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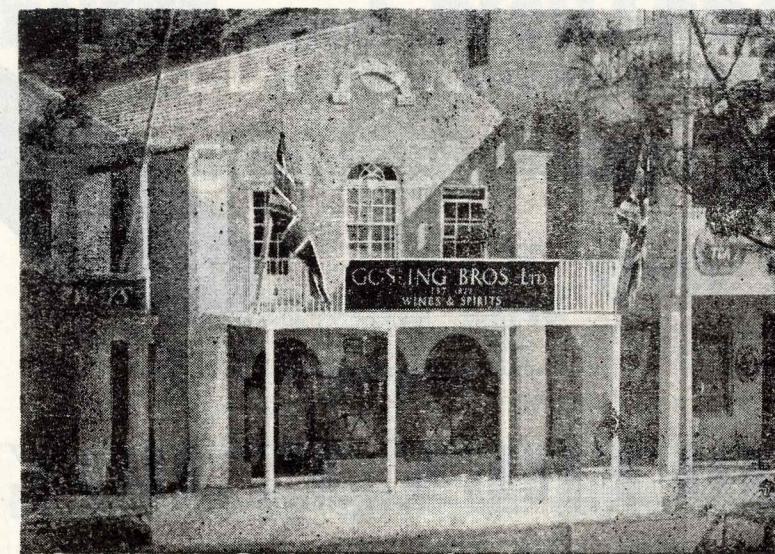
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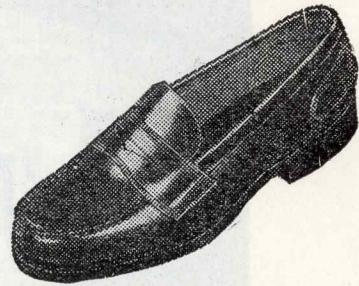
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It is a pleasure for me to be able once again to send, through the Bermuda Police Magazine, seasonal greetings to the Force which I have now had the honour to command over a period covering six Christmases.

The year 1958 has been one not without its difficulties — what with the dire need for more staff to compete with our ever increasing responsibilities and the incidents of hooliganism which have taken place.

I give the Force full marks for the way in which all branches have performed their many and arduous duties throughout the year — sometimes in difficult circumstances — occasionally even in dangerous ones. The backing we have had recently from "High Places" has completely changed the atmosphere regarding hooliganism and I have great hopes that an increase of establishment (let us pray) will ease the general situation still further.

The move to Prospect has given the Headquarters staff, the C. I. D. and the Traffic Unit not only ample elbow room but pleasant surroundings to boot. I know we are all looking forward eagerly to the opening of the new Police Recreation Club — an event which I trust will take place not later than April of next year.

A happy Christmas to you all, your wives and children (no need, it seems, for me to seek an increase of establishment regarding the latter two) and best wishes for 1959.

Signed:

R. G. HENDERSON,
Commissioner of Police.

Christmas 1958.

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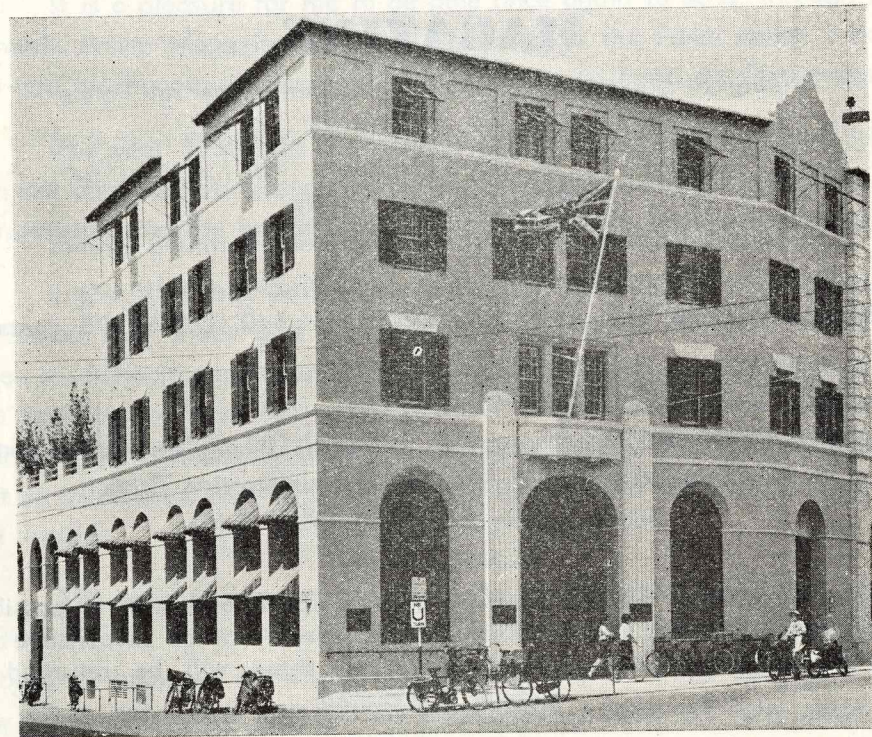
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Christmas Message to Bermuda Police from the Honourable the Chief Justice.

Throughout my many years of service in various Colonies and overseas territories, my duties have always brought me into close contact with the local police force, whereby I have realised how necessary to good government and to the maintenance of law and order is the presence of a well-disciplined, efficient and contented police force.

In all British territories we pride ourselves on the supremacy of "the rule of law". This means that the law must be clear and ascertainable, that every man is subject to it and is expected to obey it and that no man should be deprived of personal liberty or punished except by due process of law. Judges, Magistrates and Police Officers all have a part to play in maintaining the rule of law and the role of the policeman is not the less onerous because he is always in close contact with the public.

Successful police work requires good relations with the public, which means that the policeman must possess in full measure the qualities of patience, forbearance, firmness and strict integrity.

I am happy to say that my first impressions of the Bermuda Police are that its members are aware of and live up to the high standards expected of them, and I trust that these first impressions will be confirmed as time goes on.

I wish all members of the Force, their wives and families a Happy Christmas and a prosperous New Year.

N. A. WORLEY,
Chief Justice.

EDITORIAL

Since the publication of the last issue the comments regarding the "new look" have been most gratifying. Without exception, all members have agreed that the format is vastly superior to previous ones in every respect and that the publication of photographs further improves its appearance. However, we received some criticism as expected, some members considered that the magazine was too serious and that more humorous articles would be appreciated in the future. We have endeavoured to correct this in the present issue but would again remind members that we depend on them for text — this is particularly true in the case of humorous items.

In our last issue we anticipated that our single expatriate officers would be firmly established at Prospect Garrison. However, we were over optimistic for while a small number of men are now occupying the barrack blocks it is not expected that the Garrison Officers' Mess will be available for use before April of next year.

The recent outbreak of assaults on police officers by an irresponsible section of the community has caused alarm in both police and judicial circles. Our Assistant Justice, Sir Allan Smith stated from the Bench that "assaults on police were becoming a national sport." Like other communities we have our thugs but the most alarming aspect of these incidents is the attitude of the public towards the police. Unlike our colleagues in the United Kingdom, we get no support from the crowds which invariably gather on the scene — on the contrary they actively encourage offenders to resist arrest and assault the apprehending officers. Our new Chief Justice, Sir Newnham Arthur Worley, K. B. E., when sentencing three persons convicted of assaulting police during the past few months, stated that future assaults of this type would result in long terms of imprisonment and a whipping — he also criticised the attitude of the general public and said that he hoped that persons who incited offenders to violence would be arrested and brought before the courts so that they could be dealt with for their actions. The task of the Police in enforcing the law is an extremely onerous one without having to contend with what can only be termed as hooliganism in its worst form. It is indeed gratifying to see that we are being supported by the judicial authorities in this matter. The Police merely enforce the laws — it is up to the law makers and administrators to ensure that they are protected to the fullest extent of the law in the performance of their duties.

J.C.P. Hanlon.

Death of Inspector A. J. Amos



It is with deep regret that we record the death, on November 23, 1958, of Police Inspector Alfred James Amos of Central District.

This officer's sudden and unexpected passing came as a great shock to the members of the Force.

Inspector Amos was born in Northampshire, England, on April 7, 1907. He enlisted in the West Yorkshire Regiment in 1925 and came to Bermuda when his regiment was detailed for garrison duties in the colony. He left the army in 1931 and joined the Bermuda Police. His early years in the Force were spent in Smith's Parish, Eastern District. He was promoted to the rank of Sergeant in August, 1942, and in 1945 was awarded the King's Police Medal for Meritorious Service in the New Year's Honours List. He was cited as having shown outstanding ability in the prevention and detection of crime and for being directly and indirectly responsible for the solution of many difficult cases.

In June, 1949, he was promoted to the rank of Inspector and in July of that same year was awarded the Colonial Police Long Service and Good Conduct Medal — he received a clasp to this medal upon completion

Bona Vacantia Et Prerogativa Regis

of twenty-five years service in 1956. On his promotion to the Inspectorate he was placed in charge of St. George's and remained there until 1953 when he was transferred to Hamilton to take over administrative police duties in Central District. During the past few years he has periodically relieved the officer in charge at St. George's when the latter was on foreign leave and in addition served for a time as Police Prosecutor. In 1956 he took charge of the Investigation Section of the C.I.D. for a short period. He was also responsible for the training of the Police Riot Units.

A most popular officer, of a refined and courteous nature, he was held in very high regard by all ranks and particularly by those who had the privilege of serving under him. He was extremely interested in the welfare of his men and was always available to assist and advise them on problems of a police or personal nature when called upon to do so.

In the field of police work he displayed a high degree of resourcefulness and tenacity and was an experienced investigator who worked unceasingly to perform his duties in an efficient manner.

A great animal lover, he was well-known throughout the colony, particularly to the children, by his work with his trained dog "Sparsa". The Inspector befriended this animal some years ago when he found it in an emaciated condition and adopted it. His kindness and patience over the years turned a half-starved cross-breed into a healthy, intelligent animal which performed on numerous occasions on television and at Agricultural Exhibitions, charity events and children's parties.

In addition to training "Sparsa" he was a keen gardener and an enthusiastic radio "ham", being one of the original members of the Bermuda Radio Society, and operated station VP9-DH for many years.

Funeral rites were performed at St. John's Church by the Rev. E. N. B. Chapman, assisted by the Rev. Murray Gawne. Members of the Bermuda Police Force and the Bermuda Reserve Constabulary formed an honour guard and the pall-bearers were Chief Inspector L. F. Fearis and Inspectors L. F. Morgan, J. Marshall, T. W. Johnston, J. Nixon and R. Ball.

The late Inspector Amos resided at "Quickwood Cottage", Pitt's Bay Road, Pembroke West, and is survived by his wife, daughter, son, mother, two sisters and three brothers in Yorkshire.

The passing of this popular officer is mourned by all members of the Bermuda Police and we take this opportunity of expressing our sincere sympathy to his widow, family and relatives on their sad bereavement.

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Bona Vacantia Et Prerogativa Regis

By Leonard Marchant Minty, LI.B., Ph.D.

(Continued from Vol. I. Summer Issue 1958 Page 70)

Treasure trove of much more value found in 1867 near the traditional site of the battle of Hastings gave rise to the prosecution in 1867 of Silas Thomas and Stephen Willett for its concealment. Their trial is reported **R. v Thomas and Willett** 1867 9 Cox 376. William Butchers, a labourer had been working on the property of Thomas Adams at Mountfield near Hastings. While ploughing he brought up several pieces of metal which he took to be old brass. He showed it to a man named Brett and to Thomas Adams and Thomas, the defendant, offered to buy it as he had a brother-in-law at Hastings who dealt in old brass. Thomas bought it as old brass for 6d. a lb. in all 3/6d. The following Sunday he went with Brett to dig for more. Brett found another piece and took it to Joseph Sinden, a Blacksmith, who judged it to be gold, and gave it to the police. In the meantime Thomas and the other defendant Willett, a cab proprietor, took their portion to a jeweller at Battle named Chettle including a large ring and Chettle confirmed that it was gold. Thomas and Willett subsequently disposed of their portion for £529 to a firm of jewellers and refiners in Cheapside. What was damning to Willett's defence was that when he visited this firm of refiners in Cheapside he had tried to disguise himself by putting on a false beard and moustache. They had been charged with "unlawfully, willingly and knowingly" concealing treasure trove and the point was reserved as to whether they could be convicted on account of the word "fraudulently" having been left out of the indictment. It was held that the words "unlawfully, wilfully and knowingly" were sufficient.

It is generally supposed that what William Butchers brought to light must have been the treasure belonging to King Harold which after his defeat and death his bodyguard had

hidden in the ground to prevent it falling into the hands of William the Conqueror, and they having likewise perished in the rout, its whereabouts became lost. The prosecution of Thomas and Willett demonstrated the futility of relying on the criminal law to prevent concealment of treasure trove. The £529 received by Thomas and Willett represented only the bullion value of the discovery and if their finds had been preserved they would have constituted a very rare historical possession. It has thus become the practice of the Crown to recompense finders for the full market including the historical value of what is found, and as a consequence prosecutions for concealment of treasure trove are now exceedingly rare, and the prosecution of Thomas Willett in 1867 is the last one to be found in the Law Reports.

One of the most romantic discoveries of treasure trove was the discovery in the reign of Elizabeth of the field chest of Richard III. Contrary to the description in Shakespeare's Richard III, Richard III did not sleep in a tent scared by the ghosts of his nephews and his brother Clarence. On the night before the battle of Bosworth, 21st. August, 1485, he slept on a gilded camp bedstead at an inn at Bosworth called the Blue Boar. On the evening of the battle he went in person to see that the sentinels were alert and finding one sleeping promptly stilled him humourously remarking "I find him sleeping: I leave him sleeping." The following eve after his defeat his dead body was found lying in a brook naked having been stripped of its fine armour and clothing by camp followers. The crown he had worn was found in a hawthorn bush where no doubt some marauding soldier had put it with the intention of recovering it later. The body was put across a mule and taken to Leicester where it was exposed to public view and execration. Later it was begged by

the nuns of Whitefriars at Leicester who gave it decent burial in a vault. During the dissolution of the monasteries in the reign of Henry VIII the coffin containing his bones was broken open and the bones scattered, but the coffin was used as a water trough for some time at Nottingham Castle where it is said the cattle which drank from it invariably died of cattle plague. But his camp bed remained for many years in the Blue Boar Inn and after a century the landlady decided to get rid of it on account of the ill fame it brought on her establishment. While she was trying to move it, the bottom broke open and a number of gold marks fell out. She discovered it had a concealed chest built into it which was full of coin. She began disposing of it in small quantities at a time but the coins being of a minting no longer current a servant in her employ watched her until he discovered the secret of her new found wealth and on her refusing to hand it over to him, he murdered her. For this murder he was convicted and hanged and the remainder of the hoard was claimed by the Crown as treasure trove and forfeited.

Ever since King John in 1216 lost his baggage, crown and treasure in the Wash efforts have been made to locate and recover it. King John had gone on in advance of his baggage train, and hearing that it was making slow progress, and suspecting treachery, he gave orders for the drivers of the pack mules and waggons to make a short cut across the marshes in the estuary of the river Welland near Cross Keys. The vehicles got stuck in the mud and an unusually high spring tide engulfed them. King John died shortly after this disaster 18th. October, 1216, at the Cistercian Abbey, Swinehead, but whether he died of chagrin and a surfeit of perry, or was poisoned by an over religious monk is one of the unsolved mysteries of history. When his infant son was crowned as Henry III an emblematical crown was used for the purpose. There is no record of so much as a single coin being found belonging to King John's treasure, and as it was no doubt left high and dry when the tide went out again, it is very probable that the local inhabitants quickly removed everything of

value. But numerous private companies have in the last and this century been formed for the purpose of recovering it, and more recently modern inventions such as geiger counters for locating gold and silver have been used but with no inkling of success. If by any chance or ingenuity some private person did find the remains of King John's treasure, since it is established history that it certainly was not deliberately hidden, the Crown could not claim it as treasure trove, though the Queen might possibly claim it as the successor in title to King John.

Treasure trove includes only gold and silver. Although the point is probably at present of only academic interest, since the prerogative right to treasure trove applies only to the precious metals as known in the middle ages, that is to say gold and silver, supposing that a parcel of radium or uranium were at some time discovered buried, which had presumably been stolen and hidden by some crazy scientist, who had since died or disappeared, and the original owner was unknown, it could not be claimed by the Crown as treasure trove.

Recent Excavations in Great Britain.

There are in Great Britain a great number of sites of former types of civilisation going back to the era of the lakeside dwellers belonging to the preglacial period many thousands of years before the birth of Christ. Excavation of these sites is undertaken primarily for the purpose of obtaining scientific information about the mode of life of these former inhabitants of Great Britain. In this reference finds of pottery, ornaments, kitchen utensils, animal, and human bones though intrinsically worthless, may have great scientific value and generally speaking the older the site, the less the possibility there is of finding any hoard of gold or silver coin or precious objects.

The recent publication "Recent Archaeological Excavations in Britain" contains a collection by R. L. S. Bruce-Mitford, Keeper of British Medieval Antiquities, British Museum of accounts of major excavations in Great Britain between 1939 and 1955 given by the persons who were responsible for them, or connected closely with them. These include:—

1. The excavation in 1949 of the mesolithic site at Star Carr in Yorkshire which uncovered relics of the community of hunter-fishers who lived there some 8,000 years B.C.

2. The excavation of the Snettisham treasure near Kings Lynn, Norfolk in 1948. A tractor driver ploughing up a field which had remained fallow for many years unearthed a gold torc — that is to-day a twisted collar of gold worn around the neck in ancient times—of considerable value and exquisite workmanship. This he mistook for the remains of an old brass bedstead, but its character and value being recognised, systematic digging was carried out on the site of what proved to be a celtic village of about 100 B.C. and a further gold torc and a number of gold and silver coins of this era were also found subsequently. A coroner's jury by their verdict found these to be treasure trove, and a sum of £400 was subsequently given to the tractor driver who discovered the torcs and £25 to the Norfolk Research Committee as the authority respon-

sible for unearthing the gold coins. The British Museum waived its rights to the treasure in favour of the Norwich Castle Museum which purchased the gold coins while the National Collection Fund purchased the gold torcs and presented them to the Norwich Castle Museum.

3. The Brigantian Fortifications at Stanwick, Yorkshire in 1951 and 1952. This was a fortress settlement of the Brigantia tribe, which as far as could be judged was destroyed about 48 A.D. An iron sword, pottery and other interesting objects were found, but nothing of great intrinsic value.

4. The excavation in 1951 of the Mithras Temple at Carrawburgh on the Hadrian Wall, Northumberland. Although nothing of intrinsic value was found, the excavations carefully carried out showed that this temple built as a place where the Roman soldiers guarding the wall could worship, had been used for several centuries both as a Christian chapel

(cont. on p. 19)

What a Referee!

Some years ago a much publicised boxing match took place in Dublin between the Champion of Ireland and his English counterpart. As can be expected on such an occasion, the partisan spirit ran pretty high with the crowd who saw in their champion the means of taking revenge for past but vividly remembered injustices.

As the fight got under way, however, it soon became obvious that Mick was hopelessly out-classed by his English opponent. He was taking a bad beating but was able to stay on his feet until the fifth round when he was floored by a mighty right cross. The referee ushered the Englishman to a neutral corner and slowly approached the still form of his fallen countryman and said —

"Mick, are ye all right?"

"One"

"Get up Mick"

"Two"

"For pity's sake man, get on your feet"

"Three"

"Oh, Mike, ye're not goin' to let yerself be beaten be the likes o' that?"

