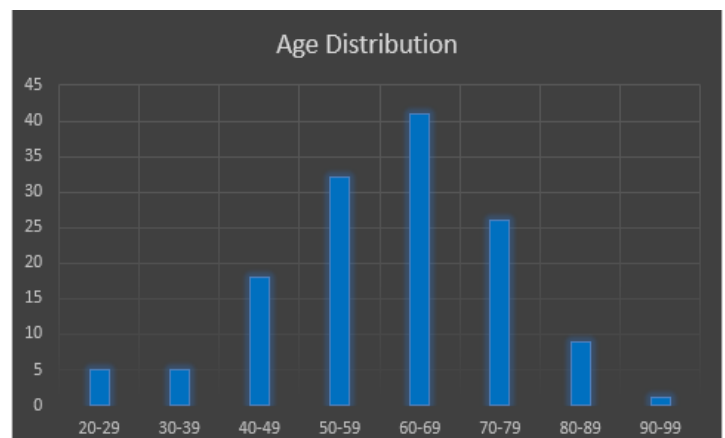
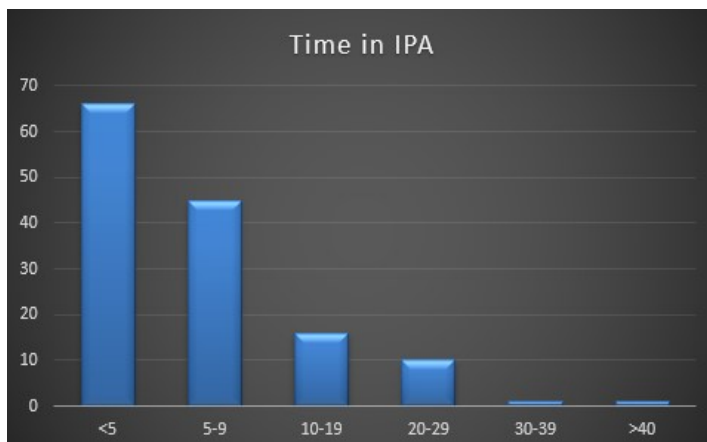
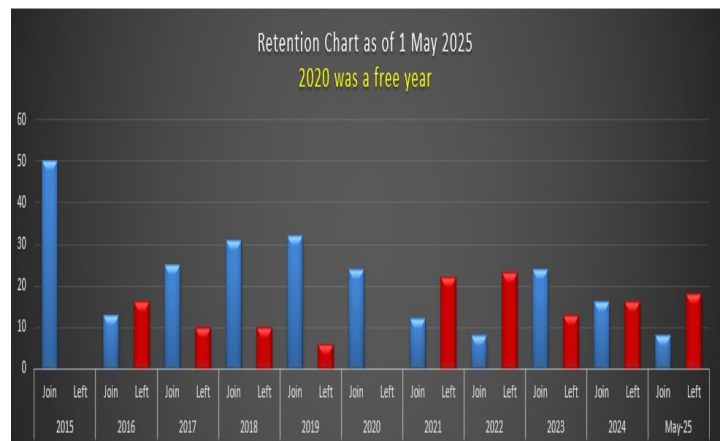
# Membership

In keeping with the IPA Canada Statutes, eighteen (18) members were ejected from the IPA, on April 1<sup>st</sup>. for non-payment of 2025 dues. Of the eighteen (18), five (5) out of eight (8) were Ottawa Police Recruits that were given free membership for 2024 but did not renew in 2025. When Region 6 started this initiative, we expected that some recruits would not renew. We are happy that three (3) did remain.

So far in 2025, eight (8) new members have signed up.

If you know of anyone who is a police officer, peace officer, Auxiliary/Reserve or a civilian dispatcher or forensics officer who attends the scene of crimes, and they show interest in joining, please direct them to the application form found [HERE](#).

We are most happy to see that more women are joining Region 6. Three (3) of the eight (8) members that joined thus far in 2025 have been women. For many years it was believed there were many that thought that IPA Canada was just an 'old boys' club. We need more younger members and women to prove the above wrong and to make Region 6 more dynamic.





# A Winter Vacation to the Moose River

By Jacques & Casey Brunelle

At a time of year when most folks think of visiting sunny Florida, myself, an IPA Region 6 member, and two fellow adventurers, left Ottawa on February 2nd, in the opposite direction – northward, on a journey to the ice-covered region of James Bay.

To reach our destination, the northern Ontario town of Moosonee, our options included regular commercial air service and the "Polar Bear Express" combi-train service from Cochrane by Ontario Northland Railway. Rather than these tried-and-true methods, we opted for the winter-only Wetum Road, as it offered us a very unique off-road driving experience. This 180-kilometer-long roadway has been literally "built" each winter since 2012. It is a vital seasonal transportation link that allows members of the Moose Cree, as well as other residents and visitors at large, to bypass the commercial options and connect by roadway to the established provincial highways, from the various communities along Ontario's sub-Arctic coast.

There is no toll to use the Wetum Road, but it can be closed at a moment's notice due to severe weather and associated poor "road" conditions, and so a flexible parallel train reservation for our vehicle was prudent, just in case. The Wetum Road is essentially all ice and snow, significantly compacted by heavy machinery atop the frozen bogs, swamps, and peat. It is well within the Arctic watershed and passes through Canada's northern 1.2-billion-acre Boreal Forest that stretches from the Yukon to Labrador through the Hudson's Bay Lowlands. The Road includes ice driving over a number of frozen rivers and their adjoining steep river banks, all of which are tributaries of the mighty Moose River where the towns of Moosonee and Moose Factory are located, just a few kilometers from James Bay itself. The adjoining Hudson's Bay, and by extension, the Arctic Ocean, are just beyond.

[ See Map on Page 12 ]

Being a member of the IPA, I inquired to see if any members were active in northern Ontario. It was suggested by the head of Region 2 (Eastern Ontario) to contact his counterpart in the recently formed Region 18 (Northern Ontario). In short order, an IPA social event was organized between us and seven local members of Region 18. The location was at a chic bistro along the windswept Trans Canada Highway in New Liskeard, hosted by their President David Lowe, a retired Ontario Provincial Police (OPP) officer. The usual pleasantries were enjoyed and many stories exchanged between the mostly retired police members and us keen travellers. Alongside myself was one senior GoC analyst and the other companion, a Pittsburgh-based pilot for a major U.S. airline. Following a very pleasant dinner service in a private dining room over the course of three-and-a-half hours, we reluctantly parted ways with the many well wishers on the restaurant's tundra-esque parking lot, with temperatures now dipping into the high -20C (-15F) range.

