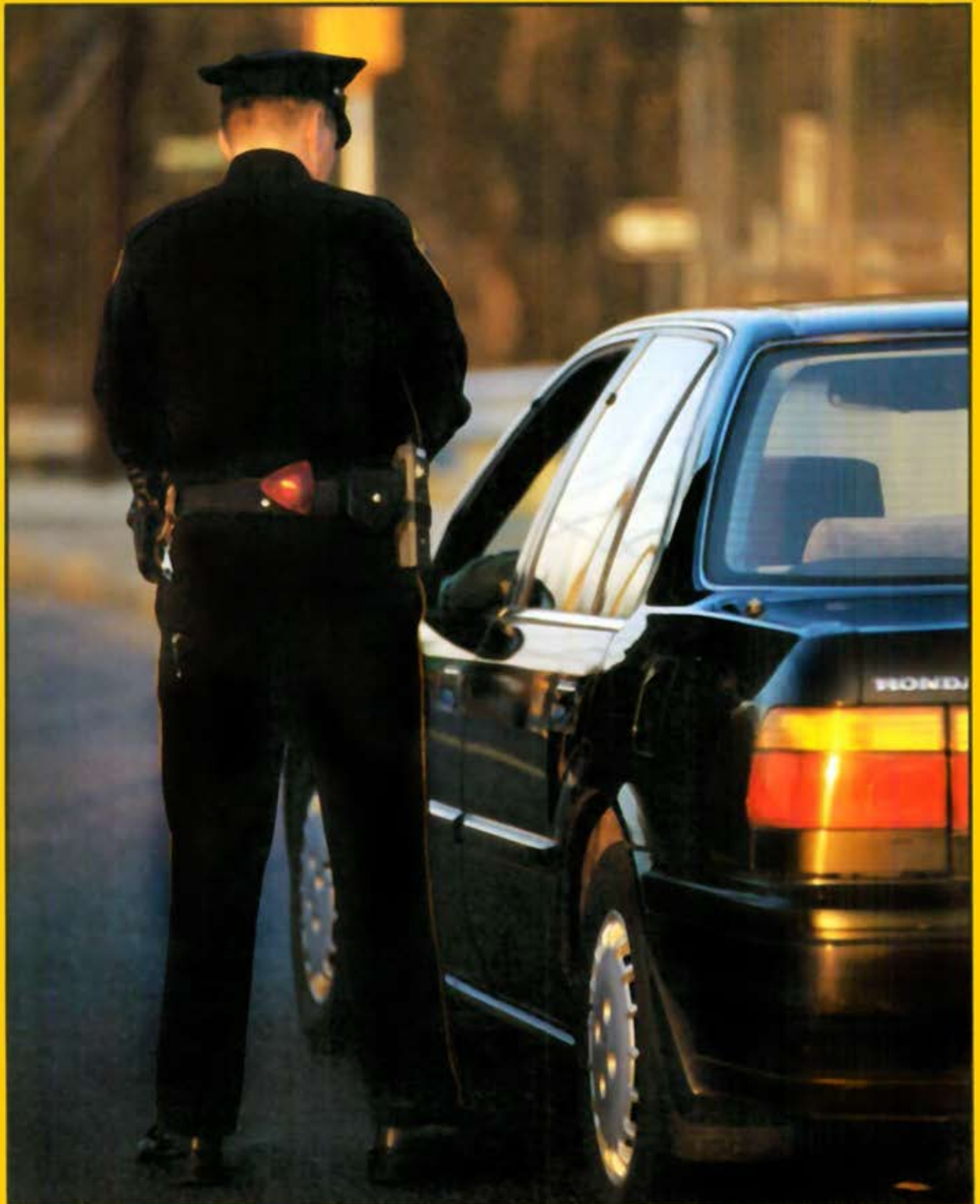


# BLUE LINE

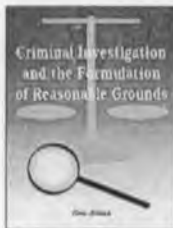
Canada's National Law Enforcement Magazine

April 1995



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Written by the author of "The Five Minute Policeman", this book was selected as the study text for the U.S. Parks Service Police for promotional candidates. Evaluated by the College training staff and staff psychologists around the world this book is must read material for anyone looking for managerial level careers.



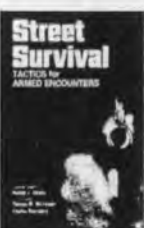
\$49.95

Co-authored by Alain Trotter, M.D. (Director of Health Services, RCMP) and Jeremy Brown M.D. (Health Services, RCMP) this book was written to provide physicians with a comprehensive guide for assessing the health of police officers. This book displays a direct relationship between police work and health.



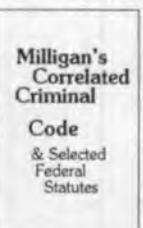
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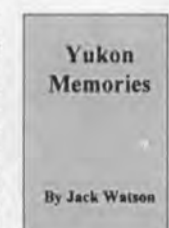
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A Canadian Criminal Code written by a cop for cops, this book is unique in that it has an index at the front of the book which puts Criminal Code sections in street language in addition to the formal terminology. For this reason you will find the words "Shoplifting", "Kickback" and "shell-game" included with the appropriate section numbers provided.



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Tales From The Police Locker Room captures many fine examples of police humour. No doubt some of these stories have been embellished somewhat as they have made their rounds, but they portray a side of police work that the public seldom sees. If you need to "lighten up" a bit this is the book for you.



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**BLUE LINE**

Canada's National Law Enforcement Magazine April 1995



It's a simple little device with a revolutionary impact. One of the greatest hazards a police officer can encounter each day is traffic point duty. Visibility Systems Company of Southport Connecticut has made that job a lot safer and cleaner with their Lightman.

Its technical term is an "Xenon safety strobe" and it definitely works. You can ask officer Robert Quigley of Atlanta. "From the first moment I stepped into traffic I felt a new sense of confidence with Lightman," he writes. "After several dark rainy hours of directing traffic I emerged from my point truly impressed with this product."

Read more about it on page 22.

This month you will find a theme of Traffic concerns running through many articles. In this issue the publisher reflects on "The Pristine Beauty of Traffic." Being a long time enthusiastic traffic cop you may pick up a sampling of the reasons why on page 5.

If there is a real tragedy in policing today it would simply be the apparent lack of concern there is in preventing "good guys" from killing "good guys." That is what a Traffic cop's job really is. In too many cases an average citizen can, through mere inattention or misadventure, turn into a true villain by taking the life of another road user. In such cases everyone wants to simply go after and punish the "good guy" now turned "bad guy" and forget the root causes of the incident.

In most cases that cause can be brought down to three common denominators (or the four "I's.") Impatience, Intolerance, Ignorance and "I always come first."

Good old fashioned Traffic enforcement is the only real way to beat the four "I's." Letting those "Good Guys" of the motoring public know that there is someone always watching is the only real deterrent.

Any police agency that puts the lives and safety of the public at risk by reducing its concern for road safety needs a real wake-up call. It is a shame they will only learn through the loss of innocent blood.

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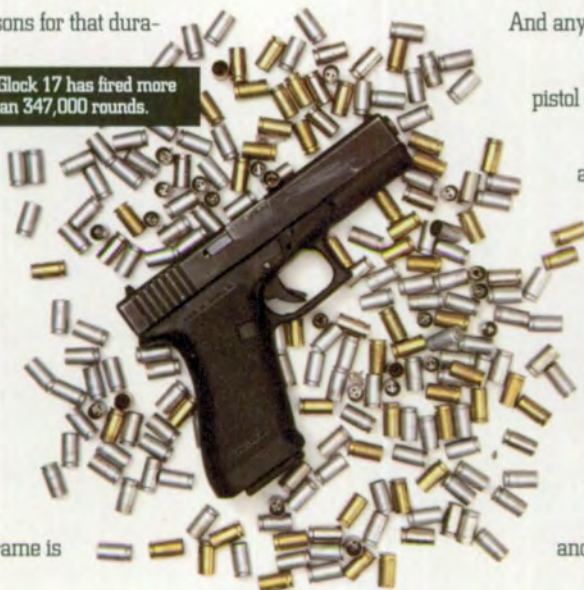
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## The pristine beauty of traffic

By Morley Lymburner

When I was a Traffic training officer I was called into the boss's office. He was seriously concerned about a new officer. A "draftee," ordered to work in our unit.

"I'm really worried about this guy," he said. "He is an excellent officer in the unit he is coming from but he absolutely hates the idea of working in Traffic duties. I am afraid he just may screw up a good career by developing a poor attitude while working here. I would like you to take him out on the road with you for a few days and introduce him to..."

"The Pristine Beauty of Traffic," I interjected.

"Yes!" he said with a more relaxed smile. "To the pristine beauty of Traffic!"

The next afternoon I greeted the gloomy faced officer in my office. "I know you're the hired gun Lymburner," he quickly shot out at me, "but I don't like Traffic work and I don't like Traffic cops. So don't waste your time. I've already got my transfer in to the Sergeant at the desk."

"Okay, okay!" I said, "I'm the Training officer here and part of my job is to help new officers orient themselves to the station and the work expected of them. I haven't got any rank over you so we might as well act like friends and just hit the road."

First order of the afternoon was the nearest coffee shop. So, with myself at the wheel, off we went for our first quest of the day.

Enroute to the perk-up of the day we stopped at a traffic light beside a very striking young lady in a sports car. My glum faced partner suddenly rearranged the corners of his mouth and commented about the very obvious physical attributes of our fellow motorist.

"This requires further investigation," I added as I activated my roof lights and motioned her to pull to the side of the road.

I left my now smiling partner at the rear right corner of the sports car as I approached the young lady and received the appropriate documents. Returning to my scout car a now very interested partner began to review the essentials on the drivers licence as I retrieved my summons book.

"What're you doin'?" he asked.

"Writing a ticket for not wearing a seatbelt," I responded.

"What! I didn't see that... you mean you saw that woman and the only thing you could see was that she wasn't wearing a seatbelt... and now your gonna give her a ticket!"

"Yup!"

"Wow... everything I heard about you

traffic cops is true then. You'd do your own mothers wouldn't you!"

"Not any more," I responded wryly. "My mother learned to wear her seatbelt after I gave her just one ticket. Some of the guys tell me theirs took at least two or three."

After doing the honours on our now not-so-polite "Madonna" we continued on our quest for coffee. The conversation in the car was considerably reduced.

One more traffic stop for a grey-haired gentleman for failing to stop for a stop sign and another seat belt violation and we pulled into the coffee shop for our fill-up.

"Okay!" my partner broke the silence and took one more draw on his cup. "You've got me curious. What makes you guys tick? I'd really like to know what goes on in the heads of Traffic cops."

My moment had arrived.

"First let me get this straight about you Divisional guys. You would never give a ticket to that pretty woman with the smiling face, right?"

"Well... that's right. We save the chincy tickets for the bad guys. You know the jerks that really cause trouble in the area."

"Okay then. That means whenever a bad-guy gets into an accident in your area he walks away from the accident and all the pretty girls get mutilated faces from hitting the windshield. Have I got that straight?"

His face stared at me for a moment as the message sank in. We finished our coffee and returned to the scout car. The radio announced the need for a traffic car at a serious accident. We responded and arrived to see a truck slammed into the front corner of a small car. The woman driver was conscious and four firefighters were trying to cut away the dash from around her legs. As we drew nearer an ambulance paramedic took out his scissors and cut the seat belt going across her chest. We looked inside the rear seat and saw a crying toddler in an infant seat being attended to by another paramedic.

I looked at my partner who had not said anything since the coffee shop. "Ten years ago I would be pulling a dead mum and child out of this car. When I give out those tickets I'm just one of life's referees. I have to be the bad guy so the good guys can survive. You know something? It doesn't bother me at all."

We returned to the station and as I walked to my office I glanced back at my partner. He was at the front desk talking to the sergeant and getting back his transfer request. "I think there might be more to this traffic stuff than I thought," he said.

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# 15 genuine service... YEARS ...from head to toe



Photo: M. Lymburner

*After fifteen very successful years of business, Bob Nicholls, president and CEO of R. Nicholls Distributors, is proud that many of the original suppliers introduced to the Canadian market are still a very important part of their everyday business. And that business has come a long way toward leaving its mark on the national law enforcement community.*

From modest beginnings in Montreal, R. Nicholls Distributors Inc. has, in the span of fifteen years, become the major supplier of law enforcement equipment and clothing to all areas of Canada, as well as overseas. As a specialty full service stocking distributor to the police, fire, security, emergency service and military markets, Nicholls is the largest distributor of its kind in North America, and likely in the world.

After many years of dedicated service to William Scully Maritime Ltd. and J. R. Gaunt in sales and management positions, Bob Nicholls fulfilled his dream by forming a company partnership to better serve the industry. Having travelled around Canada on a regular basis, Bob has built a supplier base of quality products, which his many customers now depend upon for fair value, quality, and reliable service.

The concept of the newly formed partnership was based on the desire to serve the industry as a total package. In order to achieve this one-stop shopping service, Bob Nicholls teamed up with his old friend Harry Fried, who had been in the clothing business, along with his family for many years.

Harry's main thrust was manufacturing uniform shirts, servicing the police community, industry and other uniform houses. This offered the new partnership the ability to service their customers, so to speak, with everything from head to toe.

Names like Beretta, Becton Dickinson, Biokinetics, Federal Cartridge, Federal Signals Corp., Heckler & Koch, Kustom Signals Inc., Monadnock, Peerless, Rapiert, Rocky Boots, Safariland, Sig Sauer, and Sturm Ruger are but a few products being constantly developed and sourced throughout the world through personal contacts, trade shows and membership in the National Association of Police Equipment Distributors.