"Four"

"For the sake of the Ould Country, Mike, get hold o' yerself"

"Five"

"Oh, nivir was there such a sad day for the Emerald Isle"

"Six"

Just then the bell rang for the end of the round and Mick was conveyed to his corner by his seconds who worked feverishly on their charge during the interval. The bell rang again and Mick tottered from his corner towards his adversary. Throwing caution to the winds he took a tremendous swipe at the Englishman's head, missing him completely. However, in stepping back to avoid the swing, the Englishman slipped and fell to his knees. In a second the referee was over him — "OneTwoThreeFourFive and five's ten and ye're out ye Sassanach ye."

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Bona Vacantia (cont. from p. 17)

and as a temple of Mithras, the zoroastrian religion which had many more converts until Christianity became the state religion of Rome, and sometimes this temple was used contemporaneously by the devotees of both religions.

5. The excavation in 1949-51 of the Roman villa at Lullingstone, near Eynsford Kent. This had been lived in at various times by various Roman families, in its later years being probably used as a summer residence by some Roman civil servant. By that time the residents had become Christian and there were mural paintings in what had been an upstairs Christian chapel, but there were also a mosaic floor in the basement depicting pagan myths and marble busts associated with former ancestral worship. The villa had eventually been destroyed by fire and the remains of a cat were found under one of the charred beams which had fallen on the wretched animal when it was trying to escape from the conflagration.

6. The excavation of parts of Roman London in 1947, including the Mithras Temple in Wallbrook.

7. The excavation on the Sutton Hoo ship burial in 1939 near Woodbridge, Suffolk. This resulted in the finding of a gold belt buckle, gold and silver ware, and a considerable store of gold and silver coin of about 650 A.D. This treasure was claimed by the Crown as treasure trove, but after evidence had been given as to the nature and publicity of such a viking ship burial, a coroner's jury held that the objects were not treasure trove, as the burial was in the nature of raising a sort of cenotaph to the viking chief, whoever he was, and whoever placed the objects there had no intention of recovering them. The Crown was not bound by the jury's verdict, but Miss Pretty, the owner of the property on which they were found, waived her rights to them and made a generous gift of them to the British Museum.

8. The excavation in 1948 of a celtic settlement at Mawgan Porth near Bodmin, Cornwall. This outlandish part of Cornwall was untouched by the Roman invasion or by

subsequent inroads of Saxon and Danish viking marauders. The settlement had endured for many years until anglo saxon times, but apart from a penny of Athelred ii nothing of much value was found on it.

9. The excavation of the Viking settlement at Jarlshof in the Shetland Islands. This was carried out spasmodically over a period between 1935-52. The settlement flourished about 9th. century A.D. It brought to light the remains of a very primitive society which had lived here for many years and then for some unknown reason had gone elsewhere or died out.

10. The Norman Motte at Abinger, Surrey and its Wooden Castle. It had existed as a wooden watch tower erected on an artificially constructed mound surrounded by a pond and ditch from which observation was kept by the Norman military authorities to guard against any mobilisation of the local inhabitants. It probably was erected soon after the Norman conquest and remained in use until complete pacification of the district a century later rendered its upkeep no longer necessary and it fell into decay thereafter. Nothing of any intrinsic value was found on the site.

The possibility of finding treasure trove in Bermuda: treasure hidden by pirates.

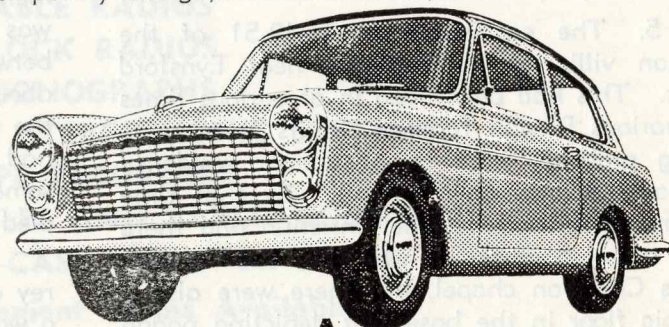
The prerogative right of the Crown to treasure trove would apply in Bermuda if any property answering that description were found here. The Bermuda Coroner's Act, 1948, provides Section 20:— "A coroner shall have jurisdiction to inquire of treasure that is found, as to who were the finders and who is suspected thereof, and the provisions of this Act shall so far as is consistent with the tenor thereof, apply to every such inquest."

If treasure trove were ever found in Bermuda and an inquest were held on it, the inquest might be of value in establishing the facts relating to its finding and thus raise some presumption that it had been originally hidden or the contrary, but as already pointed out, the verdict of a coroner's jury would not itself vest the property in the Crown, though

(cont. on p. 21)

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Bona Vacantia (cont. from p. 19)

if the jury by their verdict held that it was not treasure trove, the Bermuda Government as representing the Crown might accept the verdict and make no claim to it. But concealment of treasure trove in England is a common law misdemeanor and in Bermuda there are no common law offences. The Bermuda Criminal Code makes no provision for prosecuting for any offence of concealment of treasure trove. It is said that a person, though he can in England be charged with concealment of treasure trove as a common law misdemeanour, he cannot be convicted of larceny of treasure trove, unless the Crown has made a claim to it and he disposes of it after such a claim has been made or after a coroner's jury by their verdict has declared it to be treasure trove. Archbold 33rd. Edition page 573 says "Treasure trove of things in which no person has any determinable property, as treasure trove, till seized, it has been said that larceny cannot be committed; Hale 510:1 Hawk.p.c. s.38." In England there have been no charges of larceny of treasure trove to be found reported in modern times, even where the finder has converted the treasure trove to his own uses, the Crown being restricted to charging him with the minor offence of misdemeanour by concealment of treasure trove. The definition of larceny in Section 329 of the Bermuda Criminal Code differs very much from the common law and the definition of larceny in the English Larceny Act, 1916 and may be described as an omnibus section covering several forms including fraudulent conversion of dealing with other people's property dishonestly. But even so, for the reasons given I doubt whether a person could be convicted of larceny of treasure trove. It is also interesting to note that under the United States Agreement Act, Article 25 among the things reserved are "All minerals (including oil) and antiquities, and all rights remaining thereto, and to treasure trove, under upon or connected with land or water, comprised in the leased areas or otherwise used or occupied by the U.S. by virtue of this agreement, are reserved to the Government and inhabitants of the territory,

but no rights so reserved shall be transferred to third parties or exercised within the leased areas, without the consent of the United States." In point of fact any hope of finding any treasure trove in Bermuda may be written off. For centuries after the discovery in 1609 of Bermuda by Sir George Somers, Bermuda had a population descended from shipwrights, naval deserters, and fugitive bankrupts who had scarcely a penny to bless themselves with. Governors came and went and members of the Council and chief justices resorted to various mean practices and some of them got themselves in gaol for it, but there was not one of them above the status of an ignorant English country squire. There were no invasions or earthquake, negro rebellion, or other public catastrophes to prompt anyone to hide away what small sum of money or bit of plate or jewellery he had in his possession. The Bermuda inhabitants lived poorly but honestly by fishing and whaling and trading between Halifax and the West Indian islands in small locally built cedar boats, taking dry cod from Halifax to the West Indies and West Indian products to the American colonies and Canada, and when a garrison was stationed in Bermuda in war time, by government contracts to build and repair barracks and charging the officers extortionate prices for everything they bought locally. There was a vice admiralty Court in Bermuda where ships taken as prize in time of war by H.M. Ships of war and privateers could be sold and prominent citizens made small fortunes buying them cheaply and patching them up, and subsequently reselling them. Bermuda seafarers in some instances took service voluntarily or were pressed into the British navy, and individually took part in some of the major naval engagements, but there is no record of a ship built in Bermuda manned by a Bermuda ship's company taking part in any major naval engagement either commissioned as one of H.M. ships or as a privateer. Nor is there any record of any Bermudian making any particular name for himself in history by his infamy as a pirate. In the days of Spanish naval supremacy Spain had sought to enforce an absolute monopoly of all trade and settling in all parts of the Americas allotted to her by

the Pope's arbitrary decision in 1590 dividing the newly discovered world between Spain and Portugal along a line 100 miles west of the Azores. The buccaneers were originally adventurers of all nationalities, but mostly French who settled in the Torugas and lived off the wild cattle which the Spaniards had allowed to run free there, the dried flesh of which was called "buccan" and hence their name. They were later joined by British sea adventurers and the buccaneers rose to be an international maritime navy acknowledging no allegiance to any land power, but prepared to sell their services to any power which happened to be at war with Spain. Since there was hardly a decade between 1600 and 1715 when either France or England was not at war with Spain, the buccaneers carried on their depredations at one time or another on Spanish shipping under the encouragement of France or England and were at the height of their power about 1680. On the outbreak of the long period of intermittent naval war between France and Great Britain, dating from the accession of William and Mary in 1688, the French and English buccaneers made war on each other and this confederacy of international sea rovers broke up. Before the days of steam and iron ships trading vessels could be easily turned into ships of war and on the outbreak of war both France and England and other countries issued letters of marque and reprisal entitling any privately owned ship to attack the sea commerce of the other nation at war as privateers. Such letters of marque and reprisal were valid only until cessation of hostilities and their revocation by orders in Council. But in those days news of a cessation of hostilities took a considerable time to travel and captains of privateers were in no hurry to get information about any declaration of peace which put an end to their lucrative seizure of merchant vessels, and as the shipping community in the various colonies made easy money out of the purchase of prizes brought into colonial ports, privateering frequently continued long after declarations of peace had been signed in Europe and privateering thereafter became indistinguishable in reality from ordinary piracy. Thomas Tew (or Too,

the name is variously spelt) was a sea captain of proved worth who had been sent by the Governor of Bermudas in command of a privateer to capture the French factory at Gorie on the Gambian coast. Finding the place well fortified and his legitimate commission too hazardous an undertaking, he and his crew turned pirate. In the Commission dated 26th. January, 1695/6 granted under the Great Seal by William III to Captain William Kidd this Captain Thomas Too, along with John Ireland, Captain Thomas Wake, and Captain William Maze is specially mentioned whom Kidd was to endeavour to take. Too was never taken, but was killed while boarding a vessel in his career of piracy. So much preposterous nonsense has been written in after years about Captain Kidd and the treasure he is supposed to have buried that is worthwhile saying something in detail about him.

Captain William Kidd was born in Greenock, Scotland in 1645 and having gone to sea at an early age, migrated to New York where he became a merchant captain, married and had a family and had some property and was well respected. During the war with France in the reign of William and Mary he commanded a privateer and fought in several naval engagements, and was specially rewarded by the British Government for his services. When a declaration of peace put an end to legitimate privateering in the West Indies, many of the privateer vessels went off to the coasts of Malabar and Madagascar to prey upon Arab, Armenian and Indian vessels trading with the ports in the Red Sea. In the nautical language of the day ships of all eastern nationalities were described as "Moorish". The word "piracy" is properly the nautical term for any felony committed on the high seas, including say larceny of the money of a sailor by another, but particularly robbing the owners of a ship and cargo. In the tradition of the crusaders, English sea captains and their crews had no particular religious repugnance against robbery of ships owned by infidels, and merchants in colonial seaports had no qualms about buying their loot. At that time there existed no Courts in the colonies which could try persons charged with piracy on the high seas and col-

onial Governors shut their eyes to the traffic which went on before their eyes and in some instances took part in it themselves. But the Great Moghul having threatened to take reprisals against the factories of the East India Company if the British Government did not take steps to bring to justice those guilty of seizing ships belonging to Indian traders, William III appointed Lord Bellomont, Governor of New England, with special instructions to suppress piracy based on the American seaports and agreed to give Government support to a scheme to fit out an expedition to look for pirates and bring them to justice. The scheme itself was a private promotion undertaken by Lord Bellomont and Colonel Robert Livingston who, born in Scotland had settled in Albany, had become Secretary for Indian affairs in the New England Government. Kidd knew both and agreed to come in with them on a part sharing basis in a business of looking for pirates and sharing the profits arising out of the sale of piratical craft so taken. Kidd chose a vessel, the "Adventure Galley" of 287 tons and thirty four guns. Sir John Somers, the Earls of Orford and Romney and one, Edmund Harrison also put money in the venture. The crew were likewise to be paid on a part sharing basis on the value of pirate ships and cargoes taken. The crew had been chosen with particular care by Harrison, but while the "Adventure Galley" was anchored at the Nore a number of the crew were pressed for the Royal Navy and consequently on the arrival of the Adventure Galley at New York additional members had to be engaged there, most of whom had heard of, if they had not as yet partaken in, the profits to be obtained by piracy of Indian vessels. The "Adventure Galley" arrived in New York on 4th. July, 1696 and sailed again on 6th. Sept. 1696. After rounding the Cape of Good Hope Kidd made for the Western Coast of Madagascar. If he made any serious attempt to find any pirate ship he had no success, and the crew seeing that the voyage if continued in the terms of the commission issued to Captain Kidd would be likely to leave them with no money coming to them, became mutinous and made suggestions that the ship should turn pirate and at-

tack some of the Moorish vessels not shipping in convoy. A Moorish ketch commanded by a Britain captain named Parker was seized and Parker kept a captive for a time on board the "Adventure Galley". Kidd afterwards protested that this was done against his orders and under the duress of his mutinous crew. Certain of the crew who had taken no part in this act of piracy deserted and Kidd feared they might give information against him. The Adventure Galley fell in later with a Dutch ship the "Loyal Captain". This was a ship belonging to an allied power and it would be clearly piracy to attempt to take her and Kidd, though threatened by the crew, refused to do so. On 30th. October, 1697, Kidd having had an altercation with the gunner, William Moore, about Kidd's refusal to attack the "Loyal Captain", and Moore having chided Kidd with having insufficient spirit as the reason for his refusal, Kidd called Moore, "a lousy dog." Moore replied "if I am a lousy dog, it is you who have made me one." Thereupon Kidd struck Moore over the head with an ironbound bucket and Moore died the following day. Kidd was subsequently tried at the Old Bailey for the murder of Moore and found guilty by the verdict of a jury and it was for this murder that he was hanged. After the death of Moore, Kidd seems to have lost all courage to resist the demands of his crew to engage in a career of piracy, and attacked and took a number of Moorish vessels including a very large Armenian vessel the "Quedagh Merchant". In May, 1698, Kidd anchored off the coast of Madagascar in company with the "Maiden", a Moorish ketch with a Dutch captain and mixed Dutch and Moorish crew (probably lascars), which had been piratically taken. Having divided a portion of the merchandise of the "Quedagh Merchant" among the crew according to their shares, Kidd transferred them to the "Quedagh Merchant" and set fire to the "Adventure Galley" which was in a leaky state. There he joined up with the "Resolution", a ship which had belonged to the East India Company, but the captain, Robert Cullingford and the crew had run away with her and turned pirate and the "Resolution" had been renamed the "Mocha Frigate".

Undoubtedly therefore in total disregard of his commission Kidd fraternised with Cullingford, now turned pirate. A large number of Kidd's crew subsequently deserted him and went aboard the "Mocha Frigate" and Kidd spent some time at St. Marie in Madagascar selling merchandise of the "Quedagh Merchant" and engaging new hands most of whom, if not all, must have been active pirates. By that time news had reached the East India Company of Kidd's piratical exploits and Captain Wright, the former captain of the "Quedagh Merchant", was in England and held there to give evidence against him. There was a public clamour not only for the tracking down and arrest of Kidd but also demands for an inquiry and impeachment of Somers and the others who were alleged to have sent Kidd on an expedition of piracy under colour of giving him a special commission to stamp out piracy. In order to bolster up their political reputations and restore public confidence in themselves, Somers and Bellomont took active measures to get Kidd arrested in whatsoever port in any British possession he might put into. Lord Bellomont, though he had been made Governor of New England, for some years had remained in England the whole time. He now decided to take up his appointment and arrived at Boston just before Kidd surrendered himself there. He was sent out with special instructions to stamp out piracy. Kidd arrived in the "Quedagh Merchant" at Anguilla in the West Indies about April, 1699. He there heard that he and his crew had been proclaimed pirates. He cruised about the West Indies for some time and came in contact with a captain Boulton in the vicinity of Puerto Rico. Boulton was master of the "Antonio" belonging to Antigua and like most other colonial sea captains, had no scruples about having dealings with pirates. He agreed to exchange the "Antonio" for the "Quedagh Merchant" and probably also bought a portion of the remaining cargo. What really eventually happened to the "Quedagh Merchant" and Boulton has never been satisfactorily proved. Kidd's subsequent story was that having heard that he had been proclaimed a pirate he had arranged with Boulton to proceed in the "Antonio", a

faster vessel, to New England to surrender himself and answer the charges, and had arranged that Boulton should remain in the "Quedagh Merchant" at Hispaniola (Haiti) for three months, or until Kidd sooner returned, and if Kidd did not meet him, to come on to New England. Neither the "Quedagh Merchant" nor Captain Boulton were ever heard of again. A captain Nicholas Evertse subsequently arrived in July, 1699 in Boston with a story that Kidd had been trading with the goods of the "Quedagh Merchant" at St. Thomas near Hispaniola and he had himself seen Kidd's ship, the "Quedagh Merchant", burning on 29th. June, 1699, off St. Thomas. These dates do not, however, fit in with the known facts and dates relating to Kidd's surrender, save on the assumption that Boulton and not Kidd set her on fire. The "Antonio" carrying Kidd ran into Delaware Bay early in June, 1699. The foundation of the hidden treasure legend lies in the fact that a man named Gillam was seen being put ashore with a large chest. After rounding the east end of Long Island Kidd ran up the Sound into Oyster Bay. From there he sent a letter through Emmott, an old friend of his in New York, requesting him to see him. Emmott subsequently saw Bellomont who was then at Boston to sound him out as to the possibilities of Kidd getting a pardon, representing that Kidd had about £10,000 with him and another £30,000 had been left in Hispaniola with which Kidd was prepared to bribe Bellomont to give Kidd a free pardon. The reply of Bellomont written 19th. June, 1699 is still in existence and is reproduced in full in Mr. Graham Brooks' "Trial of Captain Kidd". In this letter Bellomont reviews all the circumstances of Kidd's case as then known to him and portrayed to him by Emmott and promises that he will make arrangements to fetch the other ship to enable Kidd to put that circumstance forward in mitigation, but that he has no intention of guaranteeing Kidd a free pardon and has no intention of "intermeddling with any of the treasure at Kidd's disposal." On 2nd. July, 1699, Kidd arrived in Boston and Colonel Robert Livingston went bail for him and he

(cont. on p. 26)

Central District Notes

"The time has come the walrus said to think of many things" be that as it may I am disgustingly short of news for this issue. Things have become very quiet in Central District since the last magazine appeared — the matrimonial stakes are still padding along quietly with Bill McCormack, Bob Curnow and your correspondent entering the arena in quick succession. Taffy Alder and Ian Ferguson appear to be very shy about taking their plunges into matrimonial seas and are going to the United Kingdom and Canada respectively for the ceremonies. We take this opportunity of wishing the lads and their brides every happiness in the future.

The only new member of the Central Mess since the appearance of our last issue is John Anderson, Jnr., who has already earned the name of "Might Atom", due to his zest and diminutive stature. However, I am led to understand that the local and tourist females are of the opinion that "he's cute" — welcome to the Force, John!

Snippets from the Grapevine

During the recent disastrous fire which completely gutted the Bermudiana Hotel one of the mess members was overheard to remark "I feel sorry for the owners but think of all the poor female tourists who will no longer be able to meet handsome dashing young (and some not so young) policemen at the 'Swizzle' parties." To borrow a phrase from Eastern District "My 'eart bleeds for yer."

Whilst on the subject of the hotel fire — if anyone cannot remember the time and date of the occurrence they can ask me and feel confident of getting a correct answer — 4.50 p.m., Thursday, September 4, 1958 — my wedding day that nearly was not due to the fire. The fact that I made the wedding — thirty minutes late — is due to the kind consideration shown to myself and three colleagues by the Commissioner and Senior Officers. We felt like singing "Feeling ever so lonely" as we were the only policemen present — most unusual at a police wedding in Bermuda.