As mentioned, the City of New Liskeard on Lake Temiskaming was selected as the first overnight stay for us. Our Toyota Land Cruiser, laden with extra fuel, recovery gear, and miscellaneous supplies for any eventuality, was (hopefully) up to the challenge. We were glad to be using such a proven, full-time 4x4 especially for the upcoming unpredictable winter ice roads. So, following a pre-dawn breakfast, we continued to the northwest on Highway 11, past Cochrane toward the small town of Smooth Rock Falls, then turned north again onto smaller, remote service roads. We arrived at the 349-mega-watt Abitibi Canyon Generating Station, one of six dams spanning the mighty but isolated Abitibi River. There, the single lane metal-grated access roadway used to traverse that almost shockingly-high dam, offered spectacular views in all directions. Beyond the crossing, there were suddenly more snowmobiles than cars on the snow-packed dirt roads as we slowly made our

way toward the Wetum Road. Our last stop before the ice road was at the Abitibi Canyon Base Camp that caters exclusively to snowmobilers making use of the many long-distance trails that crisscross the region. We stocked up on a few supplies, grabbed a quick bite, and enjoyed the company of exceedingly playful local German Shepherds. Finally, we were off for the first real challenge of our northward adventure.

Thirty minutes later, we arrived at the entrance to the Wetum Road, where we were greeted at the Cree security post by a well-fed red fox sitting on the roadway, likely waiting for a handout as he watched us slowly advance alongside him. At this point on the ice road itself, we were unsure what more to expect, besides the fact that, for the next 200 kilometers or so, there are no services whatsoever—ranging from cell to roadside recovery—and that we were now truly off-road, navigating the ice-covered forests and tundra and driving across frozen rivers. We were at least reassured that the river and bog ice, now a metre thick by early February, was thankfully well beyond the minimum safety standards.

The seemingly unending landscape was surreal and even otherworldly. With the boreal forest now mostly behind us, the scenery was composed of very flat lowlands, speckled with stunted black spruce, hemlock, and other coniferous trees with one and a half meters of snow already covering the wooded expanse. Given the type of ice road, maintenance of the surface consists primarily of large loaders pulling a chained array of weighted, heavy tractor tires on their sides to compact the snow to protect the road's frozen core, rather than simply plowing it out of the way.



The supply-laden Land Cruiser taking a well-deserved break on the "shoulder" of the Wetum Road.



Our guide, Randy, recovering an ensnared river otter, who had been implicated in an attack on this beaver den not far from the town of Moosonee.

On the barren treeless plateaus, the wind kept the road surfaces icy with occasional snow drifts through which we traversed. There were virtually no traffic signs to speak of, allowing for a bit of guesswork for each of the curves and drops into the forested river and creek basins. Every vehicle passing us, bearing southward, consisted of mid-to-large size SUVs and well-outfitted pickup trucks, constituting an assortment of northern residents and Ontario Power Generation employees. We did pass a few maintenance crews doing final touches to the road with Bombardier ski trail groomers as the Wetum had just opened for public use a few days earlier. The numerous river crossings were rather exciting at first, but eventually became simply a routine affair, the exception being the 10-kilometer-wide Moose River spread out into several channels within its estuary near James Bay itself, named for a Welsh sea captain, Thomas James, who explored the area in 1631.



A new challenge for us once on the Moose River crossing were the heaves of river ice, almost like large, uneven speed bumps and a few jagged cracks that we had to maneuver over or around. We discovered that these were formed by pressure from the tides that reach in from the Bay, up to eight feet at high tide, lifting and shifting the thick ice. The water itself was mostly brackish, given the back-and-forth currents from the saltwater of James Bay.

The Wetum Road officially ends at the Moose Factory Island security checkpoint. It was by now well past sunset, and the security personnel requested identification as part of their effort to reduce drug trafficking into the First Nation reserve. Continuing through the island's narrow, dark streets, we passed Centennial Park, alongside the half-dozen historical Hudson's Bay Company (HBC) outbuildings and longstanding Company cemetery. These edifices and foundations, many predating Confederation, reminded us that this permanent Moose Cree community of Moose Factory (originally called Moose Fort) was named after, and first founded by, the Cree fur trappers alongside the HBC trading post established in the area, onward from 1673. The area's Coastal or Swampy Cree people, as they are also referred to, have inhabited this area for thousands of years prior, given it is a major migratory bird route and nesting area—and an important part of Cree traditions and dietary lifestyle over a millennium.

Moose Factory's historic HBC wooden chapel, as well as its multi-storied Staff House—each dating to the 19th century—remain standing in their original form. But in recent years, each building interior has been thoroughly refurbished and returned to servicing the community. The former is yet again an active parish called St. Thomas Anglican Chapel, while the Staff House became a museum, its upper rooms available for overnight stays with shared bathrooms and kitchen funded under the provincial Ontario Heritage Trust, in cooperation with the Moose Cree Tourism office. At \$75 per night in a historic HBC structure with its pertinent museum, it was a bargain compared to the \$300-a-night rate we paid for a room in the region's only hotel.

Having passed through the quiet residential areas of the Island, we arrived at the Community Ice Bridge, allowing us to drive between the adjacent towns, across the North Channel of the river and its embankments. Prior to arriving at the Moosonee shoreline itself, we passed an intersecting thoroughfare that led to an alternate ice road heading down river, toward the town's seaport and airport on its northern edge. In the seasonal transition periods between fall - winter and winter - spring, both the thin forming ice or massive broken ice blocks, slowly float to the



The quintessential northern view, gazing upriver at "Last Chance Creek," surveying the best way forward alongside a beaver dam to the left flank

sea, prohibits any river traffic. This makes the use of helicopters the only safe and assured way to reach the island (including for school children) in the transitional seasons.

The main event for us was a rendezvous in Moosonee with a Metis outfitter and fur trapper, Randy Cota, who, with his wife, Betty, own Creegonquin Furs & Tours. He is also a retired OPP sergeant and detachment commander who served more than 30 years across northern Ontario. During the course of our introduction, Randy checked our winter clothing, boots, and gear, ensuring that they were adequate for the following day's cold, snowy, and wet conditions. Following that, he invited us to meet with him early the next morning at his lodge on the edge of town, near the well-tended Cree veterans' military cemetery.