The military side of the business represents the most technically advanced products of internationally renowned companies like, Comet, Dynamit Nobel Graz, Schuberth Helme and many others.

Aside from their regular distribution business, Nicholls Distributors is directly involved in manufacturing selected products for the Canadian and International markets. As one of the largest shirt manufacturers in Canada, a variety of shirts are

manufactured for their principal industries, as well as several well known labels for the consumer market.

Leather products are manufactured under the Armour label, and body armour under the label of Armour of America Canada Ltd. Designer uniform clothing concepts and specially designed female uniforms are now being introduced to the market under the "Anna's Career Apparel" label with outstanding acceptance.

Bob and Harry tell us that more exciting developments will continue to be introduced to the market in the near future, especially in the high tech industry, such as Photo Radar, In-Car-Video Systems (Eye-witness), Range 2000 computerized shooting ranges, etc...

Having 33,000 square feet of distribution and manufacturing space in Longueuil, and along with additional space in Mississauga and other parts of the country, the Company has no difficulty handling the more than six hundred lines that make up their business on a daily basis. With professional full-time sales representation in every province of Canada, representatives in Australia, Chile, Czech Republic, Germany, Hong Kong, and Singapore, and a support staff in Longueuil, it is little wonder that Nicholls Distributors continues to be the distributor of choice.

Many multinational companies have spent millions of dollars having their chairman or President appear in glitzy television commercials and magazine advertisements to trumpet the merits of their products or services. Bob and Harry have never appeared on television, and this may likely be their first national magazine appearance, but they are veterans to sincere dialogue with their customers.

Even though the Nicholls representatives are more than able to handle all prospects and problems at the local level, Bob and Harry are always pleased to hear from their customers and friends, because they have a genuine interest in their business, the business of their customers, and the need to see the industry, which has been their sole livelihood for many years, continue to grow and be served in a very professional manner.

The next time you are in Longueuil or at one of the conferences, drop by and visit with these two gentlemen who will no doubt love to chat with you, hear all about your department and family, and wash it down with a hot cup of coffee and friendship.

Congratulations to all of the R. Nicholls Distributors, Inc. staff on fifteen great years of dedicated service. It is certain there will be many more to come!

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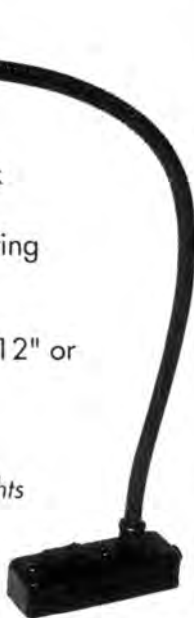
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# Ontario Ministry rejects hollow-point bullets

*Policing Services Branch still afraid to talk to Blue Line Magazine or release study about the bullet issue*



The Ontario Ministry of Labour has ruled that police don't need more powerful hollow-point bullets in order to do their jobs safely.

The ruling, delivered March 10 at the London Police Association offices, follows a health-and-safety complaint by London Const. Tom Drouillard.

In his ruling, Ontario Labour Ministry

inspector Tony Steers said hollow points "possibly" have better stopping power. But he said police failed to show that current ammunition isn't effective enough.

De Jong and London Police Chief Julian Fantino said they presented clear evidence from ballistic experts and others. Fantino suggested Steers's ruling was "a technical escape mechanism" to appease those who believe that with better ammo cops are "in-

discriminately going to shoot more people."

Steers's office referred inquiries to a spokesman who denied that Steers was subjected to political interference.

The demand for harder-hitting ammunition was backed by the Police Association of Ontario, the Ontario Chiefs of Police Association and the Ontario Senior Officers Association.

Those associations said they would appeal the decision.

"Police officers have a dangerous occupation and they deserve to be protected by the laws that protect other workers," said Harry De Jong, chairman of the Police Association of Ontario.

The hollow-point is intended for use in 9-mm and .40-calibre semiautomatic pistols being introduced for use by police across Ontario.

A cavity at the front of the slug causes it to expand into a flower-shape on contact.

That causes more damage to the target, but reduces the chances of an innocent bystander being hit because the slug is designed to remain inside the target.

Labour investigator Tony Steers heard evidence from police, firearms experts and the solicitor general's office, which has opposed issuing the new bullets.

Officers across the province have been calling for approval of so-called hollow-point bullets since the 1993 shooting death of Const. Joe MacDonald in Sudbury, Ont.

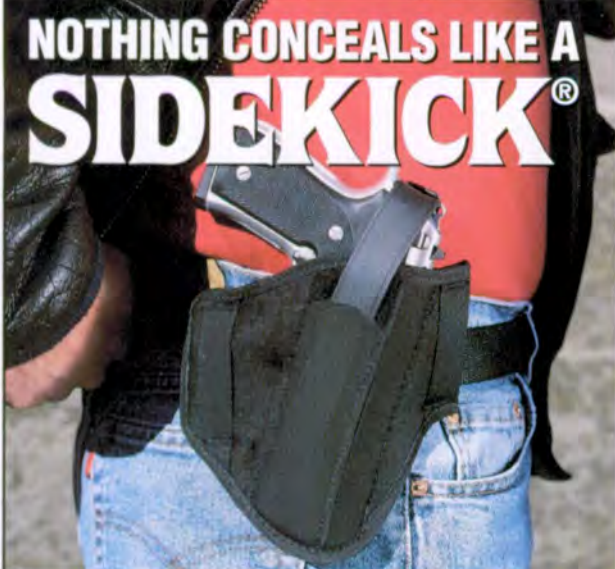
MacDonald's death, police say, could have been prevented had he been armed with a more lethal weapon.

MacDonald hit gunman Clinton Suzack twice in the torso with rounds from his service revolver with little effect. The gunman apparently executed the officer while he was trying to reload his gun.

In a report still kept secret from Blue Line Magazine, the Ministry advises the new truncated cone bullet is virtually the same as the old semi-wadcutter bullet that officer MacDonald was armed with.

A previous health-and-welfare complaint to the Labour Ministry forced the province to approve semiautomatic pistols for police 13 days after MacDonald's murder.


The irrational decision by the Ontario Ministry, many say, ignores the fact that members of the RCMP in Ontario and Tactical Unit officers may use the superior bullet. Many Ontario Chiefs have complained that it is obvious the Minister and Deputy Minister have no confidence in the rank and file officers ability to use firearms in Ontario. Other sources say they are in fear of Toronto-based pressure groups who may cause trouble in an up-coming provincial election.



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# Ontario's Truncated Cone Bullet

### The Plot Sickens

by Gary Miller

Last September, the Ontario Ministry of the Solicitor General, Policing Services Division issued a document entitled "A Health and Safety Investigation, - Police Service Ammunition" restating its full support for the utterly inadequate and dangerous truncated cone bullet it legislated Ontario's front line police officers into using to the exclusion of any other bullet. In doing so, Queens Park's expediency in side-stepping the obvious was without equal.

Well, maybe not quite. It matches to some degree their federal counterparts in Ottawa, who were cited in mid January for their less than courageous stand in the "Tainted Fish Sauce Scandal".

In that case, Federal fisheries inspectors long ago dutifully alerted their bosses that scientific analysis had revealed rotting fish parts skilfully blended into exotic Asian fish sauces for sale in Canada. They believed, as one might, that this could pose a health hazard to Canadians. However, they hadn't bargained on the political cynicism of their masters. Incredibly, since no illnesses or allergic reactions had thus far been officially noted, Industry Canada and the responsible Federal Industry Minister John Manley chose to do nothing to stop their continued sale.

These products remained on the grocers' shelves for many more months either because nobody had sickened or died from eating them or no one realised the contaminated sauces were what was making people sick. The Feds also feared a multicultural imbroglio by banning the sale of an "ethnic" product. This wilful negligence continued until a Toronto Sun reporter blew the whistle. Finally, the Ministry was moved to action.

Could incumbent politicians possibly be so uncaring or contemptuous of citizens who have placed their trust in them? Or are our leaders just paralyzingly incompetent? Not a happy choice either way! The jury may still be out on the Feds although their credibility is melting like Spring snow. Meanwhile, the melting is over at Queens Park. And the jig is up!

The Ontario Ministry of the Solicitor General and Correctional Services, Policing Services Division does not explain why virtually every other major jurisdiction in North America, (with the possible exception of New York City) have pro-



vided their police with the safer hollow point controlled expansion round. The hollow point bullet makes a hole in a life threatening adversary that will stop him in his tracks, not slither through him and on out the other side as the inferior truncated cone does.

By finally and belatedly conceding Ontario police the right to equip themselves with the semi automatic side arm and then penalising them by forcing on them the slippery inferior truncated cone full metal clad bullet, Ontario's government created a situation breathtaking in its dangerous implications. They legislated exclusive use of a bullet with built in over penetration, not even recommended for front line police service use by its manufacturer. It's a bullet only suited for target practice!

Due to the over penetration of these rounds, the ministry has assured a much more dangerous environment for both the police and the public they protect, while infinitely reducing the risk to criminal offenders who are discharging firearms at the police. How could the ministry have got it so wrong? This latest report confirms they have learned nothing.

From the Government that gave us the SIU, whose odorous investigations have permeated and poisoned the atmosphere long after they leave, their ministries make clear their presumption that Ontario's police are just routinely shooting all the wrong people anyway. So give them the bullet that can be counted on for extreme over penetration and that will do the least harm as it whistles through its intended target. We'll just have to take our chances with whatever (or whomever) happens to be beyond the life threatening subject. Yah, right!

Distributing what purports to be a definitive and important paper and serious investigation on the subject of Police Duty Ammunition, the Ministry of the Solicitor General has turned out a rehash of broadly drawn suppositions, unsubstantiated hocus pocus, old, carefully culled FBI data, that even they wish they could forget, and thinly disguised dogmatic claptrap.

In a true climax, suitable more for a

movie script than reality, the very day this report is dated, September 14, 1994, was the very day that two Scarborough police officers became involved in a fire-fight with a determined gunman. To the horror of the officers, the four rounds they pumped into the gunman had no effect. As stated last month by *Blue Line's* Blair McQuillan, "these officers faced the reality of every officer's worst nightmare."

For those who might miss the point, repeated over and over again throughout the Ministry essay with the regularity of a 19th century Gilbert and Sullivan operatic plotline, here is the disclaiming refrain: "The Ministry is not aware of any police officers who have lost their lives in Ontario because a bullet over penetrated an adversary or of a situation in Ontario of a bullet over penetrating an adversary and striking an innocent bystander."

With calculated indifference, the Ministry runs again and again behind its "not aware" disclaimer, before plunging from one specious argument to another, such as, human skin is tough, maybe we need a lot of over penetration, or the human brain can function for several seconds after the body receives a fatal penetrating injury so it doesn't make any difference what kind of bullet you use, or tactical police (who CAN carry the superior bullets) have different duties so they need it and front line officers don't. *Excuse me, who gets shot more than front line officers?*

The Ministry does not deny that over penetration can and does happen. All the Ministry can only weakly repeat is that it is "not aware" of any police officer having lost his life "in Ontario" because of being struck by such an over penetrating bullet (similarly the Federal ministry is "not aware" of anyone perishing from the putrid fish sauce, so why worry.)

Am I missing the point here? Should I be concerned that an innocent party may catch my bullet second hand? Might I reasonably have expected to have been issued a better police bullet which would stay within and quickly incapacitate a life threatening adversary? Or must I be reborn as a "Tactical Officer"?

Until we can cite statistics showing resulting death, illness or injury to a luckless victim of any of the above, Government Ministries don't really want to hear from the police or any other group. Your concerns, "while interesting," are statistically insignificant. Until it happens to you.

The clear and dangerous implications don't smack them in the eye. They want numbers! In the meantime, you will have to do things their way.

How reassuring.

# Everything you want in a \$250,000 Cruiser

*Here it is! Everything you ever wanted and a lot of things you never even dreamed were possible in a police cruiser.*

London, Ontario, based Northstar Canada Ltd. invited Blue Line Magazine to view their prototype, state-of-the-art police package recently and we thought you would be interested in seeing and reading about the possibilities that are available today. That's right... today! This is not science fiction. It is real! As stated by David Rogers, V.P. of Northstar - pictured at right, this super-car could be available and fully equipped for around \$50,000 if production levels were at sufficient quantities. The unit is so advanced and comprehensive they have re-named it "the mobile sub-station."