A piece of welcome news was received at the Police Club recently. An ex-colleague "Rick" Hodgson was married in Morriston, Ontario, Canada, to Miss Shirley Kerroway. The bride was at one time a nurse at the local King Edward VII Memorial Hospital and this match has been expected for some time. Our congratulations to the bride and groom.

Chris Taylor, having recently returned to the fold from a short visit to Havana, Cuba, has many an interesting tale to relate. It is rumoured that having heard said tales a large number of applications have been made for spells of foreign leave — destination Cuba. Apparently the attraction is the scenery — of the two-legged female variety. Incidentally any rumours to the effect that Chris is considering purchasing blunderbusses, cutlasses, etc., for transportation to Cuba may be discounted.

Recently when two C.I.D. men who were returning from investigating screams reported from one of the islands, the boat they had "borrowed" capsized. Afterwards one of them was asked if the other could swim and replied "How the hell should I know, I was too busy saving myself". A clear case of esprit de corps or "Blow you Jack, I'm inboard."

A member of the Force was wending his weary way barrack-wards late one October night — he was suddenly confronted by a vast crowd of nightmarish figures of the type usually seen in a "H" film. The member valiantly fought his way through the gibbering group and fled to the security of the barracks. The following day he was reading the newspaper (dated November 1) and was heard to remark fervently "Thank goodness — I thought I was getting in the 'rats'."

Great strides have been made at the Prospect Garden Club since its inauguration and the members are to be heartily congratulated on the fine job they have done in clearing the area of underbrush between Mary Victoria Road and Alexandra Road for use as a children's playing area for the police families living in the Married

Quarters. I understand that manhole covers and holes in the road have also been repaired and that the street lighting is a result of their representations to the proper authorities.

I understand that our Editor has been taking a course in identification since the last issue and now knows the difference between fennel roots and underground water pipes thus ensuring that he will no longer end up in the water-tank when gardening — if he does, he might weigh a reasonable amount — soaking wet! It is rumoured that he is using his past C.I.D. experience in tracing the identity of the culprits who ruin his front garden (?) — apparently he was observed with MacDonald's dog one day — pushing its paw into the soft earth beside another impression left by a canny canine —

Bona Vacantia (cont. from p. 24)

was lodged in a boarding house with his wife and children who had come from New York to meet him there. He appeared before Lord Bellomont who sat in Council in his house. Being now fully aware that Bellomont was not willing to make any deal with him, he became truculent and would give no account of what had happened to the "Quedagh Merchant". Having failed to attend a second sitting of the Council, Kidd was arrested. Kidd then became more communicative and gave his account of the "Quedagh Merchant" having been left in charge of Captain Boulton at Hispaniola. Bellomont was preparing to send ships to search for the "Quedagh Merchant" there when Captain Evertse thus arrived from Curacao with news that Boulton and his men had transferred the goods out of the "Quedagh Merchant" into a sloop, set fire to her and sailed away from Hispaniola.

Kidd was brought to London on 14th. April, 1700 in the King's yacht specially sent to bring him back. A year passed before Kidd was put on his trial. He appeared on 8th. May, 1701 at the Old Bailey. There were six indictments against him involving four separate trials. The first indictment charged him with the murder of William Moore, the gun-

judging from a yelp heard shortly afterwards the identification was a positive one!

Although sports is another person's assignment I feel it necessary to say a word or two — contrary to popular belief the Police Club did not sell their players and boots for scrap — they merely said that they would like to do so. No one made any offer however and maybe it's just as well — the standard of the football is improving and the team members must be a good set as I see from the newspapers that eight of the "Limeys" selected to play against the "Onions" in the annual match are policemen.

So ends the Central Notes for this issue and it only remains for me to wish you all a happy Christmas and the best of luck in 1959.

"RED"

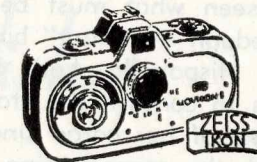
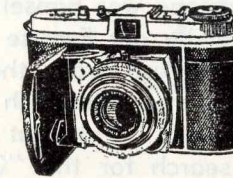
ner: the second indictment (second trial) with piracy in regard to the "Quedagh Merchant": the third and fourth indictments (third trial) with piracy in regard to the ships seized on 20th. Sept, 1697, and 27th. November, 1697: the fifth and sixth indictments (fourth trial) with piracy in regard to the ships seized on 28th. December, 1697 and 10th. January, 1698. On the piracy charges there stood with him in the dock nine of the crew. Kidd was found guilty on all charges. Six of the prisoners were found guilty and three not guilty. Of the crew found guilty all but one, Darby Mullins, were reprieved. Mullins and Kidd were hanged at Execution Dock, Wapping on 23rd. May, 1701. This was the usual place for the execution of pirates. Mullins was hanged first. At the first attempt to hang Kidd the halter broke and the gallows gave way. He was revived and the halter put again round his neck and he was again made to mount the ladder. Until then he had annoyed the Chaplain, the Rev. Paul, by declaring his innocence and refusing to express repentance. But in the end he obliged the reverend gentleman by declaring he repented with all heart and died in Christian love and charity with all the world. But he said nothing about any hidden treasure. Nothing par-

(cont. on p. 28)

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Bona Vacantia (cont. from p. 26)

particular is known further about Kidd's wife and children thereafter, and, if he had any secret about any hidden treasure, he did not pass it on to them. The custom then was to erect the gallows as near as possible to low water edge and allow the tide to submerge the body three times before removing it.

After Captain Evertse arrived at Boston to say that he had seen what must be presumed to be the "Quedagh Merchant" burning off St. Thomas near Hispaniola, Lord Bellomont made no efforts to confirm the story or trace what had become of her cargo since, if he did get on its track the cargo having been sold to the inhabitants of a foreign possession, there would be no hope of getting them to surrender it voluntarily, and in practice no practical means of making them do so. He did, however, carry out close inquiries about transactions Kidd and his crew had had with the local inhabitants while in the "San Antonio" moored off Black Island Road corresponding with Bellomont through Emmott as to the possibility of getting a pardon if he surrendered himself. Some of these goods were located and recovered, and with Kidd's private property and effects forfeited to the Crown on his conviction of piracy and murder, realised net £6471 which Queen Anne gave towards the establishment of Greenwich Hospital. But this probably represented only a fraction of the money he, or Captain Boulton, realised by the sale of the remainder of the cargo and goods of the "Quedagh Merchant". After Kidd's execution Evertse's story began to be doubted. In his letter to Lord Bellomont Kidd must have held out as an inducement for a pardon that he had in his possession at least £10,000 which he was, to put it squarely, prepared to hand over to Bellomont as a bribe for a Governor's pardon. There was also the persistent story that the seaman Gillam had been seen landing a heavy chest. Hence arose the belief that Kidd, realising that his treasure would be of no use to him to purchase his life from Bellomont and determined not to let it come into the hands of his Government, hid it somewhere on Long Island. Another theory

is that prior to sailing for New England Kidd divided the treasure with Boulton and hid his share somewhere on the coast of Curacao. Another theory is that the "Quedagh Merchant" was never sunk off the coast of Hispaniola, but Boulton sailed in her in company with Kidd in the "San Antonio" to the New England coast where the "Quedagh Merchant" was sunk and the treasure taken on shore and buried and when Kidd was arrested and Boulton realised he was himself likewise in danger of his life, he got Evertse to tell his story of having come up from the West Indies and having seen the "Quedagh Merchant" burning off Hispaniola. This put a stop to any immediate search for the "Quedagh Merchant" and Boulton was thus enabled to make a get away, and was never seen again, and never took the risk, if he had the opportunity, to come back and recover the treasure. The story which obtained the most credence was that the "Quedagh Merchant" was brought up the North River and scuttled and abandoned near the Highlands. During the last century numerous expeditions were fitted out and any amount of digging was done on Long Island to try to locate Captain Kidd's lost treasure, but if it ever existed or not, nothing was ever found. What is absolutely certain is that Captain Kidd in all his sea wanderings never came within a hundred miles of Bermuda and so it is absolutely useless for anyone to look for Captain Kidd's treasure in Bermuda. For that matter there is no authenticated account of treasure originally hidden by pirates being found at any time in any part of the world.

In this aspect George Woodbury in his "The Great days of Piracy" (Elek Books Ltd. 15/-) says "Pirates and buried treasure are ideas as fixed in their association as the more prosaic union of ham and eggs. One almost automatically connotes the other in the ordinary train of thought. Ham and eggs have undeniable right in their close association. The association of piracy and hidden wealth has no such obvious origin as this. In fact, the root of the combination is found in a mental condition unsubstantiated by tangible proof.

(cont. on p. 33)



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for

Christmas and the New Year

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Western District Notes

Publication of the Western District Notes without a notification of marriage would be like strawberries without the cream and we are happy to record that, true to tradition, three more members of the District have trodden the matrimonial path to happiness since our last issue. First, the "scourge of the Sassanachs", **Andrew Maule**, threw off the cloak of bachelorhood and finally took the plunge by marrying **Ann Spurling**, a Somerset lass. The appellation "Sparky" has since been bestowed on Andrew.

Graham Holmes broke a dozen female hearts by marrying **Mike Hill's** sister, **Benita**. Graham assures us that Benny proposed three times, the last occasion on her knees, before he finally said "yes". Of course we took that with a good pinch of salt — it's typical of **Holmes**, he doesn't like to show any signs of weakness. Just before the wedding he was making frantic telephone calls to the presidents of his various fan clubs (membership strictly female) telling them to disband the clubs and to stop members from sending him photographs with kisses and lipstick imprinted all over them.

The third member, the Prussian Guard, **Dave Parsons** despite passing on Disraeli's advice of "don't" to prospective bridegrooms, returned from foreign leave with a lovely bride. We were very glad to see this happen, for Dave's excursions to the various night spots in search of talent willing to pay its own way was having a detrimental effect on his health. We understand he occupies the next married quarter to our Editor and spends his time dumping rubbish in the latter's garden — obviously getting his own back on the Editor for chasing him from pillar to post when he was Western District correspondent. The garbage can is mightier than the pen!

We extend best wishes to the three members recently married and wish them all the very best of luck in future years.

More family news . . . On September 8, **Charlie Scott** became the proud father of a baby girl, Jennifer. Congratulations, Charlie and may you have many more. He has in fact informed

us that the next one will be a boy . . . another recruit of the future?

We welcome **Inspector Robert Ball** back from foreign leave and obviously much refreshed.

Since his marriage we have unfortunately lost **Dave Parsons** to the Traffic Unit Compound and we extend a plea to the latter to take good care of our **Uncle Dave**. His kind advice and solicitude to we younger men will always be remembered — he gently chided us when we were wrong and praised us when we were right. We all tried to model ourselves to him, but to attain such perfection in the art of debauchery was very difficult and we doubt if his glorious record will ever be surpassed. He can safely rest on his laurels — or his moustache — when in existence!

A word of warning to other members of the Force . . . there is a certain member of C.I.D. who has a peculiar form of keptomania. He collects suitcases, grips, valises, etc., from anyone daft enough to lend them . . . So be on the lookout.

Many members of the District have gone in for fishing in a big way recently — with some success. Almost every day someone comes in with a bigger and better description of the day's activities. We feel confident enough to issue a challenge to other Departments for a fishing tournament — although with the rougher weather coming in we suppose other members of the Force would prefer to wait for Spring.

Before closing we must mention the incident in Somerset Magistrates' Court recently when an American defendant referred to the **Wor. L. M. Minty, J.P.**, as "Your Majesty" — it almost brought the courthouse roof down. Hamilton has officially denied the rumour that **Mr. Minty** was seen flying the Royal Standard on his motor boat and had changed the name to "Brittania".

Finally the members of Western District join in wishing their colleagues in the Force a very Merry Christmas and the most prosperous of New Years — and may Messrs. Vernons and Littlewoods be kind to you all!

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Bona Vacantia (cont. from p. 28)

Buried treasure is one of those things that people want to believe in because they want to find it. Pirates, like all other people whose source of revenue is unusual, must have been incredibly rich. People spectacular in the public eye are always rich; ball players, movie actors, and bank presidents are always wealthy. Pirates, who were denied by their profession banking or investment facilities of any kind, must have buried their ill-gotten plunder. This is an idea of undoubted attraction. The only restraining afterthought is that there is almost no evidence that it was true."

"To begin with, in the available records about pirates which are documented and reliable, there is no mention of their burying treasure. It is true such records are regrettably scanty, but just the same it would seem incredible that any such dramatic element as this would have been overlooked had it really existed. As though to make up for this deficiency, fictional accounts of piracy, which is a great body of imaginary literature, are freighted to the Plimsoll line with chests of jewels of incalculable value, ingot of dull gold, and all the silver of Potosi, all buried under white coral sands, the burier since dead, the location obscure or lost, just waiting for the lucky finder.

The need for intense secrecy would explain the discrepancy of the records to complete satisfaction, if it were not for a few other factors which are not readily explained away. Buried treasures of pirate gold necessitate, in the first place, a wealthy and successful pirate and, in the next place, a pirate of thrifty and provident habits. Unfortunately for the health of the attractive legend, few individual pirates ever accumulated a private fortune that was unaccounted for, and pirates were notoriously spendthrift and improvident."

"Another thing not usually appreciated is the organisation of a pirate crew. Following the general conception of a sea captain, the captain of a pirate ship is usually assumed to be an absolute despot, ruling his underlings with a rod of iron and taking to himself the lion's share. In actuality, as has been men-

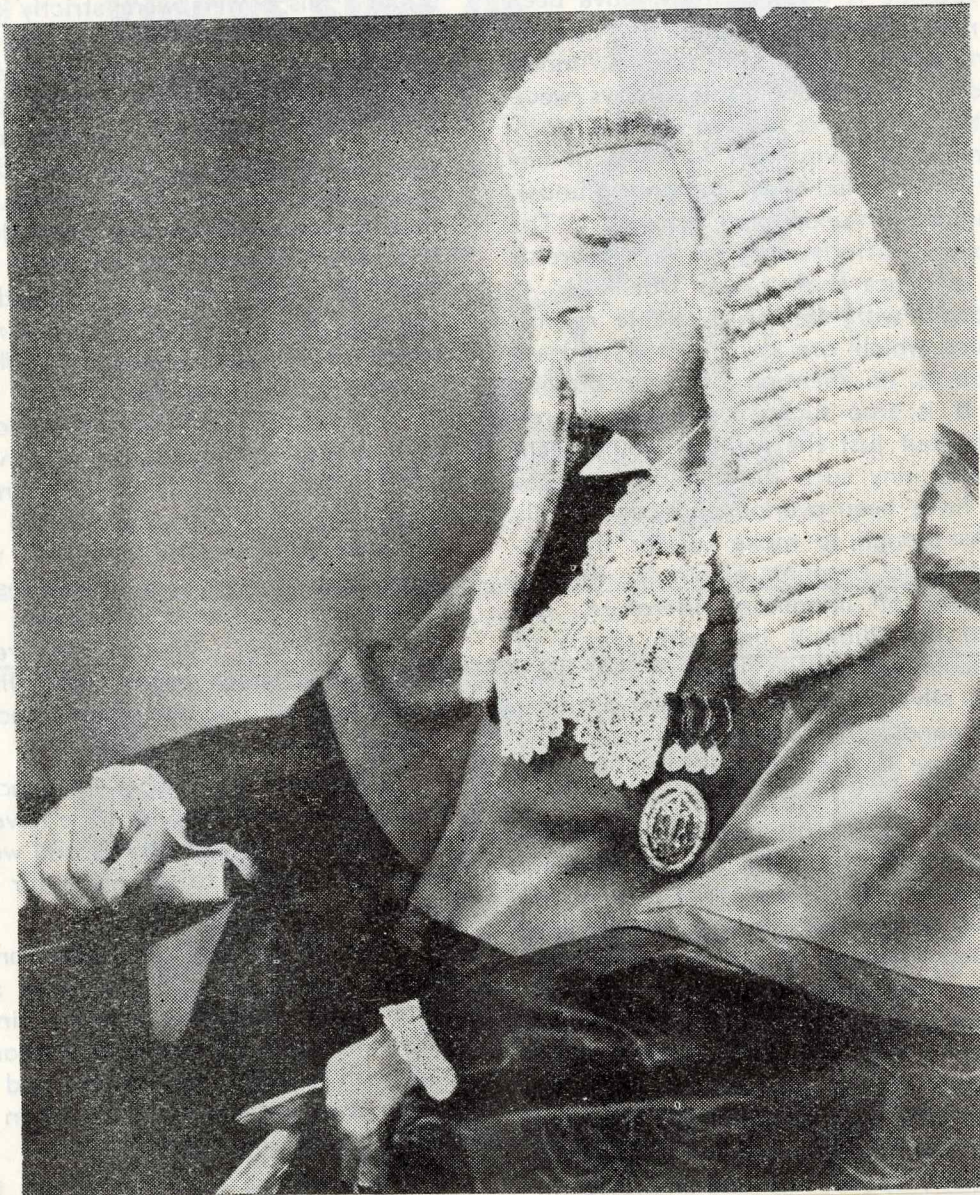
tioned, pirates elected their captain by free suffrage and for the duration of his vote of confidence. Any time the majority of his crew lost confidence in his ability, the captain lost his position and went back to the forecabin again. His powers were strictly curtailed and very limited. In return for his services the captain was rewarded with at most two shares as against the common sailor's one. A capture, even a relatively wealthy one, after it was split a dozen or fifty ways did not mean the captain, or any single individual pirate for that matter received any great lump sum at one time. Pirates, like all other outcasts and fugitives from society, indulged themselves without stint or worry. Having no social security at all and knowing it, they behaved accordingly, making the most of opportunities of the moment. When they had spent all their money, and not until, they went back a-pirating for more. There is no reason to believe that more than one or two pirates ever acquired great wealth, and then with positive proof that they spent it almost instantly. Most pirates managed on a subsistence level, barely making a living. Most of their revenue came from selling stolen goods, which like all goods thus acquired had to go at much less than market value."

"In brief the sober evidence is strong that pirates, individually, were never in a position to amass large fortunes and were temperamentally inspired to set aside for a rainy day anyway.

But it is easy to understand why the legend sprang up and flourishes so green in spite of no one's ever actually finding buried pirate treasure. There is a similar manifestation with regard to gold mines and gold miners which is as popular today as when actual gold had a purchasing power."

One of the mysteries of all time is why the buried-treasure legend is so firmly attached to the memory of William Kidd, captain of the "Adventure Galley." Captain Kidd's treasure is supposed to have been buried — and found — at various points along the Atlantic seaboard from Hatteras to Deer Isle,

(cont. on p. 36)



His Lordship the Chief Justice of Bermuda, Sir Newnham Arthur Worley, K.B.E.

New Chief Justice Appointed

On July 1st, 1958, the Colonial Secretariat announced the appointment of Sir Newnham Arthur Worley, K.B.E., B.A. Cantab., as Chief Justice of Bermuda to succeed Sir J. Trounsell Gilbert, Q.C., O.B.E., who retired on pension earlier this year.

The new Chief Justice was born in 1892 at Reigate, England and was educated at Reigate Grammar School and Emmanuel College, Cambridge. In 1914 he joined the Malayan Civil Service (Administration) and served in various parts of the Peninsula. During World War I he served with the Malay States Volunteers. He spent two years in Canton where he studied Chinese and afterwards served in the Chinese Department of the Administration.