**The incredibly labour and time-intensive effort to recover a snowmobile caught up in the brackish mire of the Moose River slush**

Located right on the shores of the Moose River, his home and business serve as an ideal jump-off point for snowmobiling or, in warmer seasons, boating in their large, gas-powered cargo canoes. Prior to our all-day expedition, we were each assigned a snowmobile and given safety briefings that covered topics ranging from handling the machines to basic survival and hand-communication signs. After this, we were soon off to check their trapline that stretched, as we eventually discovered, about 35 kilometers up the expansive river. For the next seven hours, we did not see any other human tracks or signs of civilization as we criss-crossed the otherwise featureless, snow-covered river ice.

Regrettably beyond the scope of this article, we learned much about the traditional work of fur trapping, especially as it relates to this still unforgiving and challenging landscape. The trade remains robust, with the demand for certain luxury furs nationally and internationally, as well as the local needs for Cree ceremonial and every-day dress, still prevalent today.

Trapping aside, Randy also leverages his extensive law enforcement experience to assist local police with contracted canine drug detection services, such as during inspections of major construction and mining sites. One of these local police services is the Nishnawbe Aski Police Service (NAPS). The NAPS is one of Canada's largest law enforcement agencies by geographic area, covering 34 First Nations communities spread over an area roughly two-thirds of the province of Ontario. Sixty percent of its more than 200 police officers identify as Indigenous. They, in turn, are supported by the OPP's Indigenous Police Bureau, Aviation Services, and local detachments.

For the much-anticipated fur trapping journey, our daunting ride upriver on Ski-Doos and Yamahas—through several feet of snow, in -30C temperatures, amidst biting winds on the frozen open river—saw us having to stop a multitude of times. These consisted of regular checks for facial frostbite and inspecting various traps to collect the ensnared animal and/or to rebait. We also soon discovered the phenomena of a deep, brownish wet slush that every now and then, while unfrozen, lay hidden under the fresh blankets of snow. Caused by briny river water forced up through cracks in the thick ice and at shorelines by the pressure of the tides, it caught four of us unawares until we were stuck in it, all in all, about a dozen times throughout the expedition. Randy, as our guide, fortunately fared better. His sled was a more powerful BRP wide-tracked machine, gliding over said pockets, leaving the following snowmobiles trailing behind, to sink more and more into the mire. He was able then to circle back, and pull us out or help manhandle the heavy machines and toboggans onto some fresher snow and redirect our paths.

Just as quickly as it lodged itself onto our machines, the quick-freezing ice then had to be carefully chipped off of the sleds' delicate suspension and skis with a mixture of hatchets and machetes. We were finally able to complete this effort at Randy's warming station, constructed on a small river islet, where we were fortunately also able to dry our footwear—and ourselves—for the long journey back to Moosonee.



Fur trapping and big game hunting, we came to learn, involves major physical exertion and perseverance, especially during the winter months. All the requisite tasks vary dramatically, but most of them consist of recovering the fallen animals, be it under the ice in the case of drowned river otters and beavers, or ensnared up on trees, like fishers, martens, lynx, and foxes.

Constant attention and maintenance to the snowmobiles was paramount and can even be a matter of life or death. The trappers always carry at least two firearms, as there can be (un)expected dangers from a wounded or simply famished animal, such as an occasional bear, lynx, and wily timberwolf packs that also frequent the same hunting grounds. All of this, while being out of range of any communications but for an emergency satellite link, trappers truly operate on their own. Well after dark, and now with their catch and gear brought back to the lodge on the towed toboggans, work continues inside—specifically to dry, clean, and skin the fresh kills. Successful hunts or trapping patrols do not happen every day, so all the work needs to be spread out over the seven-day winter work week.

The following morning, we enjoyed another Cree cultural exchange and assisted Randy with prepping, skinning, and drying some of the freshly-caught martens. This is a delicate art in itself, and something that Randy teaches regularly to young members of the local community wishing to engage in a reliable, albeit seasonal employment, and one that features as a central aspect of their shared socio-cultural lineage.

Our experience with Randy was as rewarding as it was challenging. When we had first met just two days earlier, we said to him that we desired the “full experience” of a northern Ontario trapper, just as he was so used to, especially for that time of year and meeting the stringent demands of his labour.

He certainly fulfilled that request, and we will be forever grateful for the scenery, adventure, and memories with him and his exceptionally dedicated and knowledgeable team.

Next, we visited the derelict, former RCAF Pinetree Line radar base near the Moosonee airport as well as the DeBeers mining marshalling yard alongside the train station. This fenced-in collection of heavy equipment services area mining operations and is located next to the modern OPP detachment. From there, we continued northward on the James Bay Winter Road, another seasonal roadway that reaches 350 kilometers further up the Bay's coastline, as far as the towns of Attawapiskat and Fort Albany, another former HBC trading post on the still larger, 1000-kilometer-long Albany River. We did not travel so

far on this day, but were astounded to learn of the sheer number of well-organized seasonal ice roads in Ontario linking hundreds of mostly Cree First Nation communities. Unlike the Wetum Winter Road meant for lighter traffic, the James Bay Winter Road is used mostly by heavy trucks, hauling flatbeds loaded with mining machinery, oversized pit mine dump trucks and many fuel tankers, making for some

adventurous driving on the icy roadway. This winter road is made of hardened, ice-covered surfaces through stunted black spruce forests, bog and other wetlands, with the Hudson's Bay lowlands being one of the largest such wetlands in the world. The geography makes conventional road construction very costly, both to build and maintain, especially in such extremes of seasonal temperatures.



**During our brief repose, riders take the time to meticulously chip off ice and debris from our snowmobiles -- a critical task that can make all the difference in this terrain.**

After five days of this eye-opening experience coming to an end, and with the Land Cruiser now safely stowed with other trucks on the Auto Carrier Service flatbeds, we returned southward on Ontario Northland's excellent "Polar Bear Express," a five-hour train service to Cochrane. With a few stops at rural Cree homesteads along the densely forested rail line, and the crossing on a lengthy 90-year-old bridge spanning the Moose River itself, the railway soon would link us to the Trans-Canada Highway. Once aboard, we made ourselves comfortable in one of the passenger cars next to the dining and bar service car, which makes up the bulk of the multi-modal transportation service.

We arrived in Cochrane late at night, in the midst of another snowstorm, collected our truck and settled into the final lodging of our journey. We were surprised to arrive at the motel parking area to see it already packed with dozens of truck-and-snowmobile trailer combos and a number of parked sleds amongst the growing snow drifts. After a restful sleep, we left very early the next morning in the ever-present blowing snow, bound for North Bay, six hours to the south.