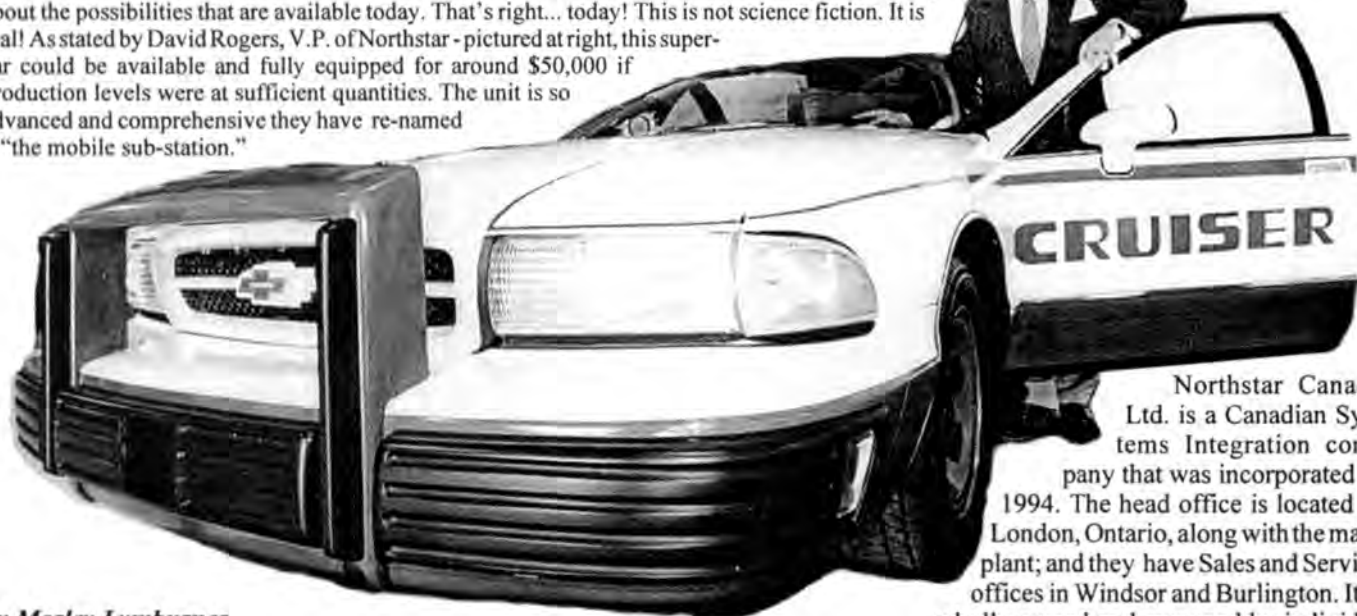


Photo: Mike Boothby

*By Morley Lyburner*

Northstar Canada Ltd., is showcasing an advanced concept vehicle called the Mobile Sub-Station (MS-S). The name is quite appropriate given its ability to do almost anything in a cruiser that can be accomplished in a police station... including a temporary lockup!

This concept vehicle demonstrates a whole new approach to police vehicle design, according to David W. Rogers, vice-president of Northstar. "We're very excited to have the opportunity to present this vehicle to our law enforcement customers," says Rogers.

"This vehicle is loaded with innovative systems that have never before been demonstrated in Canada. It's equipped with so many electronic and communications systems that it really is what its name implies - a full working police substation on wheels!"

Designed and fabricated by Cruisers, a specialty vehicle company located in Brighton, Michigan, the MS-S demonstrates an ideal technological environment for officers and one that totally integrates its electronics and communications systems.

Cruisers and Delco Electronics joined forces to create this demonstration vehicle which also showcases advanced redesigns of the Cruisers' current product lines, including centre and overhead consoles, a form-fitting, fibreglass rear seat system and an officer protection barrier. Using a 1994 Chevrolet Caprice police vehicle as a

base, Cruisers made several exterior design changes, including an integrated push bumper, a retractable light bar and a multi-functional deck lid light.

The lower body panels are painted with anti-chip material for a road-tough, protected finish.

Inside, the most dramatic modification is an instrument panel that eliminates the typical instrument cluster. In this advanced design, typical engine management readings and the odometer, speedometer and gas gauge data can be retrieved and displayed on a liquid crystal display (LCD) screen that has been integrated into the instrument panel.

This data can also be projected in front of the vehicle through Delco's reconfigurable "Head-Up" system, allowing officers to keep their eyes on the road and hands on the wheel while retrieving information. This electronics system also integrates radar, night vision camera, video recording and navigational systems, radios, a cellular phone, portable laptop computer, a printer and a fax machine.

By using a reconfigurable display and the function buttons on either side of the LCD screen, officers can retrieve any information from these systems they wish. "Imagine being able to view a photo image of a suspect, or mapped directions to a crime scene," Rogers explains. "Then take that a step further and imagine being able to see this projected up ahead of your vehicle!"

Northstar Canada Ltd. is a Canadian Systems Integration company that was incorporated in 1994. The head office is located in London, Ontario, along with the main plant; and they have Sales and Service offices in Windsor and Burlington. It is wholly owned and managed by individuals, each of whom have more than 25 years of successful business experience in the automotive high technology field. This depth of experience covers a variety of disciplines including automotive electronics component selection, installation and maintenance; technical systems integration, and training and support.

As the only automotive systems integrator in Canada, they bring together, install and service equipment in speciality vehicles that until now was not available from one supplier.

Their primary focus is to ensure that the products and services provided represent 'state of the art' equipment that will assist law enforcement professionals and public service employees to perform their duties safely and efficiently.

To ensure they can fulfil their commitment, they are in business partnership with, and sell and service products manufactured by the following firms:

- General Motors of Canada Ltd.
- IBM Canada Ltd.
- GM Hughes Electronics
- Texas Instruments
- Bell Mobility
- Whelen Engineering
- RCI Cruisers Ltd.

Due to the alliances they have forged with industry leaders such as these, Northstar claims it is able to provide their customers with creative solutions that deliver results in dealing with their daily operational challenges.

## Here Is What You Can Get

### The Mobile Sub-Station Base Police Vehicle Package

#### PURPOSE-BUILT, REDESIGNED INSTRUMENT PANEL



Centrally located Delco reconfigurable Head-Up display is integrated with all the vehicle's information systems. It can also be linked with the liquid crystal display (LCD) in the centre of the instrument panel. In the MS-S the instrument panel has been replaced by this system and the normal dash panel functions are monitored on the inside of the windshield.

Other systems that can be integrated include: radar, night vision, portable laptop computer, fax machine, printer, two-way multi-band radio, C.A.D. [Computer-Aided Dispatch] including destination navigation directions (audible and visible), A.V.L. (Automatic Vehicle Locator), low tire pressure alert, cellular phone and mobile and prisoner video recorders.



The reconfigurable LCD (9.5 inch) features buttons on either side of the display. Left side buttons call up the various systems, while reconfigurable buttons on the right side act as different function buttons for each system.

Vehicle and engine management information is displayed in the LCD and Head-Up rather than in the traditional instrument cluster.

#### LAW ENFORCEMENT-SPECIFIC STEERING WHEEL

The steering wheel has fingertip operator controls that include:

- Emergency lighting and siren switch
- Radio volume control
- Heating/air conditioning fan operation
- Two-way microphone switch
- Intersection signal interrupt

#### INTEGRATED CENTRE CONSOLE



This unit houses the AM/FM radio including speakers that can be integrated with optional two-way, multi-band radio.

Also includes:

- Deep storage well
- Hood, deck lid and fuel door release.
- Optional key less starter system buttons
- HVAC Control Head

#### BASE VEHICLE PACKAGE ALSO INCLUDES:

- Front seats designed and built for law enforcement use with power system and optional lumbar support
- Front door panels with storage pockets, baton retainers, flashlight chargers and upper arm rests
- Keyless entry, remote vehicle start and vehicle anti-theft security systems
- Dual air bags
- Air-conditioning
- Power windows and locks
- 300 HP V-8 engine
- 16" police-duty wheels and tires
- 4-wheel disc brakes/ABS

### The Mobile Sub-Station Factory Installed Options

#### RETRACTABLE LIGHTBAR



An electronically controlled light bar retracts flush with the vehicle roof surface when inactive. It contains rotating lamps, an oscillating traffic clearing lamp, intersection lamps, take-down lamps and strobes.

#### INTEGRATED FRONT PUSH BUMPER

A steel horizontal bumper surface with three resilient rub surfaces is designed to protect pushed vehicles as well as two steel vertical elements that protect the vehicle from bumper over-ride. The second horizontal beam is to protect the vehicle as a "brush bar" device for off-road driving. A skid plate under bumper further protects the vehicle in off-road situations. It also has integrated side alley lights and distancing light sources from the driving officer. A Siren speaker is mounted inside at the centre of the bumper. Another nice touch is

integrated intersection clearing strobes in the corner lamps.

#### REAR ELECTRONIC SHELF WITH EMERGENCY LIGHTS

This includes red and blue flashing lights on either side of the centre high-mounted brake lamp. The lockable lid opens for access to temperature protected electronics storage. A washable hard surface provides protection from blood-borne pathogens.

#### REAR DECK LID LIGHTBAR

A deck-mounted lighting unit housing amber directional lamps is visible with the deck lid closed. Red and blue wig-wag lamps are mounted on the outer ends and are primarily visible when the deck lid is open and up. This provides the driver visual reference to rear corners of the vehicle.

#### OVERHEAD CONSOLE

This houses controls for aiming radar transmitters, video cameras and night vision systems. It also includes an integrated shotgun lock with time delay and relock features.

#### PRISONER TRANSPORT SEATS

Integrated rear fibreglass seats provide easy scrub down which helps protect officers from infectious diseases and blood-borne pathogens. It also eliminates crevices for hiding contraband.

#### OFFICER PROTECTION BARRIER

This is a form-fitting barrier with a high strength fibreglass lower panel and clear, polycarbonate upper panel and includes communication and air circulation holes. It also provides an integrated prisoner video system and rear compartment lighting.

#### FACTORY-INSTALLED OPTIONS ALSO INCLUDE:

- C.A.D. (Computer-Aided Dispatch), including destination navigation directions (audible and visible) and A.V.L. (Automatic Vehicle Locator)
- Night Vision and Radar
- Cellular Phone
- Multi-Band Two-Way Radio (Analog and Digital)
- Portable Lap Top Computer and Docking System
- Printer and Fax Machine
- Integrated Jumper Cables and Fuel Transfer System
- Shot-Gun Lock
- Front Strobes and Siren Speaker
- Low Tire Pressure Alert System
- Intrusion-Resistant Glass
- Two-Lane Upturn Capability
- Mobile Video System and Prisoner Video System.

For further details contact:  
David Rogers  
1-800 643-7257 or Fax 905 681-6236

# Reduce Crashes It's up to each of us



In the realm of driver training one theme stands out. It slices through all the theories and myths surrounding driving. It transcends politics. It defies statistics. It is our basic human instinct for self preservation. In this "open letter", written by Gary Magwood, of Toronto based "CounterSteer" Inc., there is a great deal of food for thought regarding re-thinking and re-tooling our driver education system.

By Gary Magwood

We've existed on this planet for thousands of years because our instinct for survival is all powerful. I firmly believe we can take advantage of this trait to reduce carnage on the highway.

Few of us climb behind the wheel of our vehicles with the intent of hurting ourselves. Teenagers don't get the gang together for the purpose of hurling their car into a bridge abutment or oncoming traffic. Seniors don't set off in the morning to test their cars' deformable structures. Middle-aged drivers seldom say to their partners, "Let's try out these airbags today, dear."

However, we mangle and maim ourselves and others at a staggering rate, every second of every day. We kill just over 3 individuals every 24 hours. Our current system creates untold and incalculable physical, mental, financial and emotional trauma day in and day out.

Our collective response to any hint of danger to ourselves is instant. We take immediate steps to protect ourselves. Witness the tainted blood drama, the meningitis scare, the firearm debate, AIDS or the reaction to an airplane or train crash... the list goes on.

Why? Because we perceive threats to our wellbeing can be prevented if all appropriate resources are committed to them, right now. But if six kids are trashed in a collision, or we read or watch the grizzly road reports that follow a long weekend or, even more shocking, be directly involved in one of these traumatic incidence, we

shrug them off as "accidents." "There was nothing I could do." "It wasn't my fault." "The car just went out of control." "The other guy... (fill in the blank)." And the list goes on.

**Eradicate the "A" (Accident) word.** We must wrap our minds around the fact that car crashes and collisions are not "accidents." When we acknowledge that they are predictable and preventable events we will marshal the resources to reduce them right now.

Let's assume we all want to "drive safely." But we still crash. Why? Because we make mistakes behind the wheel. Why? Because we are not taught what to do in a crisis. We all make these mistakes. Research indicates the majority of crashes are the result of "driver error." How can we expect anything to change if we continue to educate, train and test new drivers based on a curriculum developed in the 1930's and '40s? How can a person who has "driven around the block and parallel parked" in artificial surroundings be expected to respond appropriately to "panic situations" in real life highway dramas? Driving our high-tech automobiles in today's traffic is an incredibly challenging and complex task.

Do you think an airline pilot, a doctor, a cop or even a politician could deal with a crisis without education and training? Not bloody likely!

Training for the individuals whose decisions determine what constitutes adequate

preparation for driving is nonexistent. Ask around your average street corner as to who has taken any post-license training. Many of these same people attend conferences, seminars, courses and in-house training programs to upgrade their knowledge of changing technology, work-place ethics, etc. How about the vast array of extension/ night courses which we sign up for with little hesitation as to cost or time requirements? But nothing for the activity at which we are all at most risk - driving!

Uneducated and untrained decision makers compound the problem. This lack of knowledge has created a serious credibility gap.

**Current examples of knowledge/credibility gap:** Chevrons painted on the 400-series highways to enable drivers to maintain a "safe" distance. Driving educators (those who are adequately trained) admonish new drivers to "aim high" with their vision - to look way down the road, not down the hood. Now your minions are saying look down to gauge distance! "Safe" cars sold without right-side mirrors - seriously dumb. A rear-view and two side-view mirrors are necessary for 360° vision - vital in today's traffic.

Pathetic and misleading "I want my mommy" anti-speeding commercials and misdirected "anti-aggressive driving" campaigns.

**Speed does not kill:** Stopping abruptly does. Nobody dies riding in an 800 km/h airplane but they sure do when it strikes the ground.