In 1930 he was called to the Bar by the Inner Temple and in 1937 transferred to the Colonial Legal Service. He successively held the posts of Magistrate, Registrar of the Supreme Court Kuala Lumpur and Deputy Public Prosecutor, Singapore. He was appointed Solicitor General, Singapore in 1937 and served in that capacity until 1941 when he was appointed a Puisne Judge Straits Settlements. He remained in Singapore and following the city's surrender to Japanese Forces he was interned in the infamous Changi Gaol. During the period of his captivity he acted on two occasions as Commandant of the internment camp and for a period of six months was a prisoner of the dreaded Kempei Tai (Japanese Secret Police).

Following his release at the end of hostilities in 1945 he returned to the United Kingdom where he remained until June, 1946. He returned to Singapore and in April 1947 was appointed Chief Justice of British Guiana. By virtue of this post he was ex-officio a member of the West Indian Court of Appeal and in this capacity visited most of the British West Indian islands hearing appeals.

In 1951 he was transferred to Nairobi, Kenya, as Vice President of H.M.'s Court of Appeal for Eastern Africa. This Court consists of four permanent Judges, a President, Vice President and two Justices of Appeal and has appellate jurisdiction over the territories of

Kenya, Uganda, Tanganyika, Zanzibar, British Somaliland, Aden and Seychelles. His service in East Africa covered the period of the Mau Mau Rebellion and he sat on the Court of Appeal during the hearing of numerous terrorist appeals, notably that of the Mau Mau leader Jomo Kenyetta. This appeal was dismissed and a later appeal to the Privy Council also failed. He also dismissed the appeal of Dedan Kimathi, the self-styled "Field Marshal" of the Mau Mau Organization. Kimathi was later hanged for his part in terrorist activities. The Mau Mau Rebellion resulted in considerable work for the Courts and in one year over 1,100 criminal appeals, the majority of which consisted of capital cases, were heard. In addition a great number of big civil cases, at which counsel from the United Kingdom frequently appeared, were dealt with by the Appeal Court.

Sir Newnham was appointed President of the Court in 1955 and held this position until his retirement on reaching the age limit of 65 at the end of 1957.

He was created a Knight Bachelor in January 1951 and made a Knight Commander of the Order of the British Empire in the New Year's Honours List, 1958.

We take this opportunity of extending our congratulations to our new Chief Justice on his appointment and we trust that he and Lady Worley will enjoy their stay on the Islands.

A recent issue of the Hong-Kong Police Magazine included a social photograph of some members of that Force. One of the persons seated in the foreground looked familiar and on showing it to some of our "older" members they agreed that it was probably Inspector H. J. Carlyle, an ex-member of this Force who went to Hong Kong circa 1952. It would appear as if the climate is agreeing with Hector as he doesn't seem to have lost any weight since we last saw him at the Wakefield C.I.D. College in 1956.

Perhaps the Editor of the Hong Kong magazine could verify our identification?

Bona Vacantia (cont. from p. 33)

Maine. In fact, Captain Kidd had become the archetype of all that a pirate is supposed to have been, in direct defiance of all the known facts of his career which, as it so happens, are very well known and documented.

The worst that can be said for Captain Kidd is that he was a privateer and an uncommonly unsuccessful one at the business. To this misfortune was added a great deal of adverse publicity as central figure of a political cause celebre which finally encompassed his destruction. The most salient fact is his unhappy career, and the one most frequently forgotten is that Kidd was executed for a justified homicide. He was tried for piracy, but the charge could not be proved, so he was eventually executed for the death of a mutinous seaman who died as a result of Kidd having hit him on the head with a bucket. Considering the circumstances and the times, it is remarkable that so severe a sentence should have been passed on an act that even today would have been considered within the bounds of a captain's authority. Probably no trial for piracy ever attracted quite so much publicity as William Kidd's. There was a savour of fly-blown politics in high places permeating his trial, and it was this that brought him to Execution Dock. The balladmongers of the London streets, who served the role of today's tabloids as purveyors of sensational news for the masses, helped immeasurably. He was hanged, as a contemporary expressed it "by a doggerel ballad sung to a villainous tune."

Mr. Woodbury apparently had not consulted Mr. Graham Brooks' very detailed account of Captain Kidd's trial in the "Notable Trial Series" published in 1930 which makes it clear that although Kidd suffered from the restrictions put on all persons charged with indictable offences in those days of not being able to have the full use of counsel, and not being able to give evidence on his own behalf on oath, he got a perfectly fair trial and was undoubtedly guilty and was convicted of both piracy and murder. Mr. Woodbury continues:— "There is no evidence that he ever

acted out of his commission as a privateer, that he acquired greater wealth than the normal share of a sea captain, and, even if he had, that he ever had opportunity to bury it anywhere. Perhaps no man ever acquired a worse reputation on less grounds than William Kidd, mariner of New York.

The full and true account of Captain Kidd has yet to be told in its entirety. It is a long and complex story and is concerned almost exclusively with piracy in the Indian Ocean, Red Sea and African Coast, with British colonial politics in the Far East, the rise of the East India Company, and the conquest of India. Except for the general misconception of buried treasure, Captain Kidd's career had little connection with the West Indies.

Nevertheless the legend exists and will continue to flourish as the green bay tree in an atmosphere of eternal summer, just as long as humans keep on being human in their fascination with the "get-rich-quick" scheme. The ill-advised will keep right on putting more money into the ground than is extracted, hunting for pirate gold, just as treasure hunters keep on looking for "Lost Dutchman" gold mines and "Coronado's Treasure" so great and so subtle is the attraction of the idea, however contrary it may be to common sense and reasoning."

The main centre of piracy in the West Indies was New Providence in the Bahamas. The British settlers in the Bahamas who were mostly Bermudians who had gone further afield — Bermuda with a population of about 3,000 had a population problem then as now — had been driven out first by the French and then by the Spanish from New Providence Island, and when they returned the affairs of the colony were regarded as so precarious that the Home Government did not appoint a governor and left it to the inhabitants to elect their own. In the ensuing wars against Franco and Spain it became a rendezvous and refitting station for privateers who were of undoubted assistance to the British Government in inflicting damage on enemy commerce. But even during the Wars of the reign of Queen

(cont. on p. 39)

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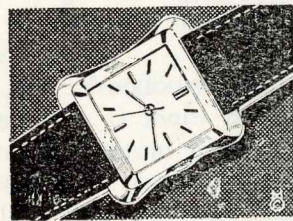
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Bona Vacantia (cont. from p. 36)

Anne many of these privateers, finding that privateering in West Indian waters meant hard fighting and little profit, became pirates and disappeared to Madagascar for a time to prey upon the Moorish commerce passing from India to the ports of the Red Sea. The description "Moorish" was then applied to ships of all Eastern nations and these were ships owned mostly by Arabs and Armenians. During the war of the Spanish succession until the Peace of Utrecht, 1713, put an end to hostilities ships of the Royal Navy could not be spared to search for these ships committing piracy against the ships of neutral nations under cover of commissions of privateering, though addresses were sent to Queen Anne to put the Bahamas under orderly government and put a check on the depredations of these piratical vessels. With the return of peace the commissions to privateering vessels ceased to have effect, but that did not deter them from preying upon French and Spanish commerce. In 1717 George I issued a proclamation dated 5th. Sept. for the suppression of piracy and calling upon all colonial governors and officers and men of the navy to discover and seize pirates and offering them rewards on a "payment by results" basis. A private sea captain Woodes Rogers, who had gained great renown for having circumnavigated the world and as a privateer during the recent wars, was put in charge of a squadron to proceed to New Providence and offer the pirates based there an amnesty, provided they surrendered themselves by 5th. September, 1718. The proclamation made no promise that the pirate captains might not be required to give an account and surrender their piratical gains. Some of the pirate captains surrendered themselves, and becoming law abiding citizens, remained in the Bahamas and not only were allowed to keep their spoil, but joined up with the British Navy in searching for pirates who had refused to surrender themselves before the date laid down in the proclamation. Some took themselves off to surrender themselves in Charlestown, Barbados and Jamaica where evidence would be lacking to convict them of murder

on the high seas, and no very strong action would be taken against them. One of the more active of the New Providence pirates named Henry Jennings sailed off to Bermuda to surrender himself there and produce a copy of the proclamation. There is no historical evidence, however, that he brought to Bermuda with him any great amount of treasure, much less that he ever buried it here. When Woodes Rogers arrived at New Providence the Governor chosen by the Bahamian settlers was a man in his dotage called "Old Sawney" reputed to be the oldest white inhabitant and chosen as such for his incompetence. Rogers stamped out piracy and restored the fortifications and with the extermination of the pirate republic at New Providence the era of the buccaneers and piracy as an organized business came to an end.

The method of assessing the value to be paid for treasure trove.

As has been related the Crown's rights to articles discovered after being anciently hidden applies only to gold and silver. It does not attach to articles valuable merely on account of their historic interest or antiquity. If therefore some store of treasure is found, gold and silver bullion and coin belong to the Crown, and the Crown is not obliged to pay either the finder or the owner who usually is the owner of the property where the treasure is found any portion of its value. Such an article as an ancient sword and scabbard ornamented with gold inlaid with jewels cannot be rightly claimed intact by the Crown. It could force the owner, whether the finder or the owner of the property where it is found, to hand it over by threatening to exact the Crown's rights to the full by having the sword broken up and the small amount of gold thereby realised handed over without compensation. But the gold and precious stones thus separated and independently disposed of would realise a price only a small fraction of the value of the original sword intact. The finder would be entitled to nothing, but he would risk prosecution if he himself concealed the find, and disposed of the original sword intact. The Crown could exert its rights against any

subsequent purchaser and like the receiver of stolen property, if he were privy to the concealment, he would be liable to prosecution and thus he would be prepared to pay only a small fraction of its value, and if news of the find began to leak out to save himself from prosecution he would be under a temptation to break up the object and sell it in parts in the same way as receivers of stolen jewellery break up what they buy, and after melting down the settings, sell off the gold and stones individually at any price they in turn happen to be able to dispose of them among small dealers prepared to take a chance. First class dealers will not handle such objects intact if they suspect anything about their past history. This situation in the past resulted in a good many objects of great value whole being broken up and lost to national collections. The law of Treasure Trove has not been revised by any statute, but in the present century the policy of the Crown in regard to exerting the prerogative rights of the Crown has totally changed, largely as a result of the representations of Sir George Hill, a former Director of the British Museum, who went to great efforts to try to preserve for the British Museum not only coins and gold and silver objects which were undoubtedly treasure trove, but also acquire pottery and ornaments which could not be claimed as of right by the Crown but which might be acquired for the British Museum by negotiation on fair or generous terms. Sir George Hill became the leading authority upon the law and history of Treasure trove and published a book, "Treasure Trove in Law and Practice" by G. P. Hill, Oxford, 1936. His policy has been continued by the present Keeper of the British Museum, R. L. S. Bruce Mitford. It was to one R. L. S. Bruce Mitford that the "Terry Tucker" treasure was sent for his independent assessment of its value. He has been kind enough to send me an offset from his book "Recent Archeological Excavations in Britain," Treasure Trove — A Note on Law and Practice, which is reprinted hereafter in full. In answer to a letter I sent he says "I would only add that the process of valuation is a very difficult and complicated one and many fac-

tors are taken into account. The estimated sale-room value at current market prices, a thing which fluctuates and can only be estimated by people in close touch with material passing through the sale-rooms, and also the scientific interest, again a matter for specialist knowledge, both come into it. The principle behind the *ex gratia* awards that are made is that **at all costs** discoveries of scientific value should be reported as early as possible to competent authorities, and that the material should be saved from dispersal or melting down. This is in the interests of scientific and historical knowledge, and it is for this reason that the reward in the case of Treasure Trove goes to the finder and not to the landowner, since otherwise finders might be tempted to conceal their discoveries or say that they occurred in places where in fact they did not. You will see that our law of Treasure Trove only applies to gold and silver, an archaism without any relation to the modern scientific requirements, but one which in practice is fairly conveniently administered. Many people think that our law should be redrafted to include materials of non-precious metals, but considerable administrative difficulties would be involved in this." The Article printed below extracted from "Recent Archeological Excavations in Britain" is intended to be of the nature of practical suggestions to finders of what may be treasure trove of how to get an adequate reward and still keep within the law.

Treasure Trove — A note on Law and Practice.

England and Wales.

Law and Practice are the same in England and Wales. Treasure in English law, means **gold or silver**. Our law of treasure trove was established, together with the royal claim to wrecks, as far back as the 12th. Century. Its object was to secure for the royal treasury valuables that might come to light whose rightful owner could not be determined. Such finds were thought of in terms of hard cash. As a result, base materials — wood, iron, bronze, tin bone, stone, glass, crystal, textile, leather or pottery — do not come within the

scope of treasure trove law, though they may have to be produced as evidence bearing on gold or silver objects found with them. Archaeologically, this distinction is meaningless and indeed objectionable. Antiquities of non-precious substances may have considerable monetary value. But apart from that, discoveries of buried treasure are now valued as historical evidence and as such they must be considered as a whole. The evidence of the non-precious components in a discovery may be more important than that of its precious components. Just as a button, or half a palm-print may be the crucial clues that solve a criminal case: so the value of archaeological discoveries does not depend on what they are made of. It is true that gold and silver elements in a find do have special archaeological value; they may be coins, which apart from their numismatic interest, are evidence of date; and, since gold and silver were as precious in antiquity as they are to-day, objects made of them went to the wealthiest and most cultivated patrons, and tend to embody the finest

craftsmanship, and the finest expressions of the styles and sensibility of their day. But even so, gold or silver pieces cannot be divorced scientifically from humbler things found with them. The law, being only concerned with considerations of revenue, does not recognize this. In practice, however, the possible ill effects of an archaic law can usually be overcome by negotiation, and it works quite effectively.

Anyone, perhaps digging, ploughing, or laying a cable, who comes upon objects of gold or silver, or which may be gold or silver, should always report his discovery. To conceal it may be a criminal offence. It is not always easy to recognise gold or silver as such when found in the ground. As readers will have learned, parts of the Snettisham treasure were taken for pieces of an old bedstead, and left in full view by the side of the road for several days. It is advisable to be on the safe side, and always to report a discovery. The proper authority to whom to report it is the Coroner

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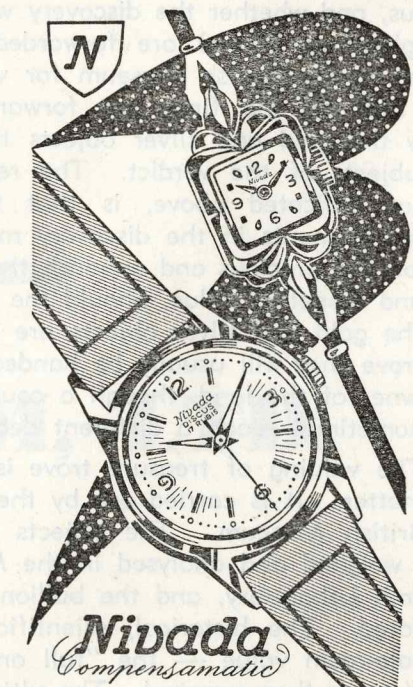
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for the district: and the report can be made through a police station or by writing to the Director of the British Museum, who will notify the Coroner. In the case of finds made in Wales it is correct to report the discovery to the Director of the National Museum of Wales in Cardiff. Even if the find has been reported to the police or the Coroner, the British Museum (or the National Museum of Wales for Wales) is always glad to hear of such treasure, as yet undiscovered, in the vicinity; or factors which throw light on the discovery, but which can only be recognised and interpreted by the trained eye, e.g. remains of pottery or of a container, bones, and soil indications, etc. The museums can take what steps may be desirable. The finds themselves will be taken into the care of the police or a museum pending an enquiry.

If the Coroner thinks upon the evidence before him that there is a *prima facie* case that the objects are treasure trove, he empanels a jury whose duty it is to "enquire of treasure that is found, and who were the finders". If the jury find that the precious metals are treasure trove, all the objects (base or precious, and whether the discovery was made in England or Wales) are forwarded by the Coroner to the British Museum for valuation. Note that **all** the finds are forwarded, not merely the gold and silver objects that were the subjects of the verdict. The reason for this, as indicated above, is that the non-precious elements in the discovery may throw light on the precious and enhance their scientific and monetary value. Should the jury find that the gold and silver objects are not treasure trove they will usually be handed over to the owner of the land, though a court of law may sometimes reach a different decision.

The valuing of treasure trove is a difficult matter. It is carried out by the staff of the British Museum. The objects are first of all weighed and analysed in the Museum's Research Laboratory, and the bullion value is calculated. The historical, scientific, artistic and sale-room value — the "full antiquarian value" — is then assessed. The ultimate valuation is always appreciably greater than the

bullion value, and may be many times as much. The sum arrived at is paid in full to the finder when the objects are retained by the Crown, provided that he has declared his discovery in a proper manner, and has not concealed anything to do with the objects or the circumstances of the discovery. If the objects are not required, they are returned to the finder, who may dispose of them as he wishes. The British Museum is always willing to advise him in such circumstances how to obtain a good price. Treasure trove retained by the Crown enters the National Collection housed in the British Museum, or in the case of treasure trove found in Wales, the National Museum of Wales in Cardiff. The British Museum may sometimes waive its title in favour of the local museum. Whatever the destination of the treasure, the finder will receive the full market value of his discovery. It should, however, be realised that he is not legally entitled to a penny. What has been found is not his property, but the Crown's. The payment is an *ex gratia* one.

Finders have not always been treated so generously. The present system is largely due to the efforts of Sir George Hill, a former Director of the British Museum, who made himself the leading authority on treasure trove. The present generous treatment of finders is the result of a gradual recognition of the scientific value of discoveries, which would be lost if they were kept dark or if the objects were sold or melted down for the sake of the metal. As the law and practice of treasure trove now stand, honesty and openness on the part of the finder are much the best policy. The finder who melts his discoveries or disposes of them through unofficial channels merely loses money by doing so.

But how do the jury decide whether objects are treasure trove or not? The essential element of treasure trove is that the original owner never relinquished his interest in or title to the objects, but intended to recover them. If the objects were hidden, this creates a presumption that the hider was concerned to retain possession, for he was taking steps

(cont. on p. 46)

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"There Are Other Words"

By Leonard C. Dempster, B.E.M., M.S.A.E., A.I.M.I., M. Inst. Phys.,

Chief Examiner, Transport Control Board,

As the end of World War II was visibly drawing to a close, it was decided by the British Government that some form of rehabilitation was necessary for many of the Colonial Troops and this of course included the Bermudas. The Bermuda Command was consulted and after some lengthy conferences by the powers that be, it was suggested that a Vocational Training School should be opened for members of the Bermuda Volunteer Rifle Corps and the Bermuda Militia. The British Government granted a considerable amount towards the project and the Local Government likewise made a contribution — with the joint funds available a Training School for the Militia was opened at Warwick Camp and those members of the B.V.R.C. who requested assistance were sent to the B.V.E.'s at St. David's Island and the R.E.M.E., Signals and R.A.S.C. workshops at Prospect Military Garrison. The Militia were the most fortunate of the units as they had a complete school at Warwick Camp which was used entirely for vocational training.

My task was to organise and run the school as Chief Instructor and I was assisted by six instructors who took charge of the individual classes. We had a course for carpenters, masons, plumbers and radio mechanics and two courses for driver mechanics.

Part of my work consisted of setting and marking the examination papers and that subject is the purpose of this article. During the marking of examination papers I found quite a number of priceless "howlers" and naturally kept them as souvenirs — it was unlikely that such things would ever come my way again. Apart from one taken from the Plumbers Courses these howlers are taken from the various M.T. Courses. To save embarrassment I have refrained from publishing anything which might serve to identify those responsible for these items.

There are only two other copies of these papers in existence and these are held by Major

Don Evans (Retd.), the Officer Commanding the School and Mr. Maurice Titterton, manager of the local Hillman group, who was the Senior M.T. Instructor and my immediate assistant. I held the original papers for some considerable time but due to their bulky nature I was reluctantly forced to destroy them. However, the two gentlemen mentioned will confirm, if necessary, that the items reprinted here have not been altered in any way either by spelling or addition.