From there, after another four hours, we finally arrived home to a much milder Ottawa after a number of brief stops along this busy, national cross-country route. Upon walking up the front steps, it was only a matter of minutes before we each collapsed into our beds to get some much-needed R&R.

Prior to embarking on this journey, the thought of taking a one-thousand-kilometer-long trek northward at the height of our Canadian winter seemed counter-intuitive, to say the least. Nonetheless, our road trip to the distant, northern coastline of Ontario and our adventures with the resilient and thoughtful residents therein, will forever be one of our fondest memories.

Thank you to Creegonquin Furs & Tours of Moosonee and David Lowe, President of IPA Region 18, Northern Ontario, for the hospitality, guidance, and friendship.

The 2025 Wetum Road closed for the season on March 23rd.

**Jacques Brunelle retired from the RCMP in 2016 as a sergeant assigned to International Anti-Corruption Coordination and has been an IPA member for more than 35 years.**



**On our way back to Moosonee, Randy indicates that the trail we forged earlier that day had been leveraged not long after by a pack of Timberwolves .**



**Our vehicle secured on a flatbed of the "Polar Bear Express" southward-bound from Moosonee to Cochrane.**



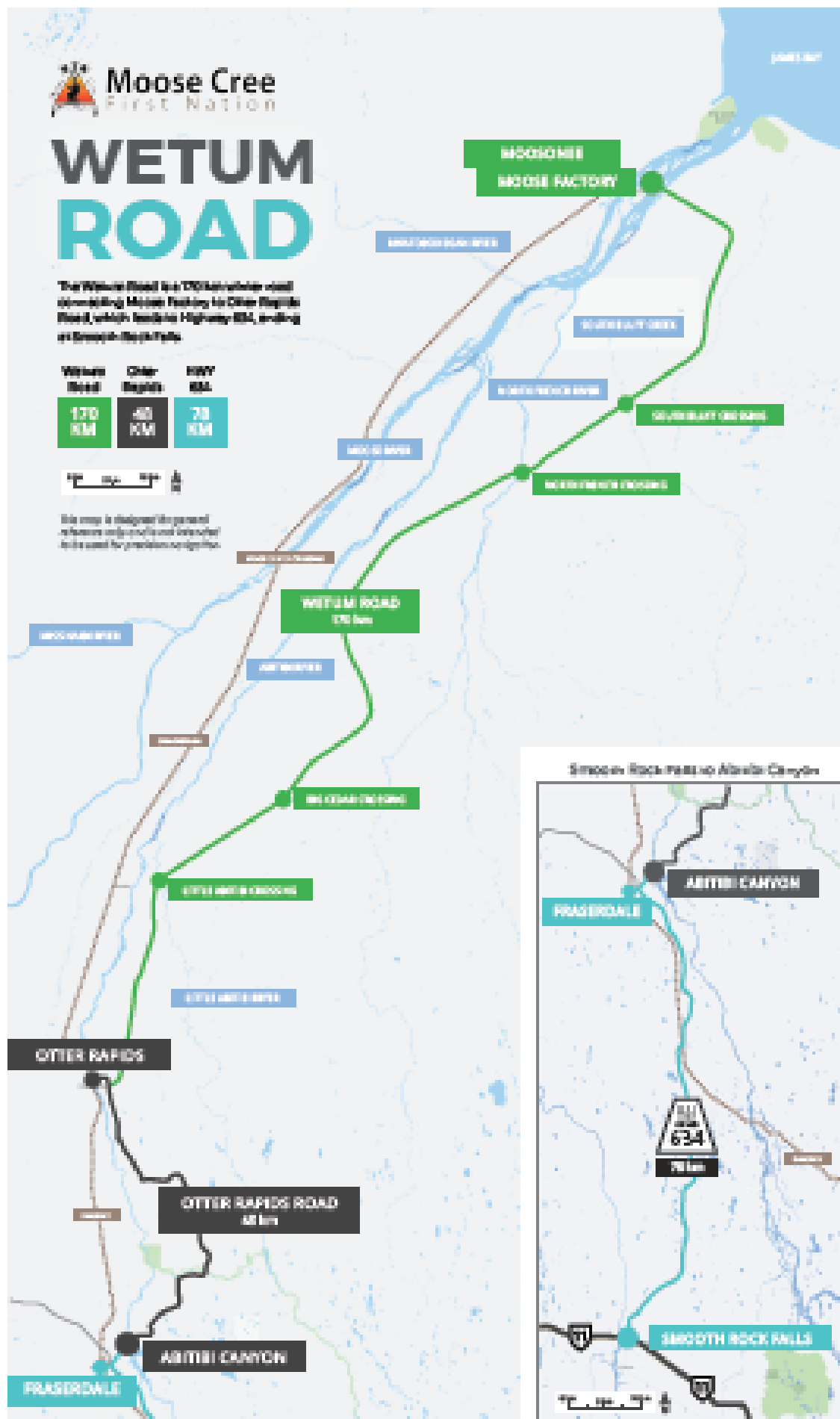


The Wilson Road is 100% asphalt and is a good example of a high-quality road. It is a good example of a high-quality road. It is a good example of a high-quality road.

Western Wood	Other Species	NOY RA
170 RA	40 RA	70 RA



This essay is designed to present  
evidence and analysis of the  
social and economic conditions  
that have led to the current  
state of the world.





# REGION 6 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](mailto:ipaottawa@rogers.com).

IS001 - Lapel Pin



\$ 2.00

IS002 - R6 Pennant



\$ 12.00

IS003 - R6 Coin



\$ 15.00

IS006 - Coin Box



\$ 6.50

IS007 - R6 Patch



\$ 5.00

IS008 - IPA Canada Baseball Cap



\$ 25.00





# The Writing Teacher

by Richard Brzozowski

I didn't plan on falling for the writing teacher. We don't, do we? But sometimes these things just happen. She was smart, funny, very attractive, and more than a little sexy.

It was November, 1993, and I was an Inspector working Criminal Investigation with the Ottawa Police when the Staff Sergeant in Major Crime showed me an ad in the Ottawa Citizen and said Boss, I think you should see this. 'How to get away with murder...'

Now, Anne, the teacher, would tell it a bit differently. She'd say it read: 'How to get away with Murder, dot, dot, dot, in print.' She is, of course, right, but my telling makes for a better story.