We don't die travelling 120 km/h on our first-class multi-lane highways (designed for even faster speeds with a limit of 120 km/h in the 70's!). Data indicates most of us die at about 70 km/h.

We crash when we drop two wheels onto the gravel shoulder, panic (no-one taught us not to) and throw the car into the ditch or into oncoming traffic; when we lock up the brakes, stare at objects we so desperately want to avoid and smash into them (no-one taught us how to use our eyes

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to look where we want to go); when we lose control of our cars on slippery surfaces (no-one taught us...) and this list also goes on.

Of course, at this stage, we get to test all the technology that's incorporated into our "safe" cars. "Hey honey, watch this structure deform - just like on TV," or, "These here airbags will save us, neat, eh?" If we survive the crash we'll question why the amazing anti-lock brakes didn't perform as shown in the fancy car commercials. Then we spend copious resources apportioning blame, fixing the car/hydro pole/guardrail, repairing the bodies, dealing with the disruptions in our lives and, sadly, the trauma of losing family and friends long before their time.

**Suggestions:** Establish speed limits using proper engineering studies and post signs that state "under ideal conditions." What does the term "speeding" mean in law? Replace the misinterpreted term, "speeding" with "speed too fast for conditions" - accurate, realistic, understandable and credible.

Train the cops to use their discretion and to consider the condition of vehicle/driver/weather/highway and density of traffic, etc., when laying charges against drivers.

Replace those fancy photo-radar signs with reminders to "keep your eyes high," "look way down the road" and "raise your vision."

Equip police with "eye-witness" in-cruiser cameras and use them more aggressively in prosecutions. Tailgaters, passing lane "pains", erratic/signal-less lane changers and other potential "causers" of crashes could be charged and dealt with fairly in the courts.

Replace "slower traffic keep right" signs with "keep right except to pass." Create a publicity campaign to educate us on the correct use of our multi-lane highways. You would reduce the insane situation of three to five lanes of traffic travelling in big clumps at the same speed; the insane situation of righteous drivers travelling "at the speed limit" in the centre lane blocking transports and causing unnecessary congestion.

You can keep building more and more multi-lane highways. They will become as congested as the existing roads until we're taught that driving in the right lane and passing in the centre or left lanes is efficient, practical and less likely to "create" circumstances for collisions.

Create a public awareness campaign about the complexity of the driving task and the value of upgrading driving skills; even introduce the concept of driver re-



evaluation every five years (why wait until age 80?). I can attest that seniors are able to perform the same tasks as 18 year-olds after 3 1/2 hours on a skid pad. In Ontario, we have classrooms and parking lots (skid pads) accessible to 90% of residents - Community Colleges. Collectively there's a lot of talent out here to teach and train. Think of the job opportunities and the boost for the beleaguered driver training industry.

**Create positive, affirmative initiatives.** They are vital if you really want to make changes. I urge you to allocate resources to educate and train yourself and your staffs. Send senior policy advisors, department heads, assistants and even limousine drivers out for more training. Many of the males (especially cops) will resist because "men were born to drive" and they're already experts. Don't give them the option. They're wrong!

Find the resources to create a "Road Safety Corporation" - a marvellous opportunity to separate the driving component of

Provincial Transport Ministry's from the roadway design and maintenance aspect. There is absolutely no problem rounding up the expertise and energy needed to form a Road Safety Advisory Board. There are hundreds of talented and committed individuals out here ready, willing and able to participate.

I was impressed with one recent initiative. In Edmonton the police promoted a *Collision Free Week* under the guidance of Cst. Doug Laws. He hustled support from the Alberta Motoring Association, virtually all the media and the Labatt Road Scholarship crew. The result - they reduced collisions by 136 and generated a dollar savings to the community of \$1.36 million (Insurance Bureau of Canada stats)!!

Please spare me the Australian/New Zealand/US data. Ontario is acknowledged to be leading the way in the field of advanced driver training by those same countries. Develop a "made in Canada" approach. Set a standard for others to emulate. Tap into resources available in your province. Create an industry to prevent crashes that would eventually replace the industry that repairs the damage after the fact.

My final suggestion: The new slogan, "Road Safety - It Starts With You" should read, "Reduce Crashes - It's Up To Each of Us."

Gary Magwood has spent almost 30 years working in the arena of driving. He has raced successfully in Canada and the United States, operated his own racing school at Mosport and travelled across Canada for the past six years as the chief instructor and spokesperson for Labatt Breweries' Road Scholarship. He is a member of 20 associations and organizations connected with driving. For further information about Gary or the firm CounterSteer call 416 720-0593.

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# Domestic Assault Review Team

## A new coordinated approach to domestic violence



The Domestic Assault Review Team (DART) for Huron County is a committee of agencies that collectively review domestic assault cases and monitor the intervention response of agencies. Members pictured above are (Back Row L-R) S/Sgt. Brian Baldwin, OPP Goderich; Dianne Beach, S.W.A.N. Coordinator; Michele Hansen, Women's Shelter of Huron; Chief Whittick, Wingham Police Service. (Front Row L-R) Arlene Timmins, Phoenix of Huron Housing; Joanne Palmer, Probation & Parole; Robert Morris, Crown Attorney.

Huron County is served by seven police services. Four of the five towns have a municipal police service and three Ontario Provincial Police detachments are situated throughout the county. There is one Crown Attorney for the county and the office for the Crown Attorney is situated in Goderich. There is one women's shelter located in Goderich which serves the whole of Huron County.

Many communities in Ontario have coordinating committees that deal with domestic abuse. In 1990, in Huron County a committee entitled S.W.A.N. (Stop Woman Abuse Now) was formed. This committee, which still exists, consists of about thirty different agencies and individuals that deal with wide policy issues concerning domestic abuse.

In February 1992, S.W.A.N. identified the need to create a more coordinated response to domestic assault cases in Huron County. With funding from the Ministry of the Solicitor General, the women's shelter sponsored a two day workshop entitled "Creating a Coordinated Community Response to Domestic Assault". Two facilitators from Duluth, Minnesota, presented the D.A.I.P. (Domestic Abuse Intervention Project) model.

Through S.W.A.N. and the Crown Attorney's office there was established a commitment to take a community-based collaborative approach to domestic assault. A decision was made to create a domestic assault review team in Huron County. DART would be independent of S.W.A.N. and would be different from S.W.A.N. in that it would review individual domestic assault cases and monitor the intervention efforts of agencies.

From March 16 to March 21, 1992, four persons from Huron County, sponsored by S.W.A.N., attended a week-long Duluth Domestic Abuse Intervention Project workshop in Duluth, Minnesota. These persons were the Crown Attorney, OPP, Constable Teresa Patterson of the

Goderich Detachment, Laurie Greenwood, women's advocate for Phoenix of Huron (Second Stage Housing), and Meryl Thomas, facilitator of Group Delta (the men's group). There were also representatives from England, California, Florida, and New York. The "Duluth model" of intervention is held out to be the leading example in the United States of a coordinated response to domestic assault.

In establishing DART we were guided by the conceptual framework of the Duluth model. However, because of the differences in the law, we needed to establish our own Canadian model.

We looked at other communities in Canada to ascertain if similar models had been developed. It was our understanding that there is no similar model in effect anywhere in Canada.

### Implementation of DART

Based on the success of the Duluth model, in April, 1992 a representative of the women's shelter and the Crown Attorney contacted a number of lead agencies that deal with domestic violence. A meeting was scheduled and there was obvious interest as demonstrated by the high level of attendance at that first meeting.

One of the first tasks undertaken by the committee was to develop a mission statement. The mission statement developed was as follows:

DART collectively reviews cases and shares information in order to provide a coordinated response to domestic abuse, as well as ensuring that abusers will be held accountable for their actions. Participating

agencies agree to hold one another accountable to ensure established protocols are appropriate and adhered to. As well, the committee developed the following goals:

1. To ensure that abusers are held accountable for their actions.
2. To ensure that victims are protected and assisted.
3. To advocate for the improvement of existing services for victims and their children as well as the offender.
4. To coordinate inter-agency information flow through the review of procedures and policies and monitoring the application of such policies.
5. To achieve effective communication between participating agencies.
6. To gather research information, compile statistics and flow this information back to the community at large. To establish and monitor a domestic abuse case review between participating agencies.

Initially, attendance at DART meetings included a broad range of individuals and agencies. Through our experience, it was determined that only those agencies having direct involvement with domestic violence should be in attendance. At present, the membership of DART is as follows:

Robert N. Morris, Crown Attorney  
JoAnne Palmer, Probation Officer  
Greg Brown, Supervisor, CAS  
Michele Hansen, Executive Director, Women's Shelter of Huron  
Staff Sergeant Brian Baldwin, O.P.P. (Goderich Detachment)  
Staff Sergeant Don McInnes, O.P.P. (Exeter Detachment)  
Staff Sergeant John McKee, O.P.P. (Wingham Detachment)  
Chief Russell Phillips, Goderich Police Service  
Chief Hal Claus, Seaforth Police Service  
Sergeant Frank Young, Acting Chief, Clinton Police Service  
Special Constable Pat Angus, Wingham Police Service  
Arlene Timmins, Executive Director, Phoenix of Huron (Second Stage Housing Facility)  
Meryl Thomas, Facilitator, Group Delta (Men's group)

### Meetings

Since April 1992, the Crown Attorney has provided a list of domestic assault cases in the criminal justice system at monthly meetings. The police provide Spousal Assault Summaries which are prepared by each police service. The police also refer to Incident or Occurrence Reports minus the identifiers.

A discussion takes place concerning these cases but is limited to information that is public in nature. The reason for this limited exchange of information is because of the Freedom of Information legislation which places limitations on the nature of information that may be disclosed.

It has been our experience that the review process has led to improved services provided by the Crown and the police. The police in particular have identified the value of the discussions as a means to provide insight into victims perspectives not previously self-evident.

In addition to the review process, DART concerns itself with finding ways to improve existing services for offenders and victims.

### Progress to Date

In addition to the review process which is ongoing, DART has examined various issues, some of which include:

#### (a) Registration of Restraining Orders

DART has identified the importance of registering Restraining Orders on CPIC. Such entries on CPIC would assist the police by providing them with information which empowers them to take action.

#### (b) Reasonable and Probable Grounds

Through discussions at DART, it became obvious that a discrepancy existed in the police interpretation of what constitutes "reasonable and probable grounds". As a result, Phil DeBruyne, Instructor, Ontario Police College, Aylmer, Ontario, attended a DART meeting to provide us with the curriculum currently used by the police college to instruct officers in the interpretation of reasonable and probable grounds. As a result, a memorandum was issued to the police by the Crown Attorney reflecting these discussions and calling for a consistent approach.

#### (c) Development of Vital Services Card

DART identified the need to provide to the police a readily available list of existing services for victims of domestic assault in the form of a business card. With funding from S.W.A.N., such a card was developed and is being provided to all police

services throughout Huron County.

#### (d) Legal Updates

As part of the Crown Attorney's commitment to DART, he informs DART of any changes to the law regarding domestic assault and likewise advises the police services in Huron County by way of a memorandum.

#### (e) Presentations

The unique DART model, which has been developed in Huron County, has generated a great deal of interest from other communities. As a result representatives of DART have given presentations to a number of communities in Ontario, some of which include: Thunder Bay; Haldimand Norfolk County, York Region; Middlesex County; and Oxford County. The Crown Attorney has also given presentations on DART to the Ontario Crown Attorney's Association as well as to the National District Attorney's Association.

The experience in Huron County has been that the Domestic Assault Review Team has proven to be a definite asset to not only the victims of domestic assault but to police and the community. Should you wish further information you are invited to contact the authors as listed below.

Michele Hansen, Executive Director,  
Women's Shelter, (519) 524-5333  
Robert N. Morris, Crown Attorney,  
(519) 524-9272  
Staff Sergeant B. E. Baldwin,  
OPP Goderich,  
(519) 524-8314.

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## Supreme Court may review police killing case

CHATHAM, Ont. - Prosecutors may appeal to the Supreme Court of Canada to restore a police officer's manslaughter conviction in the death of a man he stopped for a speeding violation.

"The Attorney General's Ministry plans to appeal an Ontario Court of Appeal decision last month that overturned Const. Ronald Tricker's guilty verdict," lawyer Bruce Thomas, representing Tricker, told a court Monday.

The appeal court ordered a new trial in the case.

Ministry spokesman Brendan Crawley said Crown lawyers aren't ruling out any possibility, but an appeal hasn't yet been filed with the Supreme Court.

Tricker, 26, was convicted in June 1993 of manslaughter and sentenced to three years in prison in the 1992 death of 37-year-old John Joseph Rioux.

Rioux choked to death during a struggle with Tricker, who had pulled into the man's driveway to question him about a speeding violation.

The appeal court set aside the conviction, saying the trial judge's charge to the jury was "seriously defective" on the issue of whether the arrest was legal.

The Rioux family has launched a \$3.5 million lawsuit.

## Commons passes Young Offenders Act reforms



CANADA

OTTAWA - The Commons has passed amendments to the Young Offenders Act that would see teenagers convicted of first-degree murder face sentences of up to 10 years - twice the current maximum.

Under the bill, 16 and 17-year-olds charged with serious violent crimes would also be tried in adult court - where penalties are even tougher - unless they could persuade a judge they should stay in youth court.

The proposed legislation, which now moves on to the Senate, passed in February by a vote of 146 to 79.

The major opposition parties voted against the bill - Reform called it too soft, the Bloc Quebecois felt it was too harsh.

The legislation would also:

- Increase the maximum penalty under the act for youths convicted of second-degree murder to seven years from five.