The following should provide some amusement to the reader.

M.T. Course 1. August 1944 - November 1944:

1. A universal joint allows the car to go round and does no harm.
2. The oil gauge is given in the Makers instructions.
3. Lubrication is necessary to keep two mates from rubbing on the other.
4. The camshaft rotates half as far as the crankshaft.
5. Lubrication is to keep your moving parts well oiled and from wearing out the parts.
6. There is no right of way on some public roads.
7. The current jumps the gap in the sondary windings to the discreptour.
8. Never use your starter more than five sections at a time.
9. Always take glass bottles out of the traid of your tyres.
10. The crankshaft makes a varcel nothing into a rotary nothing.
11. The carburettor is a mixture of fuel and air.
12. The condensor tries to alter and jump the gap on the spark plug.
13. The Spark plugs help the pistons into motion.
14. The current leaves the battery through the positive tunnel.
15. It causes a current to flow into the sondary windings which curtained the distributor.

16. The spark goes on to the distributor to the spark plugs after the impudence of the coil.
17. Avoid gravity in taking care of tyres.
18. Never explore sunlight for long periods.

M.T. Course 2. November 1944 - February 1945:

1. The clutch gently sets the car in reverse.
2. The piston compresses the gasses right out of the cylinder.
3. Grease on your contact breaker would cause consolations.
4. When you have a make and breaker the ammeter should show a spark.
5. Be careful when passing horseback riders because they may be frightful.
6. Avoid violin braking.
7. When in dont stop.
8. Always be shore then sorry.
9. Horseback riders are nervous animals.
10. Go slow when pasting riders on horses.
11. You have a mirror, so look through it.

Plumbers Course. August 1944 - August 1945:

1. If the bowels get clanged up use a plunger or snake.

M.T. Course 3. February 1945 - May 1945:

1. A universal joint allows one shaft to run off with another.
2. The piston receives the explov and is driven in the cylindiz.
3. The clutch sets the watcu gently into motionary.
4. The differentila is a siston sometimes chain driven.
5. If you have difficulty in starting, turn the engine up.
6. Always desolve Makers instructions.
7. The gear stick is to change glasses.
8. Always obey Makers distructions.
9. The crankshaft conveys the gearbox to the differential.
10. Turn on your switch and look at your flicker.
11. The exhaust opens to admit the gasses out of the cylinder.
12. YO HO when passing riders on horseback.
13. Never signal the river to pass you.
14. When crossing railway lines, make sure they are not running the opposite way.

15. Always give crack signals.
16. Always be on the soft side.
17. Do not wige another wheels on, play fair gin heap plenty room.
18. If you had grease on your contact breaker your car would not start because grease is an insult.
19. A universal joint allows one wheel to be driven faster than the other.
20. If there were any grease on my contact breakers it would form an installation.
21. Avoid festard and grovelled roads.
22. If my battery liquid becomes spilled do not make up with water, always go to the neearess service agent and get the correct electric light.
23. On the power booth the valves are closed an the electric spark occurrows which eg-nites the charge buns an expends thus driving the piston down.

M.T. Course 6. November 1945 - February 1946:

1. The current goes to the radar which revolves in a wise direction and causes a resolution, one to each plug.
2. Always follow Makers intrusions.
3. The jet otomies the fuel so that it can mix more freely with the guests.
4. The mixing chamber mixes petrol and ass to gather a foam for an explosion.
5. The flywhell stores up energy to stroke the engine in idle moments.

M.T. Course 7. February 1946 - April 1946:

1. Do not lose your head more than necessary.
 2. The Sump contains the oil which is used to inebriate the engine.
 3. The strong current heaves the plus terminal of the battery through the switch when close, around the prim canary winding, magneticating the coil.
 4. Do not drivel on train lines.
 5. The sump conatins oil to liberate the engine.
 6. Cairfoolly note Makers abductions.
 7. Look for and obey street singers.
 8. Never spie around corners.
- The following is the final "howler" and was actually written in a paper from No. 2

M. T. Course but I have left it to the last in order to explain what was in the student's mind when he answered the question.

The actual question was:—

"If your car would not start, what action would you take to find the trouble?"

His answer was as follows:—

"Shick, light, horn, chock batty, laid in kinet, chock shick, chock paltorate tonk, the drip on."

This, when translated to more normal phrasing means "See that the switch, lights and horn work, and then I shall know that my battery leads are connected. Check the switch to make sure that it is on, then check the petrol tank to see if I have petrol, and then check to see that the tap is turned on." Quite simple

Bona Vacantia (cont. from p. 42)

to ensure that no one else knew of their whereabouts. This specific intention at the time of concealment, and by virtue of the concealment, to recover the treasure, the **animus revertendi** as it is known in law, is the factor which decides whether gold or silver from the ground is treasure trove or not.

But how is the modern jury to infer what was in the mind of the man who buried these things hundreds and sometimes thousands of years ago? It is not really as difficult as it sounds, for the circumstances of the discovery give a clear picture. An isolated object, not associated with the remains of any container, or of a skeleton, may be considered as simply having been lost, and so is not to be treasure trove. The inference will probably be that it was not deliberately hidden with the object of retaining ownership. If, on the other hand, the objects, coins or whatever they may be, were placed in a container, whether wood, cloth, leather, metal or pottery (and the disintegrated remains of these are not always easy to recognise), or even without a container in a hole dug specially to receive them, this would suggest deliberate concealment.

When gold or silver is found in graves it may be held that this is not treasure trove,

when you know foreign languages and actually the student received quite a high mark for the answer, because not only did I know what he was talking about but strange to relate so did he!

I would like to take this opportunity of mentioning that at the end of each course the students were examined in driving by the late Eric Bolton whose was then the Official Examiner of the Board. Out of one hundred and forty applicants he only failed to pass one and then only because I requested it due to the fact that I knew from the student's record that he was liable to prove unpredictable at the wheel.

This, in my opinion, is a very good record and perhaps it is a pity that to-day in Bermuda there isn't a properly run training school for teaching drivers as there are in other countries.

because the person who buried it did not intend to recover it. The case of the tumulus or burial mound, which is more in the nature of a public monument than is a flat grave, is rather different. The first inquest known to have been held in this country on treasure trove from a burial mound is that of 1939 on the Sutton-Hoo ship-burial. At this inquest, a decisive factor was the obvious publicity with which the great burial had been carried out. A considerable body of men would have been needed merely to man-handle the 86-foot boat a quarter of a mile inland and up nearly 100 feet vertically to the edge of the escarpment, to dig its grave and to lower the boat into it. There was no question of the boat, or its contents, being concealed secretly. The publicity attaching to the deposition of treasure in a barrow, and the intentions of the funeral parties in such a case, were also clear from the great contemporary epic in the Anglo-Saxon tongue, Beowulf. I do not think the poem was actually quoted in court at the Sutton Hoo inquest, but it was certainly in the minds of those who gave expert evidence. It contains two well known, and relevant passages. One describes the ship burial of Scyld, where "a host of treasures," were laid about the body by the mast, and the ship was set out to sea, unmanned, at the mercy of the

winter weather. The other describes Beowulf's own funeral in a tumulus on Whale's Point, where, in the presence of the people, they put treasures into his mound — "they let the earth keep the treasure of earls, the gold in the ground, **where it yet lies, as useless to man as it was before.**" Here clearly was no "intention to recover," but a deliberate relinquishment, and one in keeping with the known funeral customs of the Germanic and other primitive pagan peoples. Such was the sense of the expert evidence at the Sutton Hoo inquest, and the jury accordingly found that the great treasure was not treasure trove, but the property of the landowner.

Northern Ireland.

Northern Ireland is under much the same regulations as England. The Ministry of Finance takes possession of treasure trove on behalf of the Crown, and, if retained, it is deposited in a Northern Ireland museum. The British Museum may be asked to assist in the process of valuation.

Scotland.

In Scotland, law and practice both differ markedly from that in force in the rest of the United Kingdom. Treasure trove in Scotland belongs to the Crown, but the Crown does not have to establish its title in the courts. There is no system of Coroner and jury. The Procurator Fiscal, acting on behalf of the Queen's and Lord Treasurer's Remembrancer, usually takes possession of the finds. The most significant differences, however, are that in Scotland **all** objects found, and not merely those of gold or silver, may be treasure trove, and also that the objects do not have to be hidden. The question of the **animus revertendi** does not arise. Any antiquities that happen to be found may be treasure trove. All manner of ancient objects might be claimed by the Crown under these powers; but in practice the Crown's rights are generally enforced only in cases of importance. The finder always receives a "suitable reward," based on the market value of his finds. The valuing body is the National Museum of Antiquities in Edinburgh. There is

no special procedure for reporting discoveries. The Crown takes possession of discoveries that come to its notice where it thinks fit. But prosecution might follow failure to deliver up treasure trove to the Crown's representatives."

In England the Home Office by circular No. 68/1955 sent to all coroners gave a shorter form of the same advice and information.

Wreck, flotsam, jetsam, ligan and derelict. The prerogative right of the Crown to wreck, flotsam, jetsame, ligan and derelict was a distinct prerogative quite divorced from the prerogative right to treasure trove found on land. The right to claim wreck was based on the civil international law supplemented by provisions in the Statute de prerogativa Regis, 17 Edward ii, c.17. The original rules derived from Roman law paid little respect to the private property of non Roman citizens or not belonging to nations under Roman jurisdiction or protection. Under Roman law, if any ship was lost at sea and the goods or cargo were thrown on the land in any place where Rome had jurisdiction the Roman governor claimed them whether the master or any member of the crew had survived or not, Roman law declaring that by the loss of the ship all property in the original owner had been forfeited and if the master or crew belonged to a nation in arms against Rome, the master and crew were sold into slavery. This also was the custom of all nations at that time. Constantine the Great finding that by the imperial law the revenue of wrecks was given to the prince's treasury or **fiscus**, restrained it by an edict and ordered them to be returned to the owners if they could be found adding this humane exposition, "quod enim just habet fiscus in aliena calamitate, ut de re tam luctuosa compendium sectetur" Cod. ii, 5, 1. According to the early text book of English law, the dialogue between the Doctor and the Student, 2, c.51 the same inhuman practice obtained in England. Sir Fitzjames Stephen in his 'Commentaries' Vol ii, page 640 gives this account of the subsequent modification of this inhuman practice, "But this was undoubtedly adding sorrow to sorrow and

was consonant neither to reason nor humanity. Wherefore it was ordained by King Henry I, that, if any person escaped alive out of the ship, it should be no wreck; and afterwards King Henry II, by his charter declared that if on the coasts of either England, Poitou, Oleron or Gascony any ship should be distressed, and either man or beast should escape or be found therein alive, the goods should remain to the owners, if they claimed them within three months; but otherwise should be esteemed a wreck, and should belong to the king, or other lord of the franchise. This again was confirmed with improvements by King Richard I, who in the second year of his reign not only established these concessions by ordaining that the owner, if he was shipwrecked and escaped, "omnes res suas liberas et quietas haberet", but also that, if he perished, his children, or, in default of them, his brethren and sisters, should retain the property: and in default of brother or sister, then the goods should remain in the king. This was also in conformity with the so called "laws of Oleron" which was a sort of international code of law generally observed by all maritime nations. Oleron is an island off the West Coast of France at that time part of the Continental possessions of the English kings. According to English tradition the laws of Oleron were consolidated into a code by Richard I, while in his fleet lying at anchor at Oleron on the way to Cyprus and the Holy Land when undertaking his part in the third Crusade but French scholars state that this tradition is without historical foundation and the laws of Oleron were first drawn up by the French King Louis IX about 1266. Stephen continues "And the law as laid down by Bracton in the reign of Henry III seems still to have improved in its equity. For then, if only a dog (for instance) escaped — nay if any certain mark were set on the goods, by which they might be known again — it was held to be no wreck. And this is certainly most agreeable to reason; the rational claim of the crown being only founded upon this, that the true owner cannot be ascertained. Afterwards, in the statute of Westminster the first (3 Edw. 1, c.4) the time of limitation of claim given by the Charter of Henry II was extended to a year

and a day, according to the usage of Normandy: and it enacted that if a man dog, or a cat escaped alive, the vessel should not be adjudged a wreck. These animals (as in the passage from Bracton) were only put in for examples: for it was established that not only if any live thing escaped, but if proof could be made of the property in any of the goods or lading which came to shore, they were not forfeited as wreck. (See *Palmer v Rouse* 3 H. and N.505.) The statute further provided that the sheriff of the county should keep the goods a year and a day — as in France for one year, agreeable to the laws of Oleron. (Laws of Oleron Sec. 28) and in Holland for a year and a half — so that if any man could prove a property in them, either in his own right or by right of representation, they should be restored to him without delay; but if no such property be proved within that time, they should be the king's. Coke's Institutes, 2, 168. If the goods were of a perishable nature, the sheriff might well sell them, the money was to be liable in their stead, Plowden 466. This revenue of wrecks was frequently granted out to lords of manor as a royal franchise; but if anyone were thus entitled to wrecks in his own land, and the goods of the sovereign were wrecked thereon, the sovereign might claim them at any time, even after the year and a day.

It is to be observed that in order to constitute a legal wreck, the goods must come to land. *Palmer v Rouse* 3 H. and N.505. If they continue at sea, the law distinguishes them by the barbarous and uncouth appellations, flotsam, jetsam and ligan. Jetsam is where goods are cast into the sea and there sunk and remain under water: flotsam, is where they continue swimming on the surface of the waves: ligan is where they are sunk in the sea, but tied to a cork or buoy in order to be found again. Derelict was where a ship for some reason or other was left high and dry as for example beached on a sandy shore to prevent being driven on rocks in face of an approaching storm or to be careened, and all efforts to refloat her failed. Such goods are also the crown's if no owner appears to claim them — but if any owner appears, he is entitled to recover the possession. For even if they be cast overboard without any

mark or buoy, in order to lighten the ship, the owner is not by this act of necessity construed to have renounced his property: much less can ligan be supposed to be abandoned since the owner has done all in his power to assert and retain his property. These three things are accounted so far a distinct thing from the former, that by the royal grant to a man of wrecks, things jetsam, flotsam and ligan, will not pass, Constable's Case 5 Reports. 108.

One of the reasons why the prerogative right of the crown or the Lord of the Manor if the franchise to wreck had been given him was asserted until comparatively modern times was to put a check upon the indiscriminate looting of vessels that came ashore. In the remote parts of Cornwall and Wales the inhabitants had an unsavoury reputation for putting up false lights to lure ships off their regular course and rob them if they came ashore. These were made statutory offences by the Merchant Shipping Act, 1854 and Merchant Shipping Act, Amendment Act, 1862 the Board of Trade was given a general superintendence of all matters relating to wreck — which for the purposes of the Acts included jetsam, flotsam, ligan and derelict, and power was given to the Board of Trade to appoint receivers of wreck in different districts who were authorised to summon as many men as might be necessary to demand help from any ship near at hand or to press into their service any waggons, carts, or horses, for the purpose of preserving or assisting any stranded or distressed vessel or her cargo or for saving human life and a penalty was established in case their demands were not complied with. The same Acts contained also copious provisions in reference to salvage for services rendered, and the manner in which its amount is to be assessed in case of dispute which in cases below a certain amount might be either be before a judge of a neighbouring county court or before a justice of the peace. As to wreck found it was provided that any finder (other than the owner) should deliver it as soon as possible to the receiver of the district; and even if owner, must give notice of the find to that officer. And if the owner established his claim to wreck so found, before the expiration of a year, and no person other

than the crown was proved to be entitled to the same — then it was to be sold by the receiver, and the proceeds, thereof, after payment of all expenses and the salvage if any, was to be paid into the exchequer as part of the consolidated fund. Other provisions were also made with a view to prevent the disgraceful practice of wrecking which formerly obtained as related. By Section 477 of the Merchant Shipping Act, 1894 if any ship stranded or in distress on or near the shore, be plundered or damaged by persons riotously and tumultuously assembled, full compensation was to be made to the owner, by the hundred or other district in the nature thereof in or nearest to which the offence was committed in the manner provided in cases of the destruction of churches and other buildings by riotous assemblage. By Section 64 of the Larceny Act, 1861 persons plundering or stealing wreck were declared guilty of felony and made liable to penal servitude for 14 years or to imprisonment not exceeding two years with or without hard labour and solitary confinement. By Section 42 of the Malicious Damage Act, 1861 it was made felony to mask, alter, or remove any light or signal with intent to bring any ship, vessel, or boat into danger the maximum penalty for which was (and still is) imprisonment for life. The Provisions in regard to dealing with wreck in the Merchant Shipping Acts, 1854 and 1862 have been since repealed and reenacted in 510-537 of the Merchant Shipping Act, 1894 and under Section 15 of the Larceny Act, 1916 (which repealed the Larceny Act, 1861) it was made an offence to steal any part of any vessel in distress, wrecked, stranded or cast on shore, or any goods, merchandise, or articles of any kind belonging to such vessels the maximum penalty for which is imprisonment for 14 years. With the formation of the Royal National Institution for the Preservation of life from shipwreck now styled "The Royal National Lifeboat Institution" by Sir W. Hillary, Bart., in 1824 with King George IV as its patron (which has always remained a purely voluntary body) and until it was in our own time disbanded, the Coast Guard Service which was originally an organisation of the Royal Naval Reserve until 1856 under the Customs Department and in (cont. on p. 65)

Eastern District Notes

"East is east and west is west and never the twain shall meet" saith the poet. That is most acceptable to the members of Eastern District. When east meets west in Bermuda one is in Hamilton or at Prospect — all of which we can do without very well, thank you. Only two things bring us there — engine trouble or the personal type. Then there's the C.I.D. and those awful traffic fellahs about!

St. George's men prefer to submerge below life's bustling surface and while away the months padding along Water Street. In the quiet of our comfortable Mess Lounge (which is not, as rumoured, papered with liquor bottle labels) the restful atmosphere soon penetrates the skull of the keenest social-climbing probationer and bids him take it easy. The road to Elbow Beach is long and often wet. We of the east have always been wise and in our wisdom are prepared to put up with and even tolerate people from the wild west and elsewhere. Yes, life is slower and more pleasant here. How can we help it, when even our clocks are a few minutes behind time?

But if the face and mood of St. George's never changes, the Police staff of Ye Olde Towne certainly does. **Don Payne**, whose cartoons have always been a feature of the Force magazine, left for home with his lovely wife of Trimmingham's TV fame. We wish them both luck and trust they won't find the English climate too unbearable. **John Lewis** has left us to tend and care for the Hamilton flock as Mess Caterer; **Ken Goosey** to tend the engines at Traffic Unit Compound and **Bob Roberts** has also been elevated to Central District. **Mike Staveley** and **Angus Morrison** have so far survived and we are expecting reinforcements any day.

During the past few months we have lost two honorary members (almost) of Eastern District strength. We mean our dogs, Bashful and Butch. Both came to a dirty end. Bashful, a handsome Alsatian, was fed a lethal dose of chicken bones with disastrous results, while Butch, who was often taken for a door-mat as

he snoozed on the station steps, was the victim of a cunning plot whereby Mr. H. Thompson, S.P.C.A., finally "done him in" as an act of kindness. Poor Butch was "taken for a ride" in the best gangster tradition.

The big event of the summer was **Trevor Nicholl's** wedding. Congratulation, Nick and the very best of luck in future years to you both from all at Eastern. Our maitre-de set up an impressive buffet at the reception but we found it rather hard to believe that a St. George's man actually landed under that wedding arch. We thought that was a Western District habit!

