

Branch. With the introduction of rationing the appearance of the 'black market' added another burden to an overworked Force which was not permitted to secure recruits until the end of hostilities.

When the Japanese entered the War on the side of the Axis on Dec. 7, 1941, and the removal of the Japanese from the British Columbia coast was decided upon, it was necessary to extend the scope of the registration of enemy aliens. At that time, too, the Northwest Territories and Yukon assumed new importance: the United States Government undertook construction of the Alaska Highway for military reasons; a pipeline from Norman Wells to Whitehorse was laid down; airfields were constructed; and the population of Whitehorse alone passed the 10,000 mark. In these circumstances it was necessary to increase the number of detachments and the personnel in these areas, a step which could be taken only by withdrawing needed strength from less important areas.

At the outbreak of the Second World War, the personnel and ships of the R.C.M.P. Marine Section were transferred to the Royal Canadian Navy for war duty, as previously arranged, and the small Aviation Section of the Force was transferred to the Royal Canadian Air Force. At the end of hostilities the personnel and equipment were returned to the Force. New vessels and aircraft were secured for the re-formation of up-to-date units. One vessel of the R.C.M.P., while not used in the prevention of smuggling and consequently not a part of the Marine Section, the *St. Roch*, has been employed for many years as a floating detachment in the Canadian Far North and is used to replenish the supplies of the Western Arctic detachments. It has the distinction of being the first ship to make a west to east voyage, as well as the return journey, via the Northwest Passage from the Pacific to the Atlantic. Leaving Esquimalt, B.C., on June 9, 1940, the *St. Roch*, sailing to the south of Victoria Island, reached Sydney, N.S., on Oct. 8, 1942. The return voyage was begun from Dartmouth, N.S., on July 22, 1944, and the vessel docked at Vancouver, B.C., on Oct. 16, 1944.

At the end of the War many, though not all, of the war duties of the Force were relinquished and by Mar. 31, 1946, the Special Constable Guard of veterans had been discharged.

During the War the Northwest Territories and Yukon assumed a new importance. The United States Government, with the consent of the Canadian Government, undertook the construction of the Alaska Highway for military reasons, and a pipe line from Norman Wells to Whitehorse was laid down. In addition, airfields were constructed and the population of Whitehorse alone passed the 10,000 mark. In such circumstances, it was necessary to increase the number of detachments in those areas. This highway is now known as the Northwest Highway System and is patrolled in large measure by the R.C.M. Police.

**Post-War Developments.**—Since the War the Force has been able to give some attention to the important field of prevention in relation to crime and delinquency.

At the present time the Force has two twin-engine Beechcraft, fully radio-equipped, for rapid transportation of personnel when required, an amphibious Grumman Goose to provide coverage for coastal or inland lake demands, a Norseman for use primarily in the Far North, a Cornell Trainer and a Stinson for training purposes. These aircraft are situated to the best advantage so that experts from crime laboratories may be quickly conveyed to scenes of crime and other experts to points