- Require youths convicted of first-degree murder in adult court to serve at least 10 years before they are eligible for parole.

## Racism commission trying to collect police stats, paper says



CANADA

TORONTO - "A provincial government racism commission is quietly trying to collect statistics on how often police from some Ontario forces draw their guns," a Toronto newspaper said late February.

A February 7 letter from the Commission on Systemic Racism in the Ontario Criminal Justice System asks police chiefs to provide statistics on the number of times their officers draw or display their guns, fire them, the number of deaths or injuries caused and the number of times officers were disciplined for "unnecessary violence," said the Toronto Sun.

"Much of this information would be found only in the contro-

versial use-of-force reports that became mandatory across Ontario on Jan. 1, 1993," the Sun said.

It was partly these use-of-force reports that prompted a lengthy "job action" by Toronto police in the fall of 1992.

The action, in which police wore baseball caps and marched to the Ontario government buildings in Toronto for a huge rally, eventually spread across the province.

Advocates of the new reports argued at the time they were necessary to find out if police used their guns more often in situations involving visible minorities.

"But then-solicitor-general Allan Pilkey denied the information would ever be used in that way. The reports were to develop better training programs," said Pilkey.

## Theft under raised to \$5,000 in new Criminal Law Amendment Act



CANADA

OTTAWA - The Honourable Allan Rock, Minister of Justice and Attorney General of Canada, announced on February 8 that Bill C-42: *An Act to amend the Criminal Code and other Acts* (miscellaneous matters), will come into force on February 15, 1995, with the exception of a few provisions which will come into force on April 1, 1995.

Commenting on the Act that will now be known as the *Criminal Law Amendment Act, 1994*, Minister Rock said: "This Act, when fully implemented, is going to bring more than 100 amendments to various provisions of the Criminal Code and other related statutes. Many of these changes will help us modernize the law, and improve the administration of the criminal justice system by reducing costs and making the system more efficient."

Among the amendments to improve the criminal justice system, is a provision that fulfils a government election promise to make peace bonds more effective

in keeping abusers away from women and children.

"It is much better to do what we can to prevent acts of violence before they happen, than to deal with their consequences after the fact," Minister Rock noted.

Another change, meant to make the courts more efficient, will see the property value limit for theft and other property offences raised to \$5,000 from \$1,000 in order to keep more common offences in the provincial court system.

The provisions of the Act only coming into force on April 1, 1995, relate to arrest and interim release by police and other law enforcement officials. They are being delayed to allow time for training, as well as preparation, production, and distribution of documents which need changing because of the amendments.

The statutes amended by the Criminal Law Amendment Act, 1994 include: the Criminal Code, the Canada Evidence Act, the Contraventions Act, the Mutual Legal Assistance in Criminal Matters Act, and the Supreme Court Act.

A new publication will be coming your way in 1995

# TEN-SEVEN

The law enforcement officer's news magazine

MARKHAM - The publisher of Blue Line Magazine has announced the introduction of a new magazine geared to current news of specific interest to persons involved in the law enforcement field.

"This news magazine will be just that," Morley Lymburner, publisher of Blue Line Magazine announced in December. "It will contain short news clips of events from across Canada that specifically touch on the police and law enforcement community."

The format of the publication



will put the news up front and foremost Lymburner added. "Quite often we hear rumours of stories from a small area but fail to get the news in a condensed and selective manner. Cops are forced to read local papers and try to cut through all the useless news to get to what is of interest to them," Lymburner stated. "The idea of 'Ten-Seven' is to get the right news, from the right places to the right people."

The publication is scheduled for release to a paid subscription base by September of this year. Lymburner announced he will be giving the readers of Blue Line a monthly preview in a column by the same name in each issue.



## Federal prison guards first to be charged in Canada



Sean Wylie



Barry Aitchison

For the first time in Canadian history, two prison guards will be prosecuted for the death of an inmate behind bars.

In a dramatic reversal of its previous position, the crown announced last month it intends to put two Kingston Penitentiary guards on trial in connection with the death of Robert Gentles, who asphyxiated in October 1993, after being removed from his cell.

Sean Wylie, 31, and Barry Aitchison, 39, have been charged with one count each of manslaughter and criminal negligence causing death in relation to Gentles' death. Four other guards had been implicated as well but no charges have been brought against them due to insufficient evidence.

## New Elder Abuse and crime training manual for police

The Ontario Network for the Prevention of Elder Abuse is pleased to announce the development of a police training manual on elder abuse and crime.

Dr. Elizabeth Podnieks, Chair, Ontario Network for the Prevention of Elder Abuse states "Police officers all across Ontario must be better trained to deal with elder abuse. This manual, written by the Ontario Network for the Prevention of Elder Abuse in collaboration with the Metro Toronto Police Force, is the first step in accomplishing this task."

Acting Chief David Boothby, members of Community Services and members of the Ontario Network for the Prevention of Elder Abuse were present for the launch of the manual at Metro Police Headquarters.

The manual was funded by the Federal and Provincial Ministries of the Solicitor General to increase awareness of elder abuse and to assist police officers in their investigation of this form of crime.

The manual educates police

Gentles, 24, was serving a 31-month sentence for sexual assault and uttering death threats when he died after guards, responding to his refusal to turn down the volume on his radio, entered his cell and took him to a segregation area. An internal probe by the federal correctional service cleared the guards of wrongdoing and the crown later concluded no criminal charges were warranted.

The decision to prosecute was made after reviewing material submitted before a JP last summer by the victim's family.

The family members hired a lawyer to present evidence before the Justice of the Peace when they were not satisfied by the Prison Services investigation. The evidence presented took 14 days and at the conclusion the Justice felt there was sufficient grounds to bring charges.

Another hearing is expected to determine if the Crown or the private lawyer will prosecute.

A pre-trial hearing is expected early next month.

officers about prevention and intervention strategies and includes topics such as:

- what is elder abuse.
- how to investigate cases of elder abuse.
- how to assist victims of elder abuse.
- how to make presentations to seniors' groups and service providers about the prevention of elder abuse.

The Ontario Network for the Prevention of Elder Abuse is available to educate police officers and other interested groups about the issue of elder abuse.

Individuals interested in learning more about the prevention of elder abuse, should contact the Ontario Network for the Prevention of Elder Abuse at (416) 978-7910 or write to them at the Centre for Studies of Aging, University of Toronto, 455 Spadina Ave., Ste. 305, Toronto, Ontario, M5J 2G8.

For more information contact: Dr. Elizabeth Podnieks, Chair Ontario Network for the Prevention of Elder Abuse (416) 925-7674.

## Head of Ontario Special Investigations Unit Axed



TORONTO - The Ontario government has fired the head of Canada's only civilian-led unit to investigate police shootings. Attorney General Marion Boyd said March 9th.

Howard Morton, director of the province's Special Investigations Unit, will be reassigned to the minister's office as a special adviser on anti-racism issues.

The firing appeared to be linked to proposals made by a review committee looking at the unit's procedures.

At issue was the long-standing problem of trying to get police to co-operate with the SIU, seen by many officers with suspicion.

However, Boyd said, "I wish to make it perfectly clear, however, that the government remains absolutely committed to the principle of civilian oversight of police."

The unit was created in 1990 to investigate incidents involving serious injury, sexual assault or deaths that may have resulted from criminal offences by police officers.

The unit is independent of any police service and reports to the Ontario Attorney General.

The SIU has six full-time and 10 part-time investigators.

It is believed a new procedure will be introduced where by the province's Special Investigations

Unit will monitor police agencies on their own investigations of member misconduct. It is believed this will get around the thorny issue of the Charter's right to silence.

Critics of the move to replace Morton have called it a move to appease the police prior to a provincial election.

## Man drives to police station in stolen car

OTTAWA - When you have a weekly appointment with police, it's not a good idea to show up in a stolen car.

If a 25-year-old man didn't know that before, he does now. All he had to do to stay free until his trial in May was keep the peace and report to police weekly.

He kept his appointment last month but the problem was he arrived in a car that had been reported stolen 45 minutes earlier. He was also carrying a knife, another violation of the conditions under which he was released.

Ottawa-Carleton police Const. Kevin Munro became suspicious when he watched the man park his car well down the street before walking to the station.

So he checked the plates, and that led to the driver's arrest in the lobby of the police station.

## FLASHES

By Tony MacKinnon



"I DUNNO WHY WE COULDN'T JUST GET MOUNTAIN BIKES LIKE OTHER DEPARTMENTS!"

# Flying Colours

*Five months after three Durham Regional Police officers were shot in an armed bank robbery in Port Perry Ontario, they stopped to reflect on the tremendous support which has been central to their recovery process.*



*Injured Durham Region Police officers Warren Ellis, Mark McConkey and Paul Mooy attending a public meeting honouring their efforts in confronting an armed and very determined bank robbery suspect.*

by Pat Robinson



Arriving at the scene of the robbery in October 1994, as the suspects were leaving, Constables Warren Ellis and Mark McConkey in a marked cruiser, were shot at first. Bullets shattered the windshield of their car before they had a chance to exit.

Ellis was felled by bullet and glass fragments which sprayed his head and chest. McConkey, in the passenger seat, was hit by bullet fragments which shattered his left jaw.

Detective Paul Mooy arrived seconds behind the cruiser in an unmarked car. He exited the car, sought cover behind a cement pole and was shot in the right forearm. The manager of the bank had been shot in the leg during the robbery, and in the hail of bullets from the suspects high-powered rifle, a real estate agent working in her office some 200 metres away was struck in the back by a stray bullet.

The injured officers and civilians were taken to area hospitals, then airlifted to Toronto hospitals. A shocked community waited for news of the extent of the injuries.

"We were not the only victims," says McConkey. "Every one of the people there

that night were victims. They will have to live with the images forever of what happened that night. Once we were taken to the hospital, we were in good hands. For us it was the physical pain to be dealt with then. The people in the bank had to endure the robbery and they saw the bank manager shot. There were kids in the laundromat who watched the aftermath of the police officers and ambulances. They are the victims. The people in the area that night are the victims."

Several operations later, the officers are recovering from their injuries very nicely, thank you. McConkey has a swollen jaw that was operated on twice, most recently a bone graft to repair the exit wound. He has four plates and sixteen screws implanted and jokes that radio stations will be picking him up. It's not a pretty picture, but it's a terrific sense of humour. Paul Mooy as well joked a week after the incident that it was a hell of a way of getting out of working Halloween night. He has undergone operations including grafts to restore movement to his forearm, and will endure one more to transplant tendons and muscle tissue. Ellis had surgery to remove bullet fragments which lodged between his skull and brain. He recently had a neuro-psychological exam to ensure that he was recovered, and passed with flying colours.

"They asked me things I didn't know before the incident!" he joked, "but I guess I'm fine. I'm aiming to be back on the road, if all goes well, exactly six months to the day after the shooting." He is presently back in uniform, working part-time. Another triumph.

Full recovery takes a long time, and it has been a slow process. "Time is a four-letter word," says McConkey. "You hear about these things, and you figure they happen to the next guy. Well, this time the next guys happened to be us."

In the meantime, the officers have been offered on-going support from both the civilian and police communities. "The support we have received is incredible," says Mooy. "Ten years ago, we may have had problems with support, because there was not a system in place to deal with incidents like this.

"Our incident is a stepping stone in the learning process for the police service. We have nothing but gratitude for the way we've been treated. Our Service has been great. It's impossible to thank everyone. People are still calling us to say hi, and ask how we are doing. That means a lot.

"Years ago, the support wouldn't have been there for police officers anywhere. It was supposed to be a macho thing, no one talked about it. No matter how strong you are, you can't work it out by yourself.

"Our incident is so fresh, but there have been others - officers hurt in car accidents, and other incidents, and that is the same trauma as we are going through. It is the same emotional stress, and we can't forget others who are injured on duty. There has been a sensationalism around this case because it was a shooting, but any injury on duty needs the same kind of healing time and support."

"You don't realize how much support there is until something like this happens to you," says Ellis. "Our department never had to deal with anything of this magnitude before, and it was handled so well. They've been so good to us."

One of the most touching displays of concern occurred shortly before Christmas when the officers were invited to a presentation by the Metropolitan Toronto Police Service. Constable Roy Rawluk, himself injured on duty, had initiated "Project Goodwill" and collected thousands of signatures from Metro officers on huge get-well cards. In a presentation which included police padres of both services, the officers received plaques and support.

"He is a special person," says Mooy. "This project took a lot of his personal time. It was overwhelming to us. This helps the psychological healing, and is part

and parcel of the whole recovery process.”

The officers were visited by a group of Ottawa-area police officers, known as *Robin's Blue Circle*, who have themselves been involved in firearm incidents. The Circle claims members all across Canada, and provides one-to-one support and also peer group counselling. It is a chance for officers who have been involved in a shooting to talk to other officers who have been through similar experiences.

“We were apprehensive at first about meeting them, but once the ice was broken, it was quite a session,” says Mooy. “These

people are just a call away. The benefits of it are obvious, and if it helps just one person, it's worthwhile. They meet on a regular basis, and we're kept informed.”

Paul Mooy and Mark McConkey sit quietly for a moment when asked what they would tell other police officers if they could.

“What they've taught us all from day one,” says Mooy. “Use common sense, and seek cover. Taking cover saved my life.”

“Complacency kills,” adds McConkey. “You have to be prepared for the worst,

and treat every call as the most serious situation you've ever been to. We knew what we were going to, but we were like ducks in a pond.” He nods a little. “Just like ducks in a pond.”