I'd just written a reasonable Master's thesis and had the notion that it might form the basis of a great book. But who'd want to read about Canadian abortion legislation when I had so many interesting stories from my long career?

So, there I was, once more near the back row in a crowded university classroom, pencil poised, ready to learn the ins and outs of character, dialogue and plot.

My background investigation of the presenter showed a well - published author of children's mysteries, mostly Scholastic, with a couple of film credits to her name. But it didn't take long to realise that she knew relatively little about real detective work.

'Have you ever been in a police station?' I called from the back. Taunting her? Maybe. Does the back seat of a cruiser count? she parried. I wasn't going to go there. Clearly, I'd met my match. Her delivery was dynamic, and the content kept the class on its collective toes.

At the break I lined up and cordoned her. Gave her my card and invited her for a tour of the police station. (Anne would add that I gave her the apple I'd brought for my lunch, but I don't remember it that way.)

She said that she'd love to visit the station and would call me some time.

The workshop ended. I'd learned a bit about getting away with murder, and went back to my real life in crime.

I'd hoped that she would call. The week turned into the month. The month into two and a half years. Then, one day, I answered the phone: Hi Richard, it's Anne Stephenson here, from the writing course. Do you remember me? Well, yes, how could I forget you? In fact, I had thought about Anne on many occasions. I was, after all, a single guy, and meeting Anne once more had turned into what seemed like an unachievable fantasy. Does your invitation still stand? she asked.

Her visit was enlightening for both of us. Anne learned a few new things about policing. I learned that she was not married. When asked why she waited so long to call me back, with a smirk, she said, I've been busy!

In the Forensic Section I took her fingerprints and gave them to her as a memento. She told me this was a new experience. Did she mean the fingerprints, or that a policeman was holding her hand - finger by finger?

In the cafeteria, we each ordered an egg salad sandwich and at some point, to the amusement of the other diners, I wiped egg salad from the side of her face. She was embarrassed and, later, I faced the inevitable teasing. That August 28th became Egg Salad Day, which we celebrate every year.

It was in 1997, during a visit to see our friends, that Angry Young Man of English literature, Colin Wilson and his wife, Joy, that I asked Anne to marry me.

But that's for another chapter.



Reprint Courtesy of  
**CANADIAN POLICE INSIGNIA  
COLLECTORS ASSOCIATION**

# Police History

Napanee, Ontario (Greater Napanee)

Napanee was a town in Southeastern Ontario, approximately 45km west of Kingston. It is now part of the town of Greater Napanee which was created in 1999 when Napanee was amalgamated with the townships of Adolphustown, North and South Fredericksburg, and Richmond.



Napanee developed at the site of a waterfall on the nearby river when early industry utilized the power of the water for a variety of mills which formed the nucleus of the town.

The first recorded settlement in this area goes back to an Iroquois village established around 1660-1690. Loyalists moved into the area in 1784 and Napanee was incorporated as a village in 1854.

One of the earliest mention of policing in the village is of Constable Jeremiah Storms who was protecting the village in 1881. Storms is picture at the right with his hand on a Bible.

Another early reference is to a gruesome murder that occurred in 1882, when a 17-year old maid at a local hotel, known as the Tichborne House, was axed to death by a Michael Lee, a young stable hand. The British Whig takes up the story of his capture hours after the deed:

*"When he saw that he was surrounded he got upon his hands, and lowering his head and jumping off the*





*ground like any angry bull dashed his head against a rock, hoping to knock out his brains. Jutting pieces of the stone had wounded and bruised the skull, and when the men took him in charge the blood was pouring from the wounds.*

*With a guard of trusty men, several of whom had their hands upon revolvers, he was marched some 2 ½ or 3 miles to town, most of the distance being travelled in silence. The news of the capture of Lee had precede the captors and when Centre Street was reached an infuriated crowd of people was met. With deep imprecations they demanded the life of the criminal. Such exclamations as 'Lynch him!' 'String him up!' 'Shoot him!' were made.*

*Chief Allen drew his baton as did also his assistants and conducted the cowering and trembling murderer to the lock up. A hooting mob followed. Chief Allen struck some of the more forward ones off, telling them that the prisoner was in the hands of the law which had to be upheld."*



At trial, 23-year old Michael Lee, was sentenced to be hanged but was later found to be insane and spent the rest of his life in the Kingston Penitentiary. He died in 1901, at the age of forty-four.

Circa 1895-1905, Ebenezer Perry was a member of the Napanee police. He served as the Night Constable and is pictured left with his assistant and his leather covered baton (Billy club).

Chief James Graham had assumed command by 1908. He served until 1915, when Acting Chief Barrett took over.

Barrett was only one month into the job when"

*"An exciting chase occurred Saturday night about half past nine o'clock, when an automobile party from Belleville went speeding through the town, having no regard for speed laws. They were also making a lot of unnecessary noise with some kind of horn.*

*Acting Chief Barrett gave chase with another car and succeeded in catching them near Deseronto, and*



they will appear in the Police Court on Tuesday to explain their conduct. (distance from Napanee to Deseronto is 15 km ed.)

Napanee Officers Fred Barrett (on the left) and James Graham are pictured at the left, standing on Market Square. The date given for his picture is 1915. (Lennox & Addington County Museum)

This would have been the year when Barrett replaced Graham as chief so this photo may have been taken to record the transfer of command.

Chief Graham's cap badge appears slightly wider than Barrett's – perhaps to accommodate his rank designation.

The picture below shows Market Square and the police building on the left of the carriages



Patches shown on this page are not contemporary with the photos.





In September of 1915, Chief Barrett was busy again apprehending a “paper hanger” who was working Napanee’s business district. The Kingston Whig Standard reported that:

*“James Hughes aged twenty-two years, late of Detroit Mich. was arrested by Chief Barrett on charges of passing bogus checks. Hughes visited a local bank on Tuesday, depositing a small sum of money and this securing a pass book and some cheques. He then obtained some goods and money by a cheque from one storekeeper before he was caught, all of which was been recovered.*