We started the soccer season with an unbeatable seven-a-side team. We practised hard and beat the St. George's Dinghy Club in trials. But on the big day down went the "Old Crocks" (the honorary members) in the very first round of the competition. Football enthusiasm has diminished since then and most of us are content to watch the local Wellington Rovers in action — we get a marvellous view from **Angus Morrison's** room—strangely enough he doesn't charge us anything. He was unlucky enough to break his wrist in his first game for the Force.

We had our first Annual Dinner in November with almost fifty guests attending the event. Those who attended included Chief Superintendent and Mrs. A. J. Lodge, Superintendent and Mrs. P. Miller and Major Perkins, Provost-Marshal, U.S.A.A.F. The Dinner was a notable success and is a good omen for future ones.

There has never been a place quite like Ye Olde Towne for ye olde nick-names . . . the Mess is a positive menagerie with Spider, Red Snapper, Budge, Crow and Goose. Other odds and ends are scattered about such as the Blimp (in honour of the dirigible that crashed at nearby Kindley Air Force Base), the Long Joe and, of more recent use, the Fire Extinguisher and the Scrubber. The latter comes from a comparison between **Joe Colton's** crew cut and the kitchen scrubbing brush. The most noble name of all is Marcus — our new dog — long may be bark (during

the day of course). Other nick-names are unprintable but one, in particular, is peculiar to say the least — how does a man, christened Arthur Reece, come to be known as Maurice? A substantial reward awaits anyone who can figure that one out for us.

Locally, **Inspector Morgan** and **Sergeant Denbrooke** have returned to the colony after long and enjoyable spells of leave abroad. **Dud-**

ley Swan's wife presented him with a second son — our congratulations to the proud parents.

For the future, leave is the main topic. Half of the Mess plan to go on leave next year and this should help to pass the winter — one half making plans and the other criticising them.

Merry Christmas and Happy New Year to you all!

"Raes Gestae"

Book Reviews

WITHOUT FEAR, FAVOUR OR AFFECTION by Vernon A. M. Kemp, C.B.E. Longmans, Green and Company, Toronto, Canada. 264 pages, (\$4.50 or 32/6d):

A number of books have been written in the past about the Royal Canadian Mounted Police — the majority of which consisted of colourful and sensational novels which invariably portrayed the policeman as a glamorous red-coated figure who "always got his man". The appearance of Mr. Kemp's book provides an excellent and long awaited change in the pattern.

The author, who recently retired from the Royal Canadian Mounted Police with the rank of Assistant Commissioner, is in the happy position of having all the facts at his disposal and presents his story in a most interesting manner. He deals with the history of the Force from the time he joined as a stenographer and provides

the reader with a good insight into the disappointments and frustration experienced by the R.C.M.P., particularly during World War I and the post-war years.

The book is enlivened by relating many humorous anecdotes which occurred within the Force and the description of some of the characters involved enables the lay reader to learn something of the human failings of the police officer.

Written primarily as an autobiography, the author relates his own experiences in the intermediate ranks between Constable and Assistant Commissioner and gives full credit to other members where it is obviously due, thereby minimising the important part he played in his distinguished career over the years.

This book makes excellent reading for anyone interested in the famous "Mounties" and is worthy of a place on any bookshelf.

J. C. P. H.

THE EDITOR AND STAFF OF THE BERMUDA POLICE MAGAZINE
WISH ALL READERS, CONTRIBUTORS AND ADVERTISERS A MERRY
CHRISTMAS AND A BRIGHT AND PROSPEROUS NEW YEAR.

"INTERPOL"

ITS HISTORY, ADMINISTRATION AND ACTIVITIES

By J. C. P. Hanlon, Bermuda Police.



Interpol Headquarters, Paris.

To the ordinary citizen the term INTERPOL suggests a force of international police detectives which operates from a central headquarters "somewhere in Europe" and generally makes the pursuit of crime a hazardous and unprofitable occupation for the international criminal. No doubt this conception of the term has to a great extent been fostered by the film industry and certain magazines which seem to depend entirely on sensational articles to maintain their circulation.

Whilst this Organisation certainly makes things extremely difficult for the border-jumping crook, it is definitely not the centrally located force that the layman assumes it to be. It is not even a police force in the strict sense of the word but a successful experiment in international co-operation between various police forces of the world.

This article is intended to present the reader with a condensed version of the story of INTERPOL from the point of view of its history, the manner in which the organisation is administered and certain aspects of its activities in its never ceasing battle against international crime. The article is condensed, as the story of INTERPOL is a fitting subject for a book written by a more qualified person, preferably one with an intimate knowledge of the workings of the organisation.

I am deeply grateful to M. Marcel Sicot, Secretary-General of INTERPOL, for his kindness in supplying various items of information about his organisation and for the photographic illustrations and case files which appear in these pages.

HISTORY:

The first attempt to form an international police organisation occurred in 1914 when Prince Albert I of Monaco convened the First International Congress of Criminal Police in the Principality to combat the latest developments in international crime — Albert's action was probably primarily intended to curb the activities of international criminals operating in the tiny principality's gambling casinos. The advent of World War I in August of that year delayed the formation of the organisation and plunged Europe into chaos and misery for four years.

War and its aftermath inevitably result in a breakdown of the social and moral order and the end of World War I in 1918 brought in its wake a crime wave which alarmed the police forces of the continent. Hampered as they were by territorial boundaries, lack of information and extradition difficulties, they were not in a position to effectively combat the increase in crime and the majority of the international criminals pursued their nefarious occupations with comparatively little risk of detection provided

they moved about from one country to another. In 1923, however, the police accepted the challenge of these criminals by forming the International Criminal Police Commission. The Vienna President of Police, Herr Johann Schober, supported by the Austrian Government, invited the police authorities of a number of countries to attend a Congress at Vienna in September of that year. Following this Congress, which was attended by 138 representatives from twenty countries and territories, Vienna became the birthplace and headquarters of the ICPC.

The general aims of the Commission were defined as:—

- (a) "To ensure and officially promote the growth of the greatest possible mutual assistance between all criminal police authorities, within the limits of the laws of their countries." and
- (b) "To establish and develop all institutions likely to contribute to the efficient suppression of ordinary law crime . . ."

The work of the organisation continued through the years and in 1930 the addition of new member countries, the alteration of existing statutes and new needs resulted in the formation of the General Secretariat, this department being completely independent of the Austrian Police.

In 1932, an addition to Article I of the statutes defined the aims of the ICPC and listed the bodies considered to be its constituent parts as follows:—

1. A Central Information Bureau for the suppression of the counterfeiting of banknotes, cheques and other valuable documents;
2. The periodical "International Public Security";
3. The department concerned with the international control of criminals and responsible for the maintenance of records of persons considered to be dangerous;
4. The section responsible for the fingerprints and photographs of international criminals; and
5. The International Central Bureau for the suppression of passport forgery (in

1934 the international police radio network was added to this section):

When the war clouds again loomed over Europe in 1938, it was inevitable that the ICPC would be seriously affected by the political upheaval. A suggestion that the organisation's headquarters be transferred to a neutral capital was not, however, adopted by the General Assembly at the 14th. Session in Bucharest in 1938. Since 1934 the President of the Vienna Police had been President of the ICPC and as Austria had become an integral part of the German Third Reich following the Anschluss, Herr Heydrich, the Director of the Reich Police, was preparing to take over the organisation. He based his right to do so on the fact that as Austria was now a part of Germany, he as Director of the Sicherheitspolizei should automatically become President of the ICPC. This was obviously merely a prelude to his main task, that of transferring the ICPC headquarters from Vienna to Berlin. Heydrich in fact proposed such a transfer of site and insisted on a correspondence vote, members were given three weeks in which to reply — a rather unusual state of affairs as war had just started. Member countries which had not replied within the three week period were considered to have expressed tacit agreement and soon the files of the organisation were moved to Berlin where they disappeared during the fall of the city in 1945.

Following the cessation of hostilities the inevitable crime wave reared its ugly head and soon the international crooks were prospering on the misfortunates of homeless and destitute peoples in the melting pot of Europe.

The need for the international police organisation was more formidable than ever before. In 1946, M. F. E. Louwage, Inspector-General of the Belgian Police, called a meeting of the representatives of the old member countries. These invitations were forwarded through diplomatic channels and called for a meeting of representatives of the governments who had subscribed to the principles of the ICPC. This step finished all ideas of the ICPC as an unofficial organisation.

The meeting was attended by representatives of the following nineteen countries:—

Bermuda

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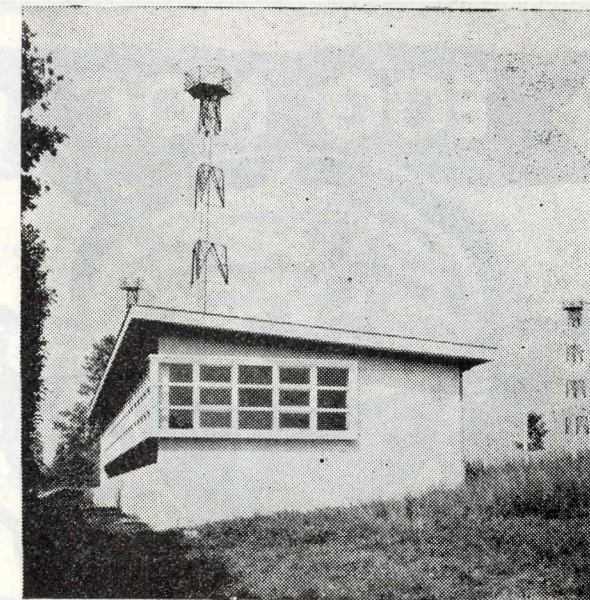
The organisation opened its ranks to new members, a new Constitution was drawn up and a new headquarters site, Paris, was chosen as Austria was no longer suitable due to the fact that it was an occupied country. The administration of the organisation was altered and the ICPC was now run by the President, assisted by an Executive Committee which was completely independent of the country in which the headquarters were located. Section 5, paragraph 5, of the statutes provides that "the members of the Executive Committee will, as far as possible, originate from different countries, but that the Secretary-General will preferably belong to the country where the seat of the Commission has been established."

The first President of the newly re-organised body was M. F. E. Louwage, a well earned appointment in view of the initiative he had taken in the revitalisation of the ICPC — and the Secretary-General was M. L. Ducloux, then Director of the Police judiciaire of the French Surete Nationale.

Up to 1947 no rules were in existence as to how co-operation should be effected between the participating countries themselves and between those countries and the international bureau. However, the statutes of 1947 amended this and provided that:—

- (1) "The National Central Bureaux centralise and co-ordinate the documentation in connection with national and international criminals;" and
- (2) "The ICPC should not intervene in the organisation or methods of the working of the national central bureaux which shall be entirely free."

(A National Central Bureau is a national policy body in the member countries which deals with international police cases and acts as liaison with other similar bodies and the General Secretariat. International police action is based on the data provided by these bureaux. In effect the National Cen-



The Interpol Radio Station.

tral Bureau is a base of operations which deals with cases of an international character. Countries usually designate their national police headquarters as the location of this body.)

Member countries were under no obligation whatsoever to establish national central bureaux, but as time went on and their value became apparent, they were set up in all countries with the exception of those whose constitutions prevented them from so doing.

The disappearance from Berlin in 1945 of the bulk of the organisation's files posed a serious problem. A small amount of papers, by no means the most valuable ones, were taken by air from the German capital during the Russian blockade of 1948. The long and difficult task of providing a new set of files was undertaken and by 1957 the patience and diligent work of the organisation's personnel resulted in a new and up to date system of files. These include 235,000 personal files, this is not a true indication of the actual number of criminals as some use numerous aliases, a figure in the region of 100,000 would probably be more accurate. In addition the files include 18,000

(Cont. on p. 58)

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Interpol (cont. from p. 55)

sets of fingerprints and approximately 62,000 files on criminal cases.

Once a criminal merits the attention of INTERPOL he is never forgotten until he is dead. Surveillance is perpetual — when he is arrested or imprisoned this fact is noted on his record and when he is released his name goes back on the "active list" in Paris. Criminals are listed four ways — alphabetically by name, phonetically by name, by fingerprint classification and by the type of crime committed. When an arrest notice is forwarded by a member country the particular criminal's dossier is marked with a green tag — a black tag indicates that there is a body to be identified which may be that of a known criminal. The photographic files are classified by means of a numbering code on facial characteristics. This system is used as a defence against those criminals who are not merely content with changing their identities but who even attempt to change their appearance in an attempt to avoid detection and apprehension. It is claimed that a criminal would have to alter his forehead, nose, mouth, chin, cheek formation, etc., etc., to successfully defeat this system of coding.

In 1956 the organisation, which now consisted of fifty-five member countries met in its birthplace, Vienna, and adopted a new Constitution. This contained fifty-five articles and the title of the body was changed from the International Criminal Police Commission to the International Criminal Police Organisation (INTERPOL). The latter word, which was originally the telegraphic address of the organisation, had been such a success that it became part of the official title.

THE GENERAL ASSEMBLY:

The General Assembly, as the term implies, is the supreme authority of the organisation. Ordinary sessions are held once a year and extraordinary sessions are held as and when necessary.

The national delegations attending these sessions usually include high officials of departments dealing with police affairs, officials whose normal duties are connected with the

activities of the ICPO and officials who are specialists in the subjects set down for discussion on the agenda of the sessions.

The sessions are convened in two ways:—

- (a) by invitation issued by the country where the session is to be held — these invitations are sent through diplomatic channels to the governments of the member countries; and
- (b) by invitation issued by the Secretary-General to the bodies which form part of the ICPO.

Member countries may invite the General Assembly to meet in their respective countries and this is in fact done. The official languages used at sessions are English, French and Spanish.

The Assembly is vested with all the powers and functions of a supreme governing body and has active control over the ways in which the ICPO functions. The decisions of the Assembly are, however, not binding on member countries and are expressed mainly as recommendations which can be accepted or rejected — the Constitution does, however, specify that member countries should, as far as it is compatible with the laws of their respective territories, do all within their power to implement such decisions as are handed down by the Assembly. Decisions are arrived at by means of a vote, each national delegation has one vote and various voting systems are used —

- (a) The simple majority — needed for normal decisions of the Assembly;
- (b) The two-thirds majority — needed for a decision on membership of new countries, election of President and for approval or alteration of the General Regulations;
- (c) The majority of two-thirds of the members of the organisation (and not merely two-thirds of the members present and voting) — needed for any alteration to the Constitution.

THE EXECUTIVE COMMITTEE:

The Executive Committee consists of the President, two Vice-Presidents and six members belonging to different countries, "due consideration having been given to geographical distribution." Generally this distribution is as follows

— three delegates from the European countries, two from Africa and Asia and one from the American continent — in addition the President and Vice-Presidents must be members of a different country to these three groups. No member of the Executive Committee is eligible for re-election to office after his term has expired and the President serves for a period of four years. The two Vice-Presidents and the committee members hold office for three year periods. The committee is required to meet at least once annually but in actual practice it meets twice each year — the first meeting is usually held a few months prior to the General Assembly Session and the second at the same time as the session.

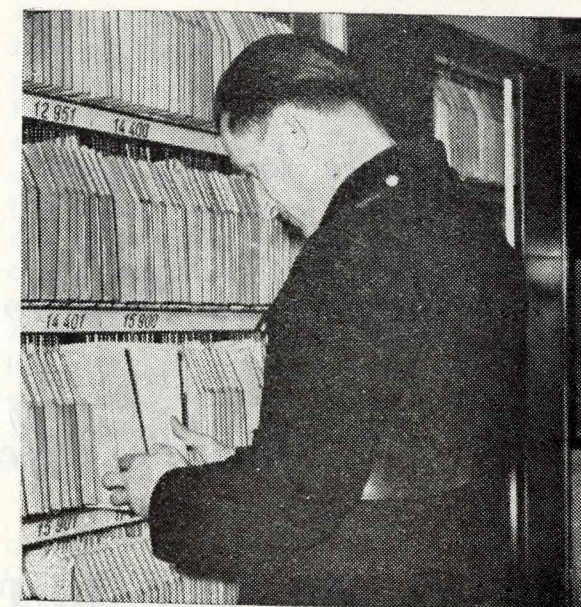
The committee supervises the execution of the decisions of the General Assembly, decides on the agenda of the Assembly Sessions, exercises some control over the General Secretariat and advises on complex cases.

THE GENERAL SECRETARIAT:

The General Secretariat, which is housed in a building on the Rue Paul Valery in Paris, deals with all matters of administration during sessions of the General Assembly, prepares for the sessions and forms a permanent link between the organisation and its members. It keeps member countries informed of the movements and activities of international criminals operating all over the world and the member countries in turn forward their information to this nerve centre where it is absorbed and catalogued and relayed to other countries — thus keeping the criminal "on the spot" once his movements have been reported to Paris.

The Secretariat consists of the following sections:—

- (a) A general administration section which also deals with the central radio station;
- (b) A criminology and law section which includes the international library (in 1957 this library contained 1,300 works and regularly received some 240 different magazines and periodicals on aspects of law and police work;



General Secretariat Files.

(c) A section dealing with information on international police cases, which is subdivided as follows —

- (i) that devoted to the editing and sale of the "International Criminal Police Review" which is published monthly; and
- (ii) a Counterfeit and Forgeries section (situated at The Hague, in the Netherlands):

M. Marcel Sicot, Inspecteur-General des Services et Ecoles de Police de la Surete National (Services and Training Schools) in Paris, took over the duties of Secretary-General from M. Ducloux in 1951. This official is on loan from the Surete Nationale and is considered to be one of Europe's most experienced investigators. He was the officer responsible for tracking down and arresting the "Versailles Murderer" (Ernest Weidmann, who murdered seven young girls at Versailles) prior to the outbreak of World War II. He is assisted by a staff of approximately forty officials, all of whom are French police officers and telecommunications technicians with the exception of five translators and multi-

(Cont. on p. 61)

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Interpol (cont. from p. 59)

lingual secretaries. In addition to the staff in Paris, six Dutch police officers operate the Counterfeit Section at The Hague. The Netherlands Government, in addition to other grants, pays the expenses of this section.

THE RADIO NETWORK:

With the advent of faster methods of travel, particularly that of air travel, it became imperative that the police should be in a position to operate as fast, if not faster, than the travelling criminal. Up to 1923 international police communications depended to a large extent on the postal, cable, telephone and teleprinter services. Whilst these public services provided an excellent service it must be borne in mind that they were at times overburdened with work and consequently urgent police communications did not always receive the priority required to make them as effective as possible. In addition, communications by means of telegram, cable, etc., had to be sent out individually and this method resulted in waste of time when it was of the utmost value and importance. The teleprinter system, which was most effective, had a disadvantage in that not all capitals were connected by the system.

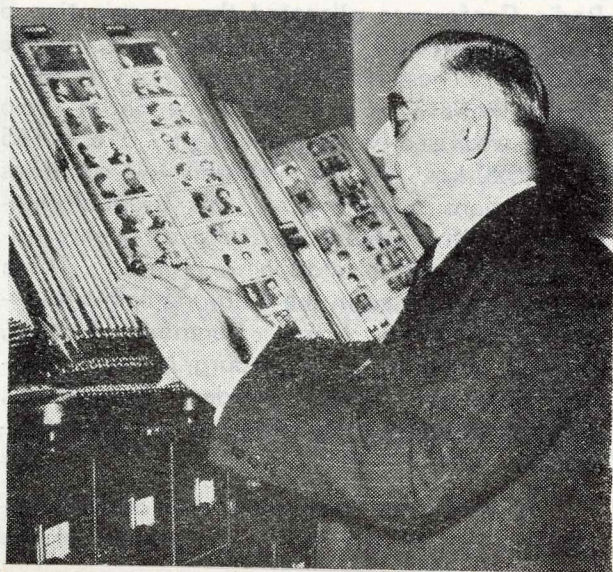
As a result of these disadvantages in communications it became more and more apparent that the existing methods were outdated as far as international police work was concerned. The then ICPC decided that the organisation should operate its own radio network. A certain amount of opposition was offered on the grounds that the regular methods of communication were adequate for the needs of the police and that the cost of operating such a network would prove far too expensive. The disadvantages of the former objection have already been discussed and it is interesting to note that when a comparison was drawn up for the year 1956 it was calculated that the number of radio messages sent out that year (43,726) costs 65,000 Swiss francs compared with an estimated 200,000 Swiss francs if these messages had been sent out by teleprinter.