“Complacency,” Ellis concurs. “We thought we were safe where we were, but things happen in a split second. You have to be prepared for that. I had my vest on. I know there were a couple of pieces lodged in my vest that could have done some real damage if I hadn't had it on. Experiences like this really make you appreciate what you have.”

## Tribute At Centre Ice



As Canadians, we do a lot of honouring of our heroes at centre ice in hockey arenas. With this thought in mind Sgt Dave Wilson of the Durham Regional Police Service organized a charity hockey game between the police team and the Port Perry MoJacks Junior “C” team. Proceeds of \$2000 from ticket sales were donated to the Port Perry Community Hospital. Hospital staff were responsible for stabilizing the victims after the shooting and gave countless hours of support in many ways after the incident.

Guests of honour were the wounded officers as well as bank manager Allan Knight, real estate agent Debbie Taylor and Mr. and Mrs. Harold Pearce, a couple who had been held hostage after the incident.

The police service wanted to give something back to the community which had taken care of the victims and dealt with their families after the shooting.

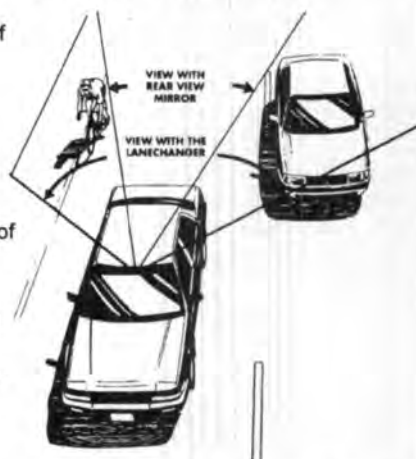
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# The Last Noose

## Quebec

This is the seventh of a series outlining the details surrounding the last persons to hang in each province

By Blair McQuillan

Jean-Claude Perrault had some good news to share when he sat down with his mother for dinner on the evening of January 23, 1958. Jean-Claude, who had become the bread winner of the family after his father's death, informed his mother that he had just acquired a job as a courier. Jean-Claude explained his job would require him to deliver contracts to oil refineries and uranium mines in Canada for the United States government.

The job was to pay \$600 a month plus bonuses and expenses. Jean-Claude was to meet with his new boss, Mr. Dennis, that evening in Ville Jacques-Cartier, on the south shore of Montreal.

Jean-Claude's mother, Laurette was apprehensive at first. She wondered to herself why a company would hire her son who could write less English than the little he spoke. However, she wished to support her son in his endeavor and was pleased that money was again coming into the house.

Laurette made her son promise to phone every night he was away for the first week and then write once a week after that. Jean-Claude kissed his mom and then climbed into his 1957, turquoise-and-white Pontiac and drove off.

After two days Laurette Perrault had not heard from her son and was beside herself with worry. Knowing in her heart that something was wrong, Laurette went to the police to report Jean-Claude missing. The sergeant, who knew that thousands of people were reported missing each year and turned up safe in most cases, was not overly concerned with Laurette's dilemma. The sergeant told her the police did not have the power to force grown men to write home.

After she had not heard a word from her son in two weeks, Laurette decided to take matters into her own hands. If the police would not help her then she would search for her son herself.

She began by contacting La Presse newspaper. La Presse was the publication where Jean-Claude had found the advertisement pertaining to the job he sought. Laurette thought that if she was able to find the individual who placed the ad she may be able to find Mr. Dennis.

However, the classified department of



the paper was unable to release the names of their advertisers, which meant Laurette's search had come to an end.

Jean-Claude had been missing for almost a month when his girlfriend, Claire-Roy, spotted a blue-and-turquoise '57 Pontiac. The familiar car gained her attention and as she read the license plate she realized the car belonged to Jean-Claude. When the car drove beside the cab Claire-Roy was in and stopped at the intersection she jumped out of the cab and opened the door to the passenger side of the car.

The man at the wheel of the car was not Jean-Claude Perrault. The individual driving the Pontiac was a middle-aged man with a pale face and a mustache which was turning gray. At the mention of Jean-Claude's name by Claire-Roy, the short muscular man sped away.

Claire quickly returned to her cab and told the driver to follow the Pontiac. The chase ended when the man stopped in a parking lot on Rue St-Sulpice. Claire found a beat patrolman by the name of Jean-Claude Noel who waited with Claire until the man returned. Noel requested to see some identification.

Identification revealed that the man was Hector Dieudonne Poirier. When asked to present a registration for the car, Poirier did so. This seemed to satisfy Noel, however Claire wished for them all to go to the police station to learn more about Hector Poirier. Poirier agreed to go along, then suddenly he changed his mind and fled. Claire and Noel gave chase, caught the

man and then took him to the station.

During questioning Poirier produced a bill of sale for the Pontiac dated January 27, 1958. Poirier also claimed he did not know of Jean-Claude's current location, but was fairly certain he was working as a courier for Mr. Dennis.

From the interview Claire learned that Hector lived at 1207 Rue St.-Thomas in Ville Jacques-Cartier, near the mall where Jean-Claude had met Mr. Dennis. With the new information at hand the Perrault's decided to take matters into their own hands. They resolved to confront Poirier.

When they were unable to find Poirier at his home or around the city, Laurette approached Poirier's neighbour for some assistance. She told the neighbour that Hector owed her money for a car she had sold him. She also explained that she thought he may leave town before he paid and that she would appreciate a call from the neighbour if it appeared as though Hector was making a move.

The next morning Laurette received a call from Poirier's neighbour who informed her that Hector was leaving.

After watching Poirier and a woman load the Pontiac Laurette and her nephew Normand followed the couple as they drove off. When Hector realized he was being followed a chase ensued with Poirier finally stopping and inquiring as to why he was being hassled.

During a brief conversation Laurette learned as much as she could about Mr. Dennis. Poirier told her that Dennis was a tall man with black hair who weighed roughly 200 pounds. He told her he did not know where to find the man, but if anything should turn up he would call. He never did.

No further information came their way until Laurette's son-in-law, Marcel, made a discovery. While talking with an attendant at a car wash he came to learn that Poirier was infact Mr. Dennis. Poirier's description of Dennis was a farce to throw them off the track.

Laurette knew if there was no Mr. Dennis, there was no job in New York and the only unanswered question was what had become of Jean-Claude?

The answer to that and many other questions began to unfold on a sunny Sunday in March when a man discovered a body with no head or hands in a melting snowbank.

Finally the police were involved and very interested in speaking with Laurette Perrault about her missing son. She attended the morgue and identified the torso as that of her son. She advised the police there was no need to see the head. She

knew this was her son and she knew who had killed him.

As police began investigating they quickly learned that Hector Poirier was actually Henri Hector Legault. Born in 1907 in Trois-Rivieres he had at one time studied to become a priest. He abandoned this in favour of a life of crime and was first sentenced to two years in a New York State prison for theft. He spent the rest of his life in and out of jail on a regular basis and was out on parole only one week when Perreault went missing.

Legault was ready to confess when police arrested him on the Charlemagne bridge April 1, 1958.

Hector typed his own ten page confession which outlined the act he had committed. He explained that he came up with a scam to make \$1000 with the ad he placed in La Presse. Hector would choose the most illiterate individuals and tell them they must produce \$200 before receiving the address of their employer. He would then promise that the money would be refunded.

Hector planned to get five men who would take the job and rob them of their \$200 so he could purchase a used car. Jean-Claude was the first to be robbed by Hector.

Hector intended to knock Jean-Claude unconscious and then wait for the next victim. However, the blow killed Jean-Claude Perrault.

Faced with indecision Hector put the body in the trunk of the car and aimlessly drove for close to twenty-four hours. That's when Hector got an idea. He decided to cut Perrault into pieces.

Hector bought an axe and two burlap bags in Hull. He stopped on an isolated road and stripped the body. However, just after he had cut off the head and hands a light went on in a house close to the spot where Hector was performing the second part of a grizzly act. In a moment of panic he dumped the body into a snowbank, took the detached body parts and went home. There he burned the severed head and hands of Jean-Pierre.

The rest, as they say, is history.

Henri Hector Legault was found to be guilty as charged and was hanged by the neck until he was dead on February 27, 1959.

Next Month

## The Last Noose

British Columbia

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## Have You Seen This Child ?

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Readers who feel they know the whereabouts of this child are asked to call (613) 993-1525 or Fax (613) 993-5430 National Center for Missing and Exploited Children 1-800-843-5678

Name of Child: <b>BEAU DYLAN ARCENEUX</b>		Sex: <b>MALE</b>	Other Known Details <b>THIS CHILD'S PHOTO-GRAPH IS AGE ENHANCED. CHILD SUFFERS FROM SEVERE ASTHMA &amp; SUSCEPTABLE TO PNEUMONIA.</b>	
Date of Birth: <b>JULY 6, 1982</b>	Race: <b>WHITE</b>	Details <b>ABDUCTED BY FATHER</b>		
Height <b>UNKNOWN</b>	Weight:	Hair <b>BLONDE</b>	Eyes <b>BLUE</b>	
Date Last Seen <b>SEP. 1983</b>	Missing From: <b>LAFAYETTE, LOUISIANNA</b>			
Known Abductor: <b>VAUGHN GERARD ARCENEUX</b> <b>THIS FAMILY IS ORIGINALLY FROM P.E.I. ARCENEUX SPEAKES FRENCH FLUENTLY AND MAY HAVE CHANGED THE SPELLING OF HIS LAST NAME TO 'ARCENAU' OR 'ARSENAULT' (THE ORIGINAL SPELLING). HE IS KNOWN TO WORK AS AN OILFIELD WORKER, MUD LOGGER AND VIDEO MACHINE REPAIRS.</b>				



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The units are presently in use by over 1,000 police agencies across the U.S. and the company reports many positive remarks about the unit's suitability for police work. One aspect of the unit is that it poses no risk of fire hazard near gasoline spills or near dry brush.

Visibility Systems reports that studies performed with the Lightman have shown that it is clearly visible to traffic almost 5 kilometres away.

And if there is one thing everyone would appreciate it is getting rid of those smelly, littering and hazardous flares. This little item may also save money in nylon coats.

For further details contact Mary Kay Shaughnessy at (203) 254-2222 Ex.19.

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The *Driver Licence* book supplies samples of photo cards and full instructions as to where to locate the DOB and other documents required to accompany the photo ID. The *Licence Plate* book gives similar information as well as the proper location, if any, of validation stickers.

For further details contact Securitech Sales at (416) 410-4110 or Fax (416) 785-2110 or write Lawrence Plaza, PO Box 54022, Toronto, ON M6A 3B7.

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The Ontario Law Enforcement Torch Run has teamed up with Innovative Police Products to bring you the custom "City Force" police cruiser. The sale of these vehicles has become an Ontario-wide fundraiser for Ontario Special Olympics. Each vehicle will include the Torch Run decal.

Mike Dunning (shown above with some of his products) is a police officer with the Barrie Police Service and founder of Innovative Police Products. He reports that many agencies across the province have been very supportive of this fund-raising initiative.

These authentic police cruiser replicas are approximately 11 inches long and come complete with operable lights, variable tone siren as well as a dispatcher's voice. The cars are detailed to agency specifications available in Chev Caprice or Ford Crown Victoria models. The Kawasaki police 1000 and Harley-Davidson models, a cube van or helicopter are also available.

The cars wholesale at \$24.95 with suggested retail at \$29.95 making a profit of \$5.00 per car sold for Special Olympics. This fund-raiser has become a very significant contribution but the awareness for both the Torch Run and Special Olympics is tremendous. The cars make a terrific retirement gift, birthday gift or just a collection item!

Mike has been working with other police agencies in the country and he would be more than pleased to discuss an arrangement for your agency to raise funds for the Law Enforcement Torch Run in your province.

For further information contact:  
Innovative Police Products

P.O. Box 1270, Barrie, Ont. L4N 5R4  
(705) 734-1802 or Fax (705) 734-0396.

## International Ports Police to meet in Ottawa

Ports Canada Police will have the privilege to host the 26th Annual Conference of the International Association of Airport and Seaport Police (I.A.A.S.P.) at the Chateau Laurier in Ottawa from June 25 to 30, 1995.

The conference theme will be "Partnership in Law Enforcement" and an impressive array of eminently-qualified international speakers will address topical issues of concern regarding airport and seaport security.

The I.A.A.S.P. is a non-profit interna-

tional association of some 200 member forces representing 47 countries. The objectives of the Association are to prevent and detect criminal activity affecting international cargo, to study and recommend methods and uniform law enforcement and crime prevention practices.

Anyone wishing to receive further information is asked to contact Mr. Richard Godin at (613) 957-6797 or Ms. Francine Bercier at (613) 957-6795, Fax (613) 957-6710.

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# LETTERS

## To The Editor

### Story not accurate. Halifax officers are getting new weapons

I wish to take this opportunity to discuss an article that appeared in the "Blue Line Magazine" January 1995 edition. In the Publisher's Commentary Article, page 5, paragraph 3, you make certain statements in reference to the semi-automatic pistol transition situation in Halifax, Nova Scotia. This article states, "the police commission has decided not to equip their police with semi-automatic handguns..." It is in this area I would like to set the record straight.

The Board of Police Commissioners for the City of Halifax has been very supportive of the concept of firearm transition from when it was first proposed by Chief Vincent J. MacDonald in the Spring of 1994. The members of this Board were very sensitive to the safety concerns expressed by management and membership of the Halifax Police Department in this area. This support was evident on two separate occasions where the Board voted unanimously to support the Department's request to make the transition to semi-automatic pistols.