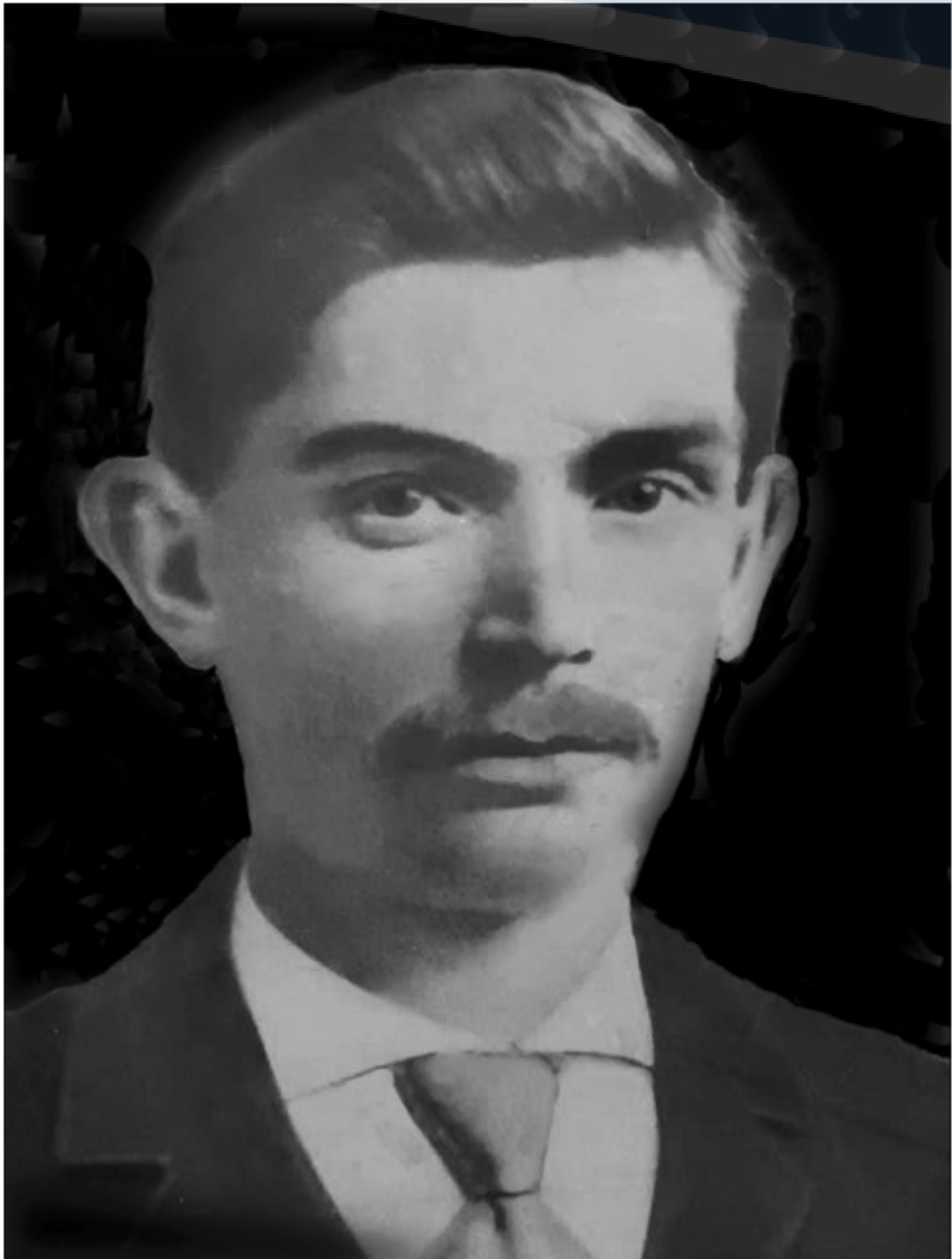
*He is a smart appearing young fellow and a good penman, and always has a plausible story to tell. His speedy arrest, no doubt save some of the tradespeople in Napanee from being deceived into handing over their goods and money.”*



The 1917 photo above shows the police headquarters located in the town hall building on Napanee’s Market Square. The police office sign can just be made out on the left side of the building.

In August of 1921, Chief Barrett and his department became involved in a far more serious and devastating situation than cheque passing and speeding. One summer night around one o’clock, Night Constable Richard Beard lost his life in the line of duty when he was shot to death by three robbers. The murder took place around midnight in a laneway at the rear of Smith’s jewelry store.

Constable Beard had responded to a neighbour’s alert to sounds in the shared alley. As Beard entered the alley with the neighbour’s husband and another man, they noticing three men in the shadows. Constable Beard approached them and turned on his flashlight. Sensing something seriously wrong, he turned off his light, drew his revolver and advanced. Two townsmen retreated out of the alley and around the corner. A shot rang out and both assumed it was Beard discharging his weapon.



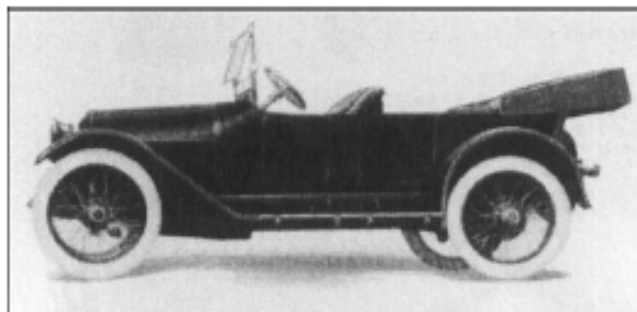
Constable John Beard was honoured on August 17<sup>th</sup>, 2021 with a plaque mounted in a Police Call Box located on John Street .

Returning, they found the constable on the ground. He was shot in the chest and through the heart and had died almost immediately. The three men were nowhere to be found.

Chief Barrett, still not fully dressed, was on the scene in five minutes after the tragedy had occurred. He immediately ordered the fire bell to be rung to arouse the town so every effort possible could be made to run down the killers. Dozens of residents took up the search on foot and by car. All police forces in the area went on high alert, road blocks were put up at every intersection, but there was sign of the men.

James Graham, the former chief of police at Napanee and now an OPP officer, happened to be visiting in Kingston and quickly joined Chief Barrett and OPP officer Ward of Bellville. Graham knew Constable Beard very well and was anxious to offer his assistance.

The key to the killers' eventual arrest, (later that year) came the next morning. J.W. Robinson, a Napanee dry goods merchant living nearby, reported that his car had been stolen from his garage during the night. The Napanee Beaver described the car as being, "a big Willys-Knight" - shown at right. This was immediately taken as being the means of escape of the three criminals.



That much at least was ascertained, but it was all Napanee was to know of the matter until September 4th, when the first break in the case came with the discovery of Robinson's stolen car, found abandoned in a swamp eight miles north of Kingston. The Napanee Beaver states: *"It is said to have contained a couple of .32 cartridges similar to that which killed the Napanee constable."*

While this discovery looked promising, it could not be immediately connected with a known person and the case bogged down in routine investigation and a shuffling of information without progress.