In 1923 at a meeting in Vienna the proposal for a radio network was introduced but it

was not until 1927 that the Washington World Radio Conference allocated the organisation a band of between 3,000 and 8,000 kcs. for police purposes. These frequencies were not very satisfactory however and in 1929 the Berlin radio station was used on frequencies of 7,016, 4,165 and 3,520 kcs. At this time only five countries had stations operating — this gradually increased to the present day total of twenty (including the control station in France). These stations are located in the following countries — Austria, Belgium, Brazil, Denmark, Finland, Holland, Israel, Italy, Luxemburg, Morocco, Norway, Portugal, Spain, Sweden, Switzerland, Tunisia, Turkey, United Kingdom and West Germany.

In 1946 when Paris was chosen as the headquarters site of the ICPO, the station of the Communications Department of the French Ministry of the Interior was used by the organisation, but, due to the fact that it was located in the centre of a busy industrial region, it proved unsatisfactory for international purposes. The present station is situated in open country at Lagny-Pomponne, about 18 miles from Paris. Two four kilowatt transmitters are in use and the station is controlled from an operations room at the Ministry of the Interior station in Paris. The Lagny-Pomponne transmitters are controlled from a remote-control desk which is connected telephonically to the transmitting station outside the city. It is thus possible to operate eight single frequency transmitters — five of them simultaneously — and one multi-frequency transmitter. Consequently the station can broadcast with all transmitters without a single operator being nearer than the control desk located some 18 miles distant. The frequencies used by the station at present are 3593, 4632.5, 6792, 10390, 14817.5 and 19130 kcs.

In order to ensure maximum effectiveness the stations of the member countries should be able to operate on at least three frequencies — one for day, one for night and the third for twilight hours. The greater majority of these national stations do have three frequencies and others have more than the required number. These stations can communicate directly with each other and the task of the Paris station in



The Rogues Gallery

such instances is merely that of clearing the required frequency so that it is available for use.

When a national bureau desires to make a general broadcast, usually in respect of wanted persons, unidentified criminals, etc., it sends a telegram to the national station and the latter transmits the message simultaneously to the stations required. The Lagny-Pomponne station acts as both a regional station and a central station which can broadcast messages simultaneously to **all** other stations — a task beyond the capabilities of the equipment of the national stations.

The INTERPOL network used radiotelegraphy as opposed to radiotelephony and the operators transmit in Morse Code. This system ensures that messages are sent out more rapidly, are less liable to error in text during transmission and enables operators who do not speak a common language to converse together. Radiotelegraphy also has the added advantage of being less liable to interference by jamming than radiotelephony. All messages are transmitted in an abbreviated form through the use of a special code which renders them more comprehensible to the receiving officials regardless of language barriers and conversely renders them less intelligible to unauthorised persons who might receive such messages on the air.

The volume of radio messages has increased considerably in recent years as was shown by a comparison for the years 1954-1956 as follows — 1954 33,875 messages, 1955 38,010 messages and 1956 43,726 messages.

An idea of the effectiveness of the radio system can be obtained from the following cases:—

(a) On the morning of August 29, 1956, a man who worked as a temporary cashier in a Ramsau (Berchtesgaden — Germany) bank failed to report for work. It was subsequently discovered that 11,000 Deutsch Marks were missing from his till. Police immediately investigated and at 3 p.m. ascertained that the culprit had left for Munich and had then gone by air to Frankfurt-am-Main, where he later caught a plane for Paris. This information was sent to the German National Central Bureau at Wiesbaden which in turn sent a message to the French National Bureau at 3.40 p.m. At 4.45 p.m. INTERPOL-WIESBADEN was informed by INTERPOL-PARIS that the culprit had been arrested just as he was boarding a plane for South America:

(b) On May 25, 1957, Paris received a general delivery telegram requesting the arrest of a Dutch citizen on a charge of indecently assaulting a young boy. No information could be given as to his possible whereabouts. On the morning of May 28 the General Secretariat in Paris received information from INTERPOL-MADRID that the culprit had been arrested at Barcelona where he was being held with a view to his extradition:

The above cases adequately prove that a country which operates its own radio station has a considerably greater potential for action than one without it.

FINANCES:

The financial cost of operating the ICPO is derived from membership subscriptions and from very generous grants by the French and

Dutch Governments. Since 1954 subscriptions are paid on the basis of population, having regard to various factors such as standards of living, rate of increase of population, etc. In 1957 the total income of the organisation was 714,824 Swiss francs (approximately £58,590) and the total expenditure was 376,108 Swiss francs (£30,880).

GENERAL ACTIVITIES:

INTERPOL combats the activities of the international criminal by three distinct but complimentary activities, namely the exchange of police information, the identification of wanted or suspected persons and finally the arrest of those persons wanted on a warrant issued by the judicial authorities — usually accompanied by a request for extradition.

The information exchanged is of a varied nature and may concern things ranging from the illegal activities of one or more persons to descriptive documents such as criminal histories, fingerprints and photographs. This information may concern persons who have been apprehended or persons under surveillance or merely suspected persons.

The following cases serve to illustrate how the thorough and painstaking efforts of INTERPOL are making the activities of the international criminal more and more difficult and dangerous.

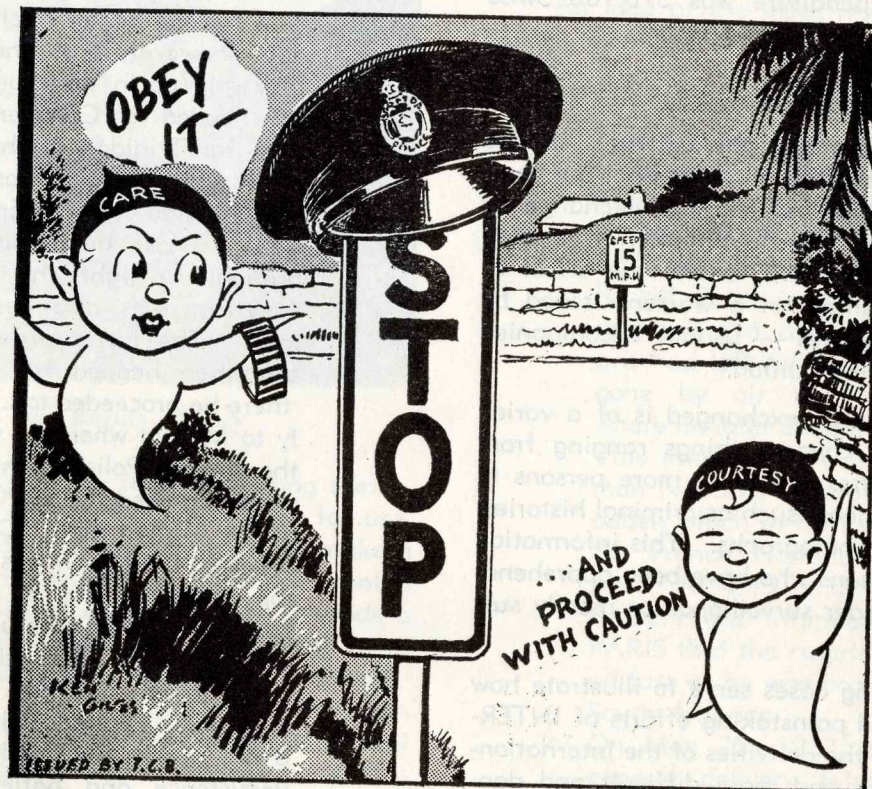
(a) An Englishman and an American indulged in a series of cheque frauds in various parts of the world. This very persistent pair of gentlemen were first noticed by the police in the Dutch West Indies where they were posing as engineers and writing cheques on a non-existent bank in San Francisco. A check of the records in Paris revealed that the American was on the wanted list in the United States for uttering false cheques and that the Englishman had aroused the interest of Scotland Yard by virtue of the fact that he had three convictions in England, three in Canada and one in Singapore. INTERPOL requested information regarding the movements of

these men and it was subsequently reported that they had originally left the United States and had travelled through Guatemala, Cuba, Haiti and Costa Rica, leaving a trail of worthless cheques behind them as they travelled along. As a result of the organisation's persistence the net began to close around the pair—however, in an unexpected move, they split up in Venezuela; the American headed for Cuba and the Englishman for Trinidad in the British West Indies. Information was later received that he had left for England via Antigua and additional information brought to light the fact that the American was also heading for England. The latter arrived in England and then headed for Paris — from there he proceeded to Lisbon and finally to Madrid where he was arrested by the Spanish Police. The Spanish authorities notified INTERPOL of the arrest of the wanted man. During a routine check of the files it was discovered that the American was in actual fact the Englishman, who was using his confederate's papers. The wires began humming again and the American was eventually located living in Antigua, B.W.I., using the Englishman's papers. Persistence and patience had again proved unbeatable, as this combination so often does in police work.

(b) On May 2, 1958, INTERPOL-THE HAGUE sent message to INTERPOL-BRUSSELS, LUXEMBURG, PARIS, WIESBADEN, VIENNA, ZURICH, ROME, MADRID and LISBON, reporting that a certain Daniel H. had disappeared, leaving the Netherlands on April 16, 1958, for an unknown destination in the company of Maximilien R. and of the latter's wife. H. had abandoned his wife and four children. On May 15, INTERPOL-THE HAGUE sent another message for circulation to all INTERPOL stations,

(Cont. on p. 76)

THIS IS THE LAW



Transport Control Board maintains full
Co-operation with the Police, and extends
Best Wishes for success in this Magazine venture.

Our motto, and yours,

"CARE AND COURTESY ALWAYS PAY."

Bona Vacantia (cont. from p. 49)

that year put under the control of the Admiralty, wrecking and looting of wrecked ships was stamped out. Collectors of customs in country seaside districts were mostly appointed as ancillary appointments as receivers of wreck on behalf of the Board of Trade. My father as a young man was one of such collectors of customs appointed a receiver of wreck and he has often related to me that his duties as such were more concerned not with preventing looting of vessels by inhabitants but preventing the local Lord of the manor who held an old franchise to take wreck for himself, sending out men in boats to fish merchandise out of the sea his rights properly accruing only when such cargo was washed unaided ashore.

Wreck is not defined in the Merchant Shipping Act, 1894. In the middle ages diving apparatus whereby a person could remain under water any length of time had not been invented and therefore, it being a physical impossibility to bring up objects sunk more than a few feet in the water the prerogative right of the Crown to wreck covered only what was washed on shore. The Statute 27th. Edw. III, c.13 provided that if any ship were lost on the shore and the goods came to land (which says the statute cannot be called wreck) they should presently be delivered to the merchants, paying only a reasonable reward or salvage to those that saved and preserved them. There was nothing in it relating to the prerogative right of the crown to claim objects found in the sea, not washed ashore, and therefore not wreck. The Act 27 Edw. III, c.13 was not mentioned in the revised edition of the Statutes and therefore the common opinion was that after the passing of the Merchant Shipping Act, 1854 the prerogative right of the Crown to wreck and the kindred subjects, flotsam, jetsam, ligan and derelict had been taken away by the provisions mentioned in the Merchant Shipping Act, 1854. To remove all doubts on this subject the 22nd. Schedule to the Merchant Shipping Act, 1894 which sets out the list of repealed statutes begins with 17th. Edw. II, Stat. 2, c.11 the statute prerogativa Regis — extent of repeal — "wreck of the sea." The original

personal prerogative right of the Crown to wreck, flotsam, jetsam, ligan and derelict therefore no longer exists and therefore there is not much purpose served in trying to speculate whether in remote times if a wreck had been discovered and valuables brought up from the depths below, the Crown might have claimed them. The Merchant Shipping Act, 1894 is styled. "An Act to consolidate Enactments relating to Merchant Shipping" The Merchant Shipping Act, 1854 was similarly styled and it was not an Act to extend or clarify the prerogative rights of the Crown to wreck, if there was in fact any difference in the conception of wreck for the purposes of *regalia prerogativa* and the common law conception of wreck which envisaged a ship being lost at sea and the goods or cargo being thrown upon the shore. Thus in *Palmer v Rouse* 1858 3 H. and N.505; 157 E.R. 569 a large raft of timber had drifted from the place where it had been moored and had been collected by the plaintiff and brought ashore at Yarmouth Beach. The plaintiff claimed salvage for his services and the question arose whether this timber which had thus never been stowed on any vessel at the time it got adrift was wreck for which salvage could be claimed under the Merchant Shipping Act, 1854. The owner having claimed it there was no claim made to it by the Crown, but in any event it was held that a timber raft of this description which had got adrift, not being a vessel capable of being navigated, was not "wreck" within the meaning of the Merchant Shipping Act, 1854 for which the plaintiff could claim salvage for his services in preserving it. The position in regard to anything at the present time found in the sea therefore is that it cannot now be claimed by the Crown under the Crown's personal prerogative or the ancient statute of Prerogativa Regis 17th. Edward II, Stat. 2, c.11, if it ever could have been which is more than doubtful, because by the Merchant Shipping Act, 1894 all prerogative rights of the crown to any form of wreck have been abolished. The Merchant Shipping Act, 1894 has no retrospective effect and thus even if the object is washed ashore from a ship it cannot be wreck if the ship foundered before 25th. August, 1894 when the Merchant Shipping Act, 1894 was passed, and even less so if the

object has never been washed ashore but has remained in the open sea. It thus has gone back into "common stock" and becomes "bona vacantia" and the first person reducing it into possession becomes the absolute owner of it. This statement is in accordance with the few recorded cases of bullion, coins and valuables washed ashore on the coasts of Britain evidently part of the cargo of some ship which has foundered so long ago that nothing specific can be ascertained about it. Odd coins and valuables from their date apparently belonging to one of the several ships of the Spanish Armada wrecked off the coasts of Great Britain in 1589 have found their way into local museums, but the Crown has never made any claim to them.

Probably the most spectacular recovery of treasure from the sea was that made by William Phips (or Phipps, the name is variously spelt) in 1687. Like many other figures in American history at this period little is known about his early life, but he was born at Woolwich in the Colony of Maine. The Encyclopaedia Britannica gives the date of his birth as 2nd. February, 1651. He was apprenticed to a shipwright and having married the daughter of a well to do contractor, he was the first to make a business of salvaging cargo from shipwrecked vessels. In this capacity he was given a commission to search for shipwrecks and after a further period of fruitless work discovered in 1687 the wreck of a Spanish treasure galleon, the "Golden Lion of Arragon," Christopher Monck second Duke of Albermarle, chairman of the Board of Trade and Plantations had granted him this Commission and put in command of the frigate "Algier Rose" he searched the coast of the Bahamas for Spanish wrecks without success for three years, and his crew becoming mutinous, he returned but in the course of his cruising he got news of the position of a valuable wreck which in 1644 had struck on the way to the Bahamas the Ambrogian Reef of silver-shoals and foundered off the coast of Hispaniola (now called Haiti), he persuaded the British Government to provide him with another ship and returned and eventually found the site of this wreck. According to an observer on board, a Mr. Taylor, his method of raising what he could

of the treasure in her hold was to employ about 300 natives to dive down for it and to enable them to remain for comparatively long periods under water, he let down the equivalent of diving bells consisting of wooden tubs weighted so that they would remain let down by ropes a few feet from the bottom and into these the submerged divers swam from time to time to regain their breath. They eventually brought up 170 tons of coined dollars and pigs of metal, silver dishes, jars and plates. These valuables subsequently realised £300,000 out of which Phips received £16,000 and he was knighted by King James II. He was also sent back as Governor of New England, but being a man of poor education was not suited to the position thus thrust upon him, particularly having regard to the then unsettled condition of the colony. He went back to Maine and in 1690 took part in an expedition against the French in Canada which took Port Royal. He then returned to England to petition for the restoration of the charter to the New England colonies which had been annulled in the reign of Charles II with the result that a new charter was granted in 1692. Complaints having been made about his incompetence as a Governor in not fortifying the frontiers against the Indian tribes, he was recalled to England to face various charges but died 18th. October, 1695 before the hearing was completed. He was a firm believer in witchcraft and as Governor did nothing to abate the witchcraft mania which at this period was rampant in the American colonies. It would have been much better for him if he had kept out of politics and gone on with salvage work. In this instance, he having been employed by the Crown on a sharing basis the bulk of the proceeds of the recovery of the cargo of the Golden Lion of Arragon went to the Crown without any question of its being claimed as wreck vested in the Crown by virtue of the Crown's prerogative.

In modern times nearly all ocean going vessels likely to contain any great quantity of treasure are owned by limited companies and are fully insured. If such a ship founders and the insurers pay up as for a total loss, salvage rights vest in the insurers. If there is any possibility of raising any objects of any value, the insurers

contact some firm which makes a speciality of undertaking such salvage work. In some instances the insurers sell back to the shipping company for a fixed sum the salvage rights and the shipping company takes the chance of regaining what has been lost. Unless such salvage work is completely abandoned, no third party has any right to raise and take away what can be found on the site of the wreck.

What treasure lies sunk off the reefs of Bermuda it is impossible to say. The earliest map of Bermuda, 1618, shows masts of wrecked ships sticking out of the ocean all round the Islands, but the positions are due to the imagination of the cartographer as a pictorial method of describing the stormy and dangerous character of seas in the vicinity. Numerous vessels have foundered at one time or another off Bermuda, but how many of them contained any gold or silver worth the expense of attempting to locate and raise is extremely doubtful. No naval action or privateering exploits took place at any time off the coasts of Bermuda during the time it has been a British colony and thus the possibilities of finding any treasure in the waters off Bermuda are really very remote, and would be confined to vessels carrying ordinary merchandise or slaves to the West Indies. New Providence Island and the Tortugas were the centre of buccaneer privateering and piracy and these parts and the coast of Florida are today a much more promising scene for the activities of the treasure hunter than the reefs of Bermuda. With the invention of the aqua lung and the common use of deep sea diving outfits "treasure diving holidays" have become popular in the U.S.A., and on this subject James and Barney Crille have written an extremely interesting book which has beautiful coloured photographic illustrations published by Collins, St. James Place, London. The Federal Government can claim treasure trove found on land or within the three mile limit in the same way as the Crown in Great Britain but I am told that whereas in England the Crown pays full value to the finder and keeps the treasure, the practice in the U.S.A. is for the Secretary of State to claim a portion of the value according to his discretion and allow the finder to keep the treasure and dispose of

it how he likes. With regard to recovery from old wrecks the American Government makes no claim at all if the treasure is more than 100 years old but if the finder makes a business of searching for treasure from old wrecks and makes an exceedingly profitable find, he may be assessed to American income taxes on it. The same applies in England to a company which makes a business of undertaking salvage. The dividends in it received by shareholders like the dividends obtained from shares in any other kind of trading company are liable to tax.