Further to this support, members of Halifax City Council also unanimously supported the transition and the allocation of funds to finance the transition.

The only negative situation developed when the City's financial administrators appropriately questioned the allocation of funds given the proximity of the proposed regional police service. This stance received a great deal of media attention, however the elected officials quickly restated their support for the project and allocated the funds to finance the transition.

As a result of the support and the efforts of management, staff and union, the Halifax Police Department will be making the transition from revolver to semi-automatic pistols. The first training session will commence on January 30, 1995 with the entire transition process scheduled for completion in December of 1995.

In closing, I feel members of the Halifax Board of Police Commissioners were unjustly criticized and would hope this correspondence clears up any misunderstanding you may have in regard to the semi-automatic pistol issue in the City of Halifax.

Michael K. Burns,  
Sergeant - Training Section

I must admit I was disappointed to read your "published commentary" entitled "Tradition and Image Can Cost Too Much." You were obviously misinformed.

The Halifax Board of Police Commissioners and, indeed, the entire Halifax City Council have strongly supported the Halifax Police Department in equipping my staff with semiautomatic pistols.

We are currently going through transitional training to be completed by June 1995 with all my operational people. The entire Department will be fully equipped with the semiautomatic pistols before the end of the year.

Vincent J. MacDonald  
Chief of Police  
Halifax Police Department

#### Publisher's Response

Yes indeed! There was some confusion and certainly some misinterpretation by myself.

It would appear the story released by the wire services on November 22, 1994 mentioned quotes from a report by Halifax City Manager Barry Coopersmith. The story stated Coopersmith was not in favour of the purchase of the guns because the city would have to pay for their guns and half the cost of the new amalgamated police force in 1996. His report then stated the police would have to wait until 1996 to purchase the guns.

This same story quoted a police union leader who suggested there would be a job action of some sort if the gun deal did not go ahead. Both quotes, if the press was accurate, were premature.

A second story released a few days later, and not read by myself because I thought it was a re-release of the same article, stated the Halifax City Council unanimously dumped the city manager's suggestion.

"We have to give them every advantage possible," said councillor Bill Stone.

The city has budgeted \$245,000 this year and \$55,000 next year to pay for the weapons."

Laurels are due to the City Council for their overwhelming support of their officers. Darts are due to the Halifax City manager for releasing his opinions and/or report to the media before council had a chance to read it.

Darts are also due myself for not calling to clarify this story. You would think that I, of all people, would not believe everything I read on the wire service. You most certainly have my apologies.

## Nine-One-One Outerwear not exclusive supplier



We are pleased that your February issue pictured two of Sudbury Regional Police Service's finest.

I am concerned however, with remarks made in the second paragraph of the cover story article that state our entire agency is presently in the process of converting to Nine-One-One outer wear products.

This Service is constantly trying new products in an effort to maximize the comfort of our officers under a rigorous cost/benefit criteria.

Contrary to what was stated in your article, we are not switching our entire agency to Nine-One-One products. We have however, purchased a quantity of the Nine-One-One products and placed them in use.

We are not converting our agency to any one product supplier. We will however, be looking for new innovative and cost effective products for our staff to act as replacements for existing articles.

We have experienced a number of calls from concerned suppliers relative to your article. I would appreciate a correction of your statement in this article in order to correct any confusion in the minds of your readers.

A.V. McCauley,  
Chief of Police  
Sudbury Regional Police

#### Editor's Note

This error in the cover story was mine and not the author of the article in the lead story.

When checking with Nine-One-One Outerwear as to their most recent sales they mentioned quite a number with the most recent agency being Sudbury Regional. I contacted that agency requesting some photographs of the officers wearing the product for a possible cover shot for our annual Supply & Services Guide. They were kind enough to agree and I wrongly concluded that the acquisition of this item was for the entire police force.

I apologize for any confusion in this matter. I am sure there must be others out there with similarly good products but they just have not made themselves known as well as Nine-One-One.



# Talk show topic turns fatal

## An individual's embarrassment seen as entertainment in popular U.S. talk show

CHICAGO - A popular Chicago-based television talk show which focused on "secret admirers" led to the death of one guest at the hands of another.

*The Jenny Jones Show* has come under fire because many critics feel that the ratings game played a role in the death of Scott Amedure.

Amedure, 32, recently agreed to attend a taping of the show hosted by the popular Canadian-born Jenny Jones. In a pre-show meeting several weeks before the final taping, Amedure and an attractive female met with 24 year-old Jonathan Schmitz.

The meeting, arranged by show producers, was designed to set the stage for the final taping of the show and supply the background material used to test Schmitz on determining his secret admirer.

On the day of the taping Schmitz was interviewed by Jones and was invited to guess the identity of his secret admirer. Schmitz guessed the female and was quickly introduced to Amedure as his real secret admirer.

Schmitz, who said on the show that he was heterosexual and had no relationship with Amedure, was very stunned but continued to participate in the episode despite his embarrassment.

Three days after the taping of the show Amedure was killed by two shotgun blasts.

Schmitz said the humiliating experience had bothered him and when he found a sexually suggestive and unsigned note at his front door a couple of days later, he assumed it was from Amedure. It is alleged he then bought a shotgun and went to confront him. When Amedure admitted to writing the letter Schmitz is alleged to have shot him.

An unapologetic spokesman for *The Jenny Jones Show* said that guests were told prior to taping that their admirer could be a man or woman and that no one was misled.

The producers of the *Jenny Jones Show* have decided not to run the episode.

Jonathan Schmitz has plead not guilty to first-degree murder.

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# FIRST RESPONSE

## Control of bleeding: Abdominal stab wound

by Tracy Mitchell-Ashley



James Walker is on patrol with his partner when a call comes over the radio: "Fight at the local bar. A patron has been stabbed." With full lights and sirens, and adrenaline pumping just as hard, they head to the scene wondering what they'll find.

At the pub they are met by an anxious bartender who says that the suspect has fled the scene. They are led to the victim who is lying on the floor by a pool table. Tension in the room is high. James' partner sees the weapon, a hunting knife with an ominous eight inch blade that lays beside the victim. "Joe" is conscious and bleeding from his lower abdomen. James' partner secures the weapon and turns to manage the crowd of onlookers. James has been elected to tend to the patient.

Joe is in a great deal of pain, moaning and writhing on the floor. James pulls on his latex gloves, and explains that he is

here to help. He tries to calm Joe (and himself) with reassuring words: "You'll be okay." "Have you got a First Aid kit?" James shouts to the nearby bouncer who runs and quickly returns with one. Exposing Joe's abdomen by moving the clothing out of the way, James finds a two-inch cut just over his right hip. There is a considerable amount of bleeding, and the small pool of blood forming by Joe suggests the potential for shock due to blood loss. James remembers that pressure is key to stop bleeding so he grabs dressings and a triangular bandage from the First Aid kit and places the dressings over the laceration. James ties the triangular bandage around Joe knowing that it will hold the dressings in place and put pressure on the wound. He then helps Joe into the recovery position with his injured side up. This position will also help reduce blood flow to the area. James hopes the bleeding will quit.

Within a few seconds he notices that blood is oozing through the dressings so leaving the old ones alone James places fresh dressings over top. This time, however, he ties the triangular bandage a little tighter. Joe moans with the tightness of the knot, and James cringes, but explains that the pressure will help to stop the bleeding. He hopes that this time it does the trick and wishes the ambulance would hurry up and arrive.

The new batch of bandages seems to help as less blood is seeping through. But James stands ready to press firmly on the dressing with his hand if he has to give extra pressure.

A commotion at the front door cues the arrival of the medical personnel and James breathes a sigh of relief. He explains to the crew what has happened and what he's done. He also tells them the length of the knife blade so they can relay this to the ER doctors on arrival at the hospital. The doctors will use this information to determine which organs may have been within reach of the blade to sustain injury. The ambulance attendants load up Joe and head to the hospital. James, more than happy to hand over the responsibility of patient care, helps his partner interview patrons to figure out what actually happened.

James's application of pressure to the stab wound helped control the bleeding and was instrumental in ensuring that the victim did not slip into shock or bleed to death on the scene.

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## Treatment Summary

- ✓ Expose the wound, remove clothing from the site
- ✓ Attempt to clean the wound if possible
- ✓ Apply sterile dressings
- ✓ Secure dressing in place with bandages
- ✓ Use bandages to apply direct pressure
- ✓ Apply direct pressure
- ✓ Elevate injury site above the heart
- ✓ Rest or immobilize the injury
- ✓ Apply ice over the bandages

For further information about this column or services supplied by Active Canadian Emergency Training Inc. call Scott Ashley at;

**1 800 205-3278**



# MONEY CONCEPTS

If you need assistance in determining financial benefits contact an independent financial planner or call (905) 642-4540 for help in finding one in your area.

by Cindy Malazdrewicz

Financial planning isn't just for the rich. In fact, it's far more important for the average Canadian struggling to make every dollar count!

It is critical to plan today for independence tomorrow. The statistics are quite shocking when we look at the economic circumstances of 100 Canadians in retirement:

THE STORY OF 100 CANADIANS		
men at age 65		women at age 65
1	Wealthy	1
8	Independent	3
11	Working	4
24	Dead	11
56	Dependent on others	81

To plan for tomorrow, when you are trying to make ends meet today, can indeed

be a challenge. The process should be taken a step at a time.

- Data Gathering:** It starts with a confidential review of your current financial situation, including your cash flow and capital spending, life and disability insurance, education and retirement plans, investments and tax position.
- Goal Setting:** You must establish immediate financial priorities and long-term goals, based on your lifestyle needs and a determination of the level of risk that you are willing to take with your money.
- Needs Evaluation:** After a thorough analysis, begin the process of matching your needs and goals with the best available products and services available.
- Written Plan:** This provides you with a road map for your financial future, combining savings, risk management and investment strategies with a series of recommendations on product and service selections. When it is in black and white, the plan becomes concrete and

you will take ownership, leading to the next important step.

- Plan implementation:** For any of your plans to become reality, you must take action!
- Annual Review:** As your plan begins to unfold, you must review it on a regular basis and fine-tune it to match your changing needs, new goals and economic situations.

There are many professional financial planners qualified to help you on your path to financial security. Investigate the salesperson as well as the product. Ask questions... what are their qualifications, find out how they are compensated. What is their commitment to meeting with you on a regular basis or as your needs change, what level of on-going service do they provide, are they independent or do they sell 'captive' products??? Interview them and identify a financial planner that you can begin to develop a relationship with, based upon trust and integrity.

Back to our example of 100 Canadians at retirement, make the first two categories your goal - not the last two!! Financial independence requires a solid plan and time. Each day that you postpone your plan, you place limits on the goals that you can expect to achieve.

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## Up-Coming Events

### April 19, 1995 Cellular Fraud Law Enforcement Training Seminar Toronto - Ontario

The cellular Telephone Industry Association in conjunction with Bell Mobility and Rodgers Cantel will be hosting a training seminar for law enforcement personnel on the topic of cellular fraud from 09:00 to 16:00 hrs. To register call (416) 798-5061.

### April 27 - 29, 1995 Crime Prevention Symposium Mississauga - Ontario

Plan to attend the 2nd annual Crime Prevention Symposium at the Days Inn, Airport Rd., Mississauga, Ont. For further details call Rosemary Raycroft at (705) 326-6465 or Fax (705) 325-7725 or Phyllis Bartlett (705) 689-8386.

### April 28 - 30, 1995 Inter-Denominational Retreat Pickering - Ontario

For members and guests of all police agencies this 34th annual retreat will be hosted by the Metropolitan Toronto Police. For further details call Larry Sinclair (905) 324-0600.

### April 30 - May 3, 1995 1995 Ontario Traffic Conference Mississauga, Ontario

Peel Regional Police Service will be hosting this year's Ontario Traf-

fic Conference at the Toronto Airport Hilton Hotel. For further details contact Judy Woodley (416) 598-4138 or Harold Kennedy (905) 896-5100.

### April 30 - May 2, 1995 CSC National Conference Ottawa - Ontario

The Canada Safety Council's 1995 National Conference will show delegates they can fit their "piece" into Canada's traffic safety "puzzle." Delegates to this conference will leave with an action plan to address their own organization's traffic safety goals. For further information contact: Ethel Archard, (613) 739-1535 Fax (613) 739-1566.

### May 2 - 4, 1995 Explosive Disposal Conference St. Catherines - Ontario

The Canadian Explosives Technicians Association (CETA) will host the 1995 conference at Brock University in St. Catherines. This event is open to all military and police explosives technicians. For further information contact Bill Wiley (905) 688-4111 Ext. 4266.

### May 1 - 3, 1995 Ontario Traffic Conference Annual Convention Mississauga - Ontario

Hosted this year by the Peel Regional Police at the Toronto Hilton Airport Hotel the three day event

will see a number of traffic safety issues discussed. Seminars and activities are open to registered non-members as well as members of the OTC. For further details and registration call (416) 598-4138 or FAX (416) 598-0449.

### May 2, 1995 1995 Charity Golf Tournament Brampton - Ontario

Organized by the Canadian Police Motorcycle Race Team on behalf of the Ontario Community Council on Impaired Driving - Drive Sober program. Golfing fee includes green fees, golf cart, bag tags, tees, shoeshine, welcome gift package, evening reception, dinner and more. Numerous prizes including a BMW motorcycle for a "Hole-In-One". To register contact Victor Phillips (416) 284-7344 or (416) 750-3513 Ext. 255.