Later that year, during the months of November and December, the police of the city of Kingston were plagued by a series of burglaries and armed hold-ups, including the wounding of a policeman and a business man.

Following the burglary of Best's drug store on Princess Street on Dec. 4th, the Kingston police arrested three men, Sherwood Upton, Erwood Upton and Fred Bryant. The Uptons were twin brothers of twenty years of age and Bryant was twenty-one. While the process of reasoning was not described in the press – undoubtedly a vital clue would be that of the rifle cartridges – the connection of the Uptons and Bryant with the murder of Constable Beard was quickly established.

The Crown Attorney at Napanee promptly charged the Uptons and Bryant with the murder of Constable Beard, breaking into J.W. Robinson's garage and stealing his automobile and attempting to break into Smith's Jeweler Store.

On Sept. 27th, 1922, in Frontenac County Court House, and before Justice Orde, Erwood Upton, Sherwood Upton and Fred Bryant were sentenced to life imprisonment in Portsmouth Penitentiary.

Chief Barrett was still serving as the chief in 1926, however it has not been determined how long his career lasted.

The picture below shows a rainy, downtown Napanee street in 1929. Hidden among the traffic are two Napanee officers however, their identities were not recorded.



One is wearing a leather jacket which may indicate he was a motorcycle traffic officer.

Edwin Watts was the town's chief, at least as early as 1934. A reference to him from 1939, tells us he was warning the citizens about the proliferation of counterfeit money spreading around the area.

In particular, he was asking citizens to watch for lead quarters and half-dollar coins being used in local stores.

T.S. Moore lead the department in 1948. He is remembered for taking on the police commission chair, Clarence Milligan when Milligan publically "dressed-down" two of his on-duty constables.



Chief Moore made it quite clear that any issues regarding the behavior and performance of his officers were to go through him and that Milligan's behavior was totally unacceptable.

Harry Benn, who was appointed chief in 1951, was in command in January, 1954, when a CNR Montreal-Toronto Flyer train struck a car at a Napanee crossing on Highway #41.

The parents of the seven children and two of their young friends had left to see a movie in town when the accident happened.

Eight of the nine passengers were killed. Only one ten-year old survived the high speed impact. The crossing was to be updated with signals but that hadn't happened due to monetary concerns.





Shown above are the members of the 1956 Napanee police force. Seated is Chief Constable Harry Benn; standing (left to right), Constables Lawrence McTaggart, John Butcher and Thomas McCrea. Constable Butcher resigned soon after this photo was taken and was replaced by former Cornwall Detachment OPP officer, John Henderson.

During the month of October, 1965, another scammer was at work in Napanee, according to Chief Benn. A news article of the day tells us that Benn and his officers were warning the residents after an elderly woman was bilked of \$90 by a person claiming to be a bank manager. The scammer told the woman that, if she had any \$10 bills, they could be bogus, and a messenger would be stopping by to collect them for inspection. When the "official" arrived, he confirmed that they were all "counterfeit" and she handed over nine bills.

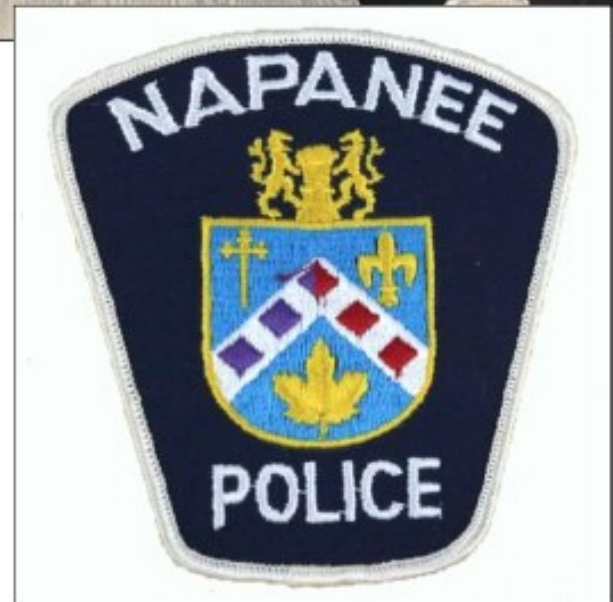
Chief Benn's 15-year tenure ended on August 17, 1966, when he tendered his resignation at a closed-door special session of the town's police committee. The outgoing chief accepted a job as a constable after his resignation, but left the force in December. At the same time, Napanee police constable Thomas McCrae announced he would be running for a seat on the Council at the next election. Gravenhurst's Chief Cecil Bower replaced Benn in November, 1966.





Chief Peter Cruji took over from Chief Paquette in the early 1970s. The photo above shown him at the end of the table with his officers.

Constable Robert Murdoch is the officer closest to the camera on the left.



In 1971, Murdoch an eighteen-year veteran of Ireland's Royal Ulster Constabulary and his wife, emigrated to Canada where he joined the Napanee police force.

In July, 1972, he responded to a domestic dispute involving an armed man threatening to kill his wife with a shotgun.

While trying to defuse the situation, Murdoch was severely injured by more than 250 shotgun pellets





fired into his chest and arm. The man then shot himself with the same gun. Constable Murdoch is pictured at the left.

Police credited him with saving the women's life when he diverted the attention of the armed man long enough for her to escape. Medical staff saved Murdoch's life but were unable to removed many of the lead pellets imbedded in his body.

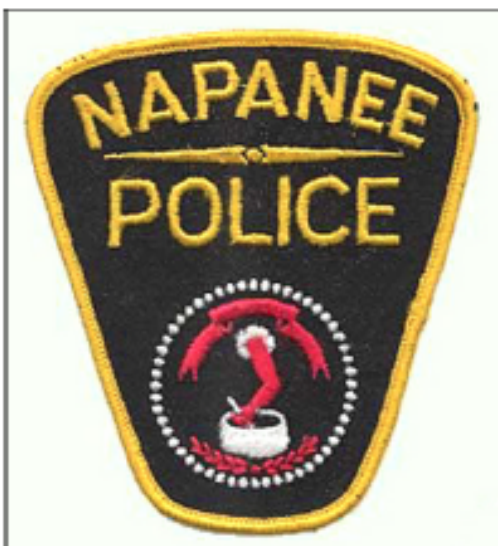
In March, 1973, Napanee's town police committee asked Mr. Murdoch to resign if he was no longer able to perform his duties. On the advice of his lawyer and the Ontario Police Association, he refused saying he wished to resume his police career as soon as he was able.