The local fishermen and those who are open to let out large motor boats on the coast of Florida know the location of a great number of old wrecks. They themselves know from experience that although a few coins and relics are brought up from time to time, it does not pay as an all the year round business to go looking for treasure in these wrecks themselves, and much more profit can be made by taking out visitors and leasing to them diving equipment to have a "look see" on the beds of the ocean and let them take away anything they find. Dr. Crille and his wife have pursued a hobby of spending their vacations in the Bahamas, the Mediterranean, Florida and elsewhere searching for sea treasure. In the various seaports of the Mediterranean any amount of broken Roman crockery is continually being brought up but little else. At Looe Key off the Florida Coast the Crilles were taken to the site of a wreck which by making inquiries at the Public Record Office in London they were able to establish in 1931 to be that of H.M.S. Looe lost off Florida in 1744 — Captain Ashby Urring — all hands saved. 4th. February, 1744. The site was easily located by reason of there being a number of cannon which had been thrown overboard to lighten the ship and were easily distinguishable although encrusted in coral formation. These were brought to the surface along with some old animal bones, crockery and a few coins. As the Crilles explain in their book these objects may remain in their original shape for long periods in sea water but brought to the surface and exposed to the oxidisation of the air metal objects quickly disintegrate. The Crilles have thus spent a number of enjoyable holidays

treasure hunting with a good deal of the spice of adventure in them and with more than unusual success in making actual finds, but they make no pretence that on balance they have made any profit out of their activities.

Recently there has been introduced into the Bermuda House of Assembly a bill entitled "The Wreck and Salvage Act, 1957." Upon the introduction of this bill it was stated that its object was not to prejudice the title claimed by Mr. Teddy Tucker and Mr. Canton to the gold ingots, emerald studded cross and other objects which a couple of years ago they discovered on the site of a wreck of a ship which foundered at some date unknown but said to be about 1597 that is to say about twelve years before Sir John Sommers was wrecked in 1609 on the islands and laid the foundation on it of British settlement. The Bermuda Government at the time of the announcement of this discovery made a claim to these objects presumably as wreck and as this claim has not been formally abandoned — at least so I am told — it is not right for me to venture any opinion about it. But in the subsequent negotiations for the acquisition of the trophies it became manifest that there were certain shortcomings in the Bermuda law relating to wreck and this bill has been brought in to clarify the position. The Imperial Merchant Shipping Act, 1894 Part IX Sections 510 to 571 makes provision for wreck and salvage. The Act applies to Bermuda as to other British colonies and possessions, but it is left to the particular colony to make its own arrangements to provide machinery for imple- applicable. A Bermuda Act cannot override an Imperial Act but may supplement the provisions of the Imperial Act in so far as they are applicable to Bermuda and therefore Section 29 of the bill provides "the provisions of this Act shall be in addition to, and not in derogation of the provisions of any other Act." In large part the provisions of this Bill are a reenactment of the provisions of the Imperial Merchant Shipping Act, 1894 specially worded to meet the requirements of Bermuda. Since no proper provision had ever been made to do this previously it is all to the good. Section 2 provides that the Governor is to appoint a Receiver of Wreck

to carry out the duties and discharge the functions imposed upon him of this "or any other Act." Section 3, "Duty of Receiver where vessel in distress" reenacts Section 511 of the Merchant Shipping Act, 1894; Section 3, Section 512; Section 5, Section 513; Section 6, Section 514; Section 7, Section 516; Section 8, Section 517; Section 9, Section 518; Section 10, Section 519; Section 11, Section 520; Section 12, Section 521; Section 13, Section 522; Section 14, Section 525; Section 15, Section 527; Section 16, Section 535; Section 17, Section 533; Section 18, Section 537; Section 19, Section 546; Section 20, Section 547; Section 21, Section 547; Section 22, Section 551; Section 23, Section 552; Section 24, Section 553; Section 25, Section 555; Section 25, Section 556; Section 27, Section 567 The fines which can be imposed as penalties under the Merchant Shipping Act, 1894 have however been raised under the proposed Act and where the maximum fine was £100 it is now to be £500. But the sentences of imprisonment, where applicable, which were very severe have been cut down.

The Bill however provides in a new Section 28, (1), "Except under the authority of a permit issued by the Governor, and subject to such conditions as may be attached thereto, no person shall, within Bermuda or the territorial or tidal waters thereof, by any means whatsoever, search for any vessel or cargo, or part thereof, or for any other objects lying on the seabed as a result of shipwreck or other accident or having been jettisoned and in respect of which vessel cargo or other such objects, no claim to ownership has been established.

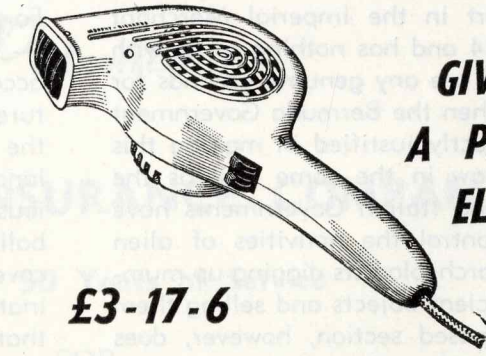
(2) Any person acting in contravention of this section shall be guilty of an offence and shall on conviction by a court of summary jurisdiction be liable for a first offence to a fine not exceeding five hundred pounds and for any subsequent offence to a fine not exceeding two thousand pounds for each such offence."

I am told that this provision has been put in as a consequence of American and other treasure hunters coming to Bermuda after the publicity given to Mr. Tucker's treasure finds to look for similar valuables, and having found



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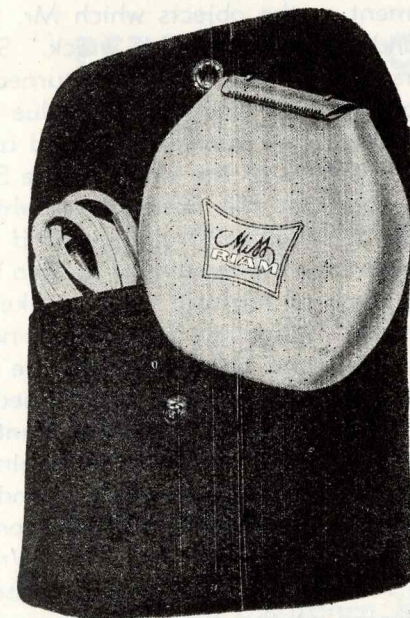


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in a very short time loads of boodle which generations of Bermuda fishermen setting weekly their fishpots over the same places entirely missed, left Bermuda much richer than they came. Whether there is any real ground for thinking that Bermuda's stock of sea treasure is being quickly denuded in this way, I have no means of judging. This section 28 in the Bermuda bill has no counterpart in the Imperial Merchant Shipping Act, 1894 and has nothing to do with shipping. If there are any genuine grounds for such statements, then the Bermuda Government are no doubt perfectly justified in making this provision in the law in the same way as the Egyptian, Greek and Italian Governments have passed laws to control the activities of alien Egyptologists and archeologists digging up mummies and other ancient objects and selling them abroad. The proposed section, however, does not definitely state that the person who commits the offence of searching for treasure without a licence from the Governor and who happens to find something of value cannot retain it. If the possibility of finding treasure in the sea is just a remote possibility like finding a valuable pearl in an oyster served in a restaurant, then I would personally take the view that it would be better trade development policy to let visitors follow the hobby of the Criles in diving for treasure while Bermudians cash in on the business of letting out boats and diving equipment to them.

This bill on 6th. November, 1957 was referred to a select committee with the Hon. J. E. Pearman as Chairman. The Committee had not reported before prorogation of Parliament prior to the General Election in March, 1958, and therefore automatically expired. I have seen recently that the bill has been proceeded with and has now got to its second reading. He got a rough handling in the House of Assembly and has been referred to a new select committee. In the meantime I see from the newspapers that Mr. Edward Tucker and his partner Mr. Canton have put some of the articles recovered from other wrecks they have searched on view at a house owned by the Tucker family, "Inglenook", facing the Hamilton waterfront, and intend to make a charge to see this private museum. More recently

(6th. November, 1958) it was reported in the press that a Mr. Downing, an American citizen living at Cavello Bay, Somerset, has discovered what may prove to be the remains of Admiral Sir George Somers' flagship, the Sea Venture which was run ashore in a leaking condition in 1609. The wreck is reported to be in 12 to 15 feet of water about three quarters of a mile off Gates Fort, St. George's, which according to tradition — the spot was not clearly recorded in Somers' account of the wreck — is where the Sea Venture was purposely shelved on a reef to enable the passengers and crew get ashore on the Islands which they had providentially found. Various objects, a jug and a vase and some cannon balls and pieces of ship's tackle have been recovered and have been sent to experts for examination and possible identification. It is reported that meantime a police constable is detailed to see that unauthorised persons do not make further searches on the site and remove articles which may prove of great historical value. This may lead to a claim being made by the Bermuda Government to the objects which Mr. Downing has found on the site of this wreck. Since the survivors of the Sea Venture returned to the wreck and took off everything of value to themselves in their new surroundings and used considerable portions of the wreck of the Sea Venture to construct the Patience in which they subsequently sailed to Virginia, even if this new find proves to be the remains of the Sea Venture, nothing much of intrinsic value is likely to be found there. What has been found, not being gold or silver, and being found in the sea and certainly not hidden cannot be claimed by the Crown as treasure trove. The Sea Venture was privately owned and what was left behind might be said to have been deliberately abandoned by Sir George Somers which has thus become since then bona vacantia. The bill "The Wreck and Salvage Act" is not yet law and consequently Mr. Downing at the time he discovered what may be the remains of the Sea Venture was under no obligation to hold any permit to entitle him to look for objects on the seabed. The question therefore whether the Bermuda Government can make a valid claim to Mr. Downing's finds bristles with difficulties. There is no precedent which covers it.

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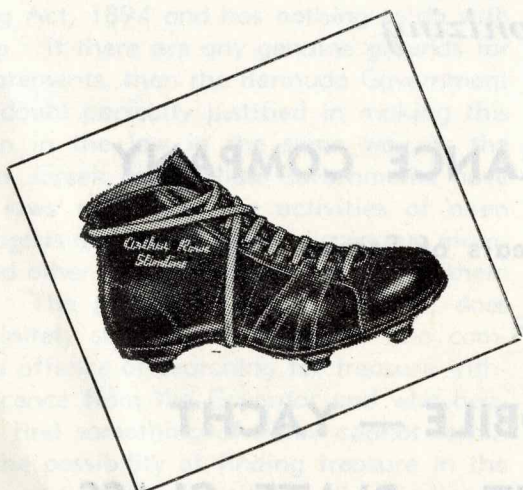
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Traffic Unit Notes

The Traffic Unit has now completed its move to Prospect and is firmly settled in at its new quarters situated at the old R.A.S.C. Lines. Members of the Unit look back at their old office in the Central Station and wonder, as indeed they may, how such a large number of persons operated in such cramped quarters for so long a time.

Plans for the new offices were supervised by the Office i/c Traffic, **Inspector John Marshall** and the results of his efforts are clear for all to see. Patrol officers now have a large Reports Room in which to deal with the vast amount of paper work, the compilation of which is the average policeman's lot; and the records, to which constant reference is necessary, are now easily accessible in the Records Office which is ably manned by Messrs. **Railton, Selby and Fletcher. M.R.**

The newly created Operations Room is now happily nearing completion and the officer in charge has adequate resources at his disposal for the efficient running of the Unit. This is necessary to enable the Traffic Unit to achieve its boast that it is in a position to deal with all incidents with speed and efficiency and we look forward to the completion of the 'hub' of the Unit by which time we shall be in a position to serve the public more fully.

On either side of the Operations Room is an office manned respectively by the Traffic Inspector and the Duty Sergeant, both of whom are ready at all times to offer suggestions and inevitably, to make the final decisions. The Traffic Inspector's office and the Operations Room are equipped with internal radio facilities through which an officer may be immediately contacted should he be within the confines of the Traffic Unit Compound.

To relieve some of the pressure from the Central Station in dealing with complaints from the public, plans were carried out to include an inquiries counter with an officer on twenty-four hour duty. It is felt that when this new feature is more familiar to the public, especially in the very large area surrounding Prospect, they will

bring their complaints to the Traffic Office where, with the complete co-operation of the Central Station, they can be dealt with in the efficient manner to which the public are entitled.

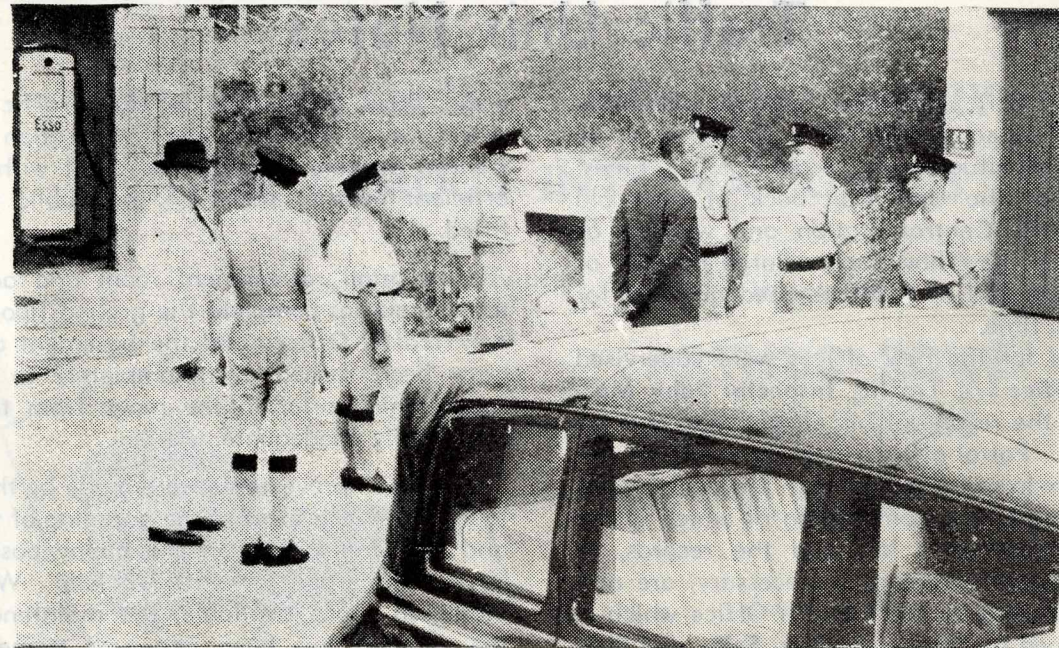
A small refreshment room and adequate toilet facilities complete the ground floor of the new Traffic Offices and the basement quarters have been turned over completely to storage space which prior to the move from the City was totally inadequate.

Vast improvements were made by the move to Prospect in respect of the garaging of vehicles and the Unit is now in the happy position of having a garage for each vehicle. With the increased space available, the maintenance of the vehicles has been improved tremendously and the mechanical staff are to be congratulated on the fine job of work which they are accomplishing in their new quarters. We extend a hearty welcome to **Ken Goosey** and **Hubert Swan** to this Section.

A Section of the Traffic Unit which receives little notice is the hard pressed and most efficiently run Radio Section which is now in the capable hands of **Brian Bush**. Since taking over these duties **Brian** had made a number of changes and his Radio Shack is now a credit to the Unit. Small though it is, one can see at a glance the cleanliness of the shack and the neatness with which the spares are stored and this says a great deal for the 'man-in-charge'.

Soon after the completion of the move from Hamilton to Prospect the Traffic Unit was honoured and privileged by a visit from the Inspector General and more recently by the Secretary of State for the Colonies.

Inspector-General Stourton was obviously much impressed by the display and strength of the Unit, this is understandable when one looks back to the time when Mr. Stourton was in command of the Bermuda Police Force at which time, of course, there was little or no traffic in the islands.



Mr. Lennox-Boyd is shown speaking with Sergeant Doyle as he nears the completion of his inspection of the men. Later he toured the Unit and expressed a keen interest in the accident statistics for the Colony and in future plans for combating the natural hazards of the road.

The Traffic Unit is doing its part in the Clean-Up Campaign at present in progress for next year's 350th. Anniversary Celebrations of the settling of the Colony. Weeds which have run unchecked for some time are slowly being eliminated and the general view of the Compound is already greatly improved. The triangular grass patch at the northern approach has been completely cleared and now presents an attractive view to visitors. In front of the Office Block the gravel has been completely removed and fresh soil laid in its place. It is hoped that by 1959 the plants which will shortly be placed in this new garden will have made a remarkable change in the outward appearance of the offices.

The accident rate for the Colony regrettably jumped to an all time high in 1958 with a total of 1,260 accidents; 420 of which involved per-

sonal injury. These figures are from the 1st. January, 1958 to the 31st. October, 1958 — and a comparison of figures with the corresponding period in 1957 show an increase of 153 accidents of which an additional 35 involved personal injury; the 1957 figures being 1,107 accidents of which 385 involved personal injury.

These alarming figures can be partly attributed to the ridiculous speeds at which far too many people travel, endangering not only the rider and passengers in the offending vehicle, but all too frequently, the innocent bystander. Failure to obey Traffic Signs, travelling too close to the preceding vehicle and cornering in a dangerous manner, are but a few of the offences of which the public need to be constantly reminded.

In an effort to wipe out the excessive speeding with the Colony the Force has once again acquired the fabulous 'Black Box'. This Electronic Radar Speed Meter is an electronic device which **records the instantaneous speed** of any vehicle which comes into contact with its invisible ray. The constant offender against the speed limit who keeps both eyes on his rear view



Mr. Stourton with Mr. R. G. Henderson, M.V.O., Commissioner, Mr. M. B. Parker, Deputy Commissioner and Inspector J. Marshall, officer i/c MTU.

mirror instead of on the road, so that he can immediately slow down should he see a patrol car, is the driver the Black Box needs to detect. These offenders are the bug-bear of the Traffic Unit and it is such drivers who are the potential murderers we must stop before the inevitable accident occurs.

FOOTNOTES

Hearty Congratulations and Best Wishes are extended to **Bill McCormack, John Eastwood, Bob Curnow, Bill Bryan, Dave Parsons** and their respective wives, for a happy and prosperous future.

The following transfers were recently effected:—

- | | |
|-------------------|---------------|
| Brian Lay | From Central. |
| Bill Bryan | From Central. |

- | | |
|---------------------|--------------------|
| Sid Gregory | From Central. |
| Hubert Swan | From Central. |
| Dave Parsons | From Central. |
| Chris Taylor | From Central. |
| Ken Goosey | From St. George's. |
| Eddie Jones | From Districts. |

We wish every success to **Barry Ward** who has left the Force and wish him every success in his new career of journalism.

The same wishes are extended to **Melvin Dickinson** and **"Jock" Campbell** who have recently transferred to Central District.

The Unit were pleased to hear of the quick recovery of **John Eastwood** from the effects of his unfortunate motor car mishap whilst on foreign leave in the United Kingdom.

IT WAS WITH DEEP REGRET THAT THE UNIT LEARNT OF THE SUDDEN PASSING AWAY OF INSPECTOR A. J. AMOS AND WE JOIN IN OFFERING OUR DEEPEST SYMPATHY TO HIS WIFE AND FAMILY IN THEIR SAD BEREAVEMENT.

THE FORCE HAS LOST NOT ONLY AN OFFICER OF GOOD STANDING BUT A TRUE FRIEND.

We should like to extend to **Inspector John Marshall** heartiest congratulations on his receiving the Colonial Long Service Police Medal upon satisfactory completion of eighteen years service with the Bermuda Police Force.

"TRAFFHAM"

Interpol (cont. from p. 63)

asking that if found, Maximilien R. . . . be arrested as he was wanted in the Netherlands for stealing a car before his departure. On June 12, INTERPOL-TUNIS reported that the R. . . . couple and H. were wanted on a charge of murdering a schoolteacher in Tunisia. This message was sent to the General Secretariat and, at the same time, to THE HAGUE, TRIPOLI and CAIRO. The Tunisian authorities also stated that R. and his wife and H. had crossed the frontier between Tunisia and Libya; the R. couple were likely to leave for Egypt while H. would stay in Libya. On June 17, INTERPOL-TRIPOLI announced that H. had been arrested. On June 24, INTERPOL-CAIRO announced that R. and his wife had been arrested in Alexandria.