### May 11, 1995 Traffic Accident Investigation Seminar Aurora - Ontario

The Toronto Chapter of the Canadian Association of Technical Accident Investigators and Re-constructionists (CATAIR) is holding a one day seminar. For further details contact Bob Cole (905) 841-5777 Ex. 2062 or Fax (905) 841-7888.

### May 27 - 30, 1995 Crime Stoppers Ontario Training Conference Alliston - Ontario

This 11th Annual Training Conference will be held at the Nottawasaga Inn. This session will focus on training and police & the media. For further details contact Johanna Robinson at 1-800-567-2043 or FAX (705) 726-3067.

### May 28 - June 1, 1995 Police Educator's Conference Board of Canada

Fredericton - New Brunswick  
The conference is open to anyone

interested in training from a law enforcement perspective. This year's theme is "Violence in Society" and will include segments on family violence, racial violence, violence in the police family, elder abuse and violence in schools. For further details contact Insp. Eric Fiander at (506) 452-9701 or Terrence Quesnel at (506) 444-4459.

### May 12, 1995 Evening of World Class Piping Brampton - Ontario

The Peel Regional Police Pipe Band has once again organized this event to be held at the Central Peel Secondary School, 32 Kennedy Rd. North in Brampton. Also to be seen will be Pipe Major Alasdair Gillies of the Queen's Own Highlanders in recital. For further details Malcolm Bow at (905) 453-3311 or Fax (905) 792-0675.

### May 31 - June 2, 1995 Radiocomm 95 Toronto - Ontario

Delegates from the Radiocomm Association across North America are expected to attend this exposition of over 100 companies and 200 booths showing the latest in communications hardware and software. Further details contact Karl Eichner at (416) 447-2265.

### May 31 - June 3, 1995 USPCA Police Dog Trials Newmarket - Ontario

Region 17 (Canada) and the York Regional Police will hold Police Dog 1 trials in an effort to allow police service dogs to be certified in various specialties. Event will be held at York Regional Police Assn. 16355 Bayview Ave. Newmarket. For further information contact Pat Hester 905 476-4127 or Steve Seabrook 905 773-1221 Fax 905 841-0665.

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**June 9 - 10, 1995**  
**Georgian College LASA Reunion**  
**Barrie - Ontario**

Georgian College LASA program is hosting a weekend 25th Anniversary reunion for all graduates, consisting of wine & cheese social, sports day and dance. Contact Nancy Wagner at (705) 722-1535 Fax (705) 722-5175.

**June 9 - 12, 1995**  
**The Pas Peace Officers Fishing Derby International**  
**The Pas - Manitoba**

Members of The Pas RCMP region invite you to this annual event. Activities include competitions, banquets, fish fry and trophies. Those interested in registering and obtaining lodging are to contact Kevin McKenna or Malcolm Hollett at (204) 623-6491 or Fax (204) 623-5346.

**June 12 - 16, 1995**  
**Advanced Homicide Seminar**  
**Toronto - Ontario**

The Metropolitan Toronto Police Homicide Squad will be holding its 13th annual seminar at the Skydome Hotel. For further details contact the Homicide Squad at (416) 324-6150 or Fax (416) 324-6151.

**June 17, 1995**  
**Police Fire & Corrections**  
**Canadian National Bench Press Championships**  
**Edmonton - Alberta**

Men's, women's and master division. Open to all current and retired police, fire and correctional officers in Canada. Competition to be held at Edmonton Police HQ. For further details and registration call Gary MacLean (403) 421-2829.

**June 22 - 25, 1995**  
**Canadian & International Police Motorcycle Championship Races**  
**Shannonville - Ontario**  
The Canadian Police Officers Road Racing Team are happy to announce

this event in association with the FAST Riding School. Event includes training sessions prior to race day for all contestants as well as a banquet and social activities. For further details contact Dave Stewart at (905) 831-2013 FAX (905) 831-1929.

**June 26 - 28, 1995**  
**Ontario Association of Chiefs of Police Trade Show**  
**St. Catherines - Ontario**

The OACP will hold its annual Trade Show in conjunction with its annual Conference. The Trade show will be held at the Parkway Inn and is expected to draw over 100 companies. The show will be open to all members of police services as well as fire and ambulance personnel for the entire three-day show. Further details contact Ken Gansel at (905) 688-3911 Ext. 4420 or Fax (905) 685-5081.

**June 25 - 27, 1995**  
**Association of Quebec Chiefs of Police - Trade Fair**  
**Trois Rivierre - Quebec**

This annual conference will present a trade fair which will be open to all members of police agencies at the Delta Inn. The show will include around 50 booths of products and services of interest to law enforcement. For further details contact Giles Tremblay (819) 378-5433.

**July 3 - 7, 1995**  
**Canadian Identification Society**  
**Halifax - Nova Scotia**

This annual conference has a Trade Show associated with it that is open to members of police services. The event is expected to attract 20 corporate booth displays from companies interested in forensic ident issues. For details call Ron Yeomans (902) 426-1279 Fax (902) 426-8845.

**September 14 - 16, 1995**  
**M.O.I.A. Conference**  
**London - Ontario**  
The Michigan Ontario Identification Association Conference will include guest speakers plenary sessions and a trade show of interest to persons involved in Forensic Identification. For registration information contact Mr. Olszewski at (519) 661-5614 or Fax (519) 661-6494.

**September 15-17, 1995**  
**International Police Diver Symposium**  
**Hamilton - Ontario**

This seminar and demonstration exercise is the largest of its kind in the world and is open to all police, fire, military and medical personnel. Events will include seminars, lectures, exercises and practical demonstrations. Interested persons should call Rick Rozoski at Phone/Fax (905) 574-6817.

**September 23 - 24, 1995**  
**Police Martial Arts Association Conference and Course**  
**Hamilton - Ontario**

The two day sessions will feature confrontational analysis, advanced physical trauma, shock suppression, police baton training etc. Pre-registration is required. For more details contact the Association at Phone/Fax (506) 387-5126.

**September 23 - 29, 1995**  
**33rd International Association of Women Police Conference**  
**Milwaukee, Wisconsin**

This year's conference will be hosted by the Milwaukee Police Department at the Pfister Hotel. Conference will consist of guest speakers and training sessions. For registration information write IAWPPO Box 37872, Milwaukee,

**September 30 - October 1, 1995**  
**Police Martial Arts Association Conference and Course**  
**Chilliwack - British Columbia**  
The two day sessions will feature confrontational analysis, advanced physical trauma shock suppression, police baton training etc. Pre-registration is required. For more details contact the Association at Phone/Fax (506) 387-5126.

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**2nd Annual Crime Prevention Training Symposium**

April 27, 28, 29 1995

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The 95 Conference will be bigger and better. There will be more workshops and some of the more popular ones will be repeated. Plus many added features and special events that will make your stay in Toronto not only educational but also entertaining.

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# Patch Profile



When the Saskatchewan Provincial Police disbanded in 1928 several officers were retained on behalf of the Commissioner of Motor Vehicles to ensure that motorists obtained driver's licenses and vehicle registrations. These officers continued to wear the Provincial Police uniform and insignia, however they were given a name change from police officers to "Saskatchewan Highway Traffic Officers", a title which remains today.

In 1979 the uniform section of the Transport Compliance Branch adopted the working name "Highway Transport Patrol".

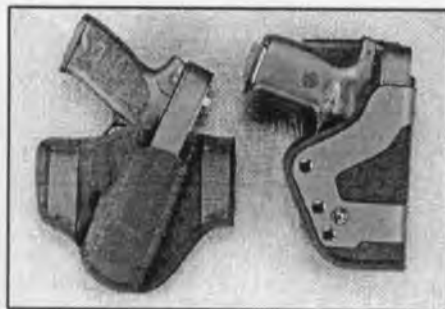
Today, 42 uniformed Traffic Officers operate 13 inspection stations and 5 patrol detachments located strategically across the province. Officers working out of permanent vehicle inspection stations also provide a patrol function in marked patrol cars within their geographic detachment area.

Traffic Officers of the Highway Transport Patrol are specialists in the enforcement of road transport laws, including weight and dimension, operating authority, licensing and safety. They deal with the general motoring public when necessary and are trained in mechanical safety inspections of buses and large transport units.

The shoulder flash was approved for use by Saskatchewan's Traffic Officers in 1990. It encompasses the British royal crown, (which is representative to Saskatchewan's commitment to Canada), the Saskatchewan shield of arms, flanked by prairie lilies, Saskatchewan's floral emblem.

For further details contact John Meed at (306) 787-4133 or Fax (306) 787-3963

## New holsters available for Sigma and USP pistols



"Uncle Mike's" has developed new sizes of several holsters to accommodate the Smith & Wesson Sigma and the H&K USP pistols.

New size 28 holsters for the Sigma have been added to PRO-3 Triple Retention Duty Holsters, Dual Retention Duty Holsters and Dual Retention Tactical Holsters.

Size 30 holsters for the USP pistol are now available for the same duty and tactical holsters as well as the Super Belt Slide concealment holster.

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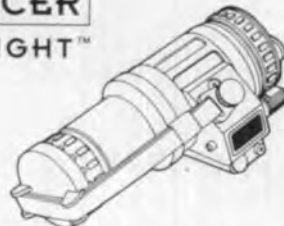
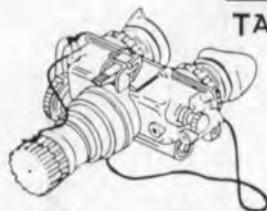
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(Basic Configuration)

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**DPS**  
(Dashboard Partner System)

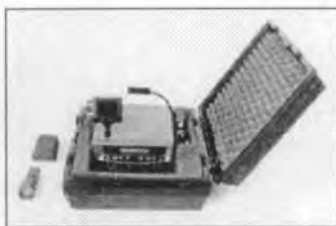
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\*Cabin Eye required



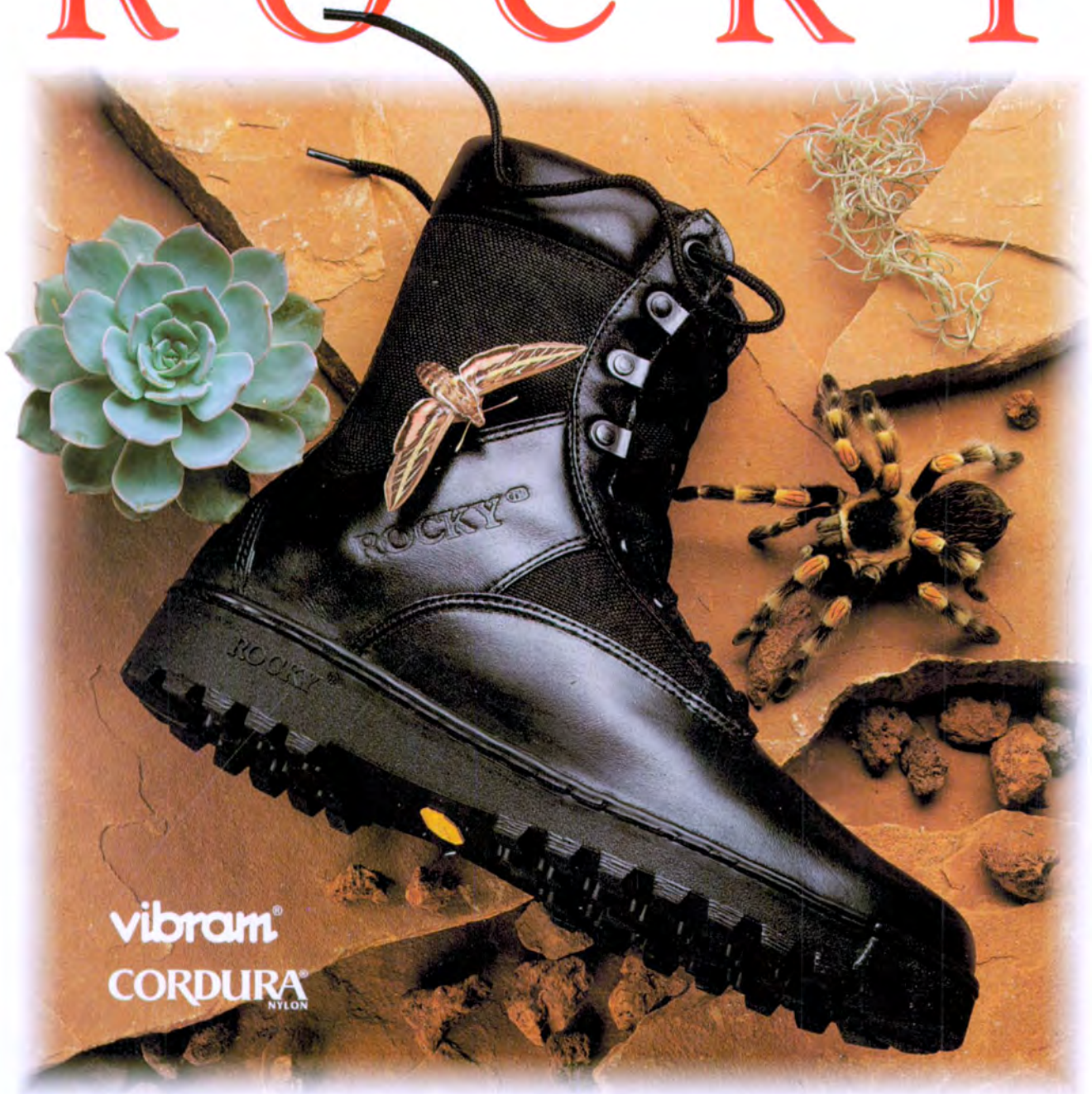
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