According to an article in the Ottawa Journal: *"Napanee has no disability pension for policemen. Town council offers him the alternative of resigning or taking a telephone answering job that also requires him to clean town hall toilets and floors. He wants a town job with wages equal to his former police pay, and won't resign from the police force."*

The article quoted Emerson: *"The crowd is ready with instant applause for the man who risks his neck for the rest of us; but finds him a bore if he seeks compensation for injuries received in the course of it."*

Murdoch and his wife were to send a letter to the Ontario ombudsman, asking him to investigate the case, but the result of that action is unknown.

Napanee continued to maintained its own police force until it was disbanded in 1989, at which time it had eight sworn officers and five civilian employees. All of the Napanee sworn officers were hired by the O.P.P. after the town opted to sign over policing responsibilities to the provincial force.



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# Ponderisms

Why do peanuts float in a regular coke and sink in a diet coke? Go ahead and try it.

I used to eat a lot of natural foods until I learned that most people die of natural causes.

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to "put your two cents in"... but it's only a "penny for your thoughts"? Where's that extra penny going? (taxes?)

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they "slept like a baby" when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change? They're going to see you naked anyway.

Why is "bra" singular and "panties" plural?

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

Can a hearse carrying a corpse drive in the carpool lane? I've never seen a sign that says 'Two or more LIVE people needed to use the HOV lane'...

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Why do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Why did you just try singing the two songs above?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

HOW DID THE MAN WHO MADE THE FIRST CLOCK, KNOW WHAT TIME IT WAS?

# International Travel



A short look on the events and news page of the IPA International webpage will illustrate the variety of options available, ranging from Friendship Weeks in Italy or Japan, to special interest events you can join in Spain or Ireland. Whether you fancy hiking in the Austrian Alps or getting to know the treasures of Sri Lanka, the IPA is able to offer something for everyone.

In addition to organized group travel options, the IPA also offers assistance when travelling on your own or with your family: with the help of a travel form, many members take the chance to get to know IPA members in other countries on either a short stay in a city, or while touring a country. A truly unique chance to see the world from a local's perspective, and to exchange with fellow police officers what policing in their country entails.

## Is an International Travel Form necessary?

**INTERNATIONAL TRAVEL FORM**  
**FORMULAIRE DE VOYAGE INTERNATIONAL**  
**SECTION CANADA**

FOR OFFICIAL USE - POUR USAGE OFFICIEL

I certify that the applicant is an IPA Member in good standing. Je certifie que le demandeur est un membre de l'IPA en règle.

Name - Nom: \_\_\_\_\_ Position: \_\_\_\_\_ Date: \_\_\_\_\_

**Applicant - Demandeur**

1 Name - Nom: \_\_\_\_\_ IPA Membership No. - No. du Membre IPA: \_\_\_\_\_

2 Address - Adresse: \_\_\_\_\_

3 Employer - Employeur: \_\_\_\_\_ Status - Statut: ☐ Active - Actif ☐ Retired - Retraité

4 Accompanying Persons - Personnes accompagnées: \_\_\_\_\_

The Procedure for Travel Assistance aims to standardize the process of helping IPA members (both individuals and groups) requesting assistance when travelling and visiting IPA sections worldwide. Common requests include hotel/accommodation/dining recommendations, visiting police stations, ride-alongs, meeting local members and being hosted, car hire and places to visit.

It is not necessary to use this form when personal contacts are already in place (e.g visiting friends) or in case of an emergency.

Complete a different form for each country you are travelling to.

An International Travel Form on our website [HERE](#).

## I'm planning a trip, when should I submit your travel form?

The IPA International Procedure for Travel Assistance recommends at least three (3) months for group travel and one (1) month for individual (family) travel.

The foregoing deadlines are normally sufficient, however, some countries receive many more visitors than others so the earlier you can submit your travel form, the better your chances.

If you have any questions about travel, contact the Region 6 Travel Officer at [ipaottawa@rogers.com](mailto:ipaottawa@rogers.com), subject line TRAVEL.

The IPA International Procedure for Travel Assistance recommends:

Individual Travel	Group Travel
A minimum of one (1) month	A minimum of three (3) months



**Are you confused?**  
**If Yes, here is where you fit.**

1883-1900 Lost Gen.  
1901-1927 Greatest Gen.  
1928-1945 Silent Gen.  
1946-1964 Baby Boomers  
1965-1980 Gen. X  
1981-1996 Millennials  
1997-2012 Gen. Z  
2013-2024 Gen. Alpha  
2025-2039 Gen. Beta  
2040-2054 Gen. Gamma  
2055-2069 Gen. Delta



# Travel the "IPA Way"

## Where do I visit to learn more about Friendship Weeks and Other activities?



The IPA International Website maintains a database of all types of IPA events occurring across the globe.

To access the database, visit the site by clicking on the link below:

[IPA EVENTS](#)

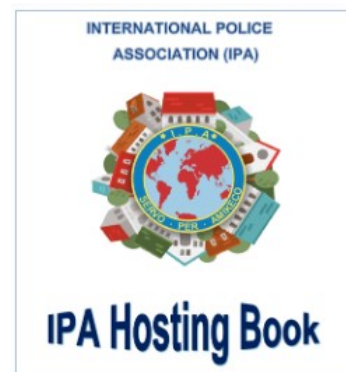
## IPA Houses

The IPA owns more than 40 properties in 14 IPA sections where members can stay in reasonably priced accommodation.

With locations ranging from sightseeing hotspots such as Paris and Berlin, to the beautiful winter wonderland surroundings of Lapland in Finland, to our apartment on the Australian Gold Coast, IPA Houses offer a unique opportunity to travel the world and meet local members.

Alongside these houses we have hundreds of 'other accommodation' options available, including members' holiday homes and discounts at hotels, with the number of options increasing each year.

Have a look in our IPA Hosting Book, which is regularly updated and provides an overview of each IPA House and Other Accommodation options



[CLICK ON THE GRAPHIC  
ABOVE TO ACCESS THE](#)



*IPA House Ylläs, Finland*



*IPA House Dublin, Ireland*



*Gold Coast, Australia*



*IPA House Greșu, Romania*



**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.**

**Want To Become a Member?**

**Visit our webpage**

**[www.ipaottawa.com/join](http://www.ipaottawa.com/join)**

**and submit an application today.**



**[www.ipaottawa.com](http://www.ipaottawa.com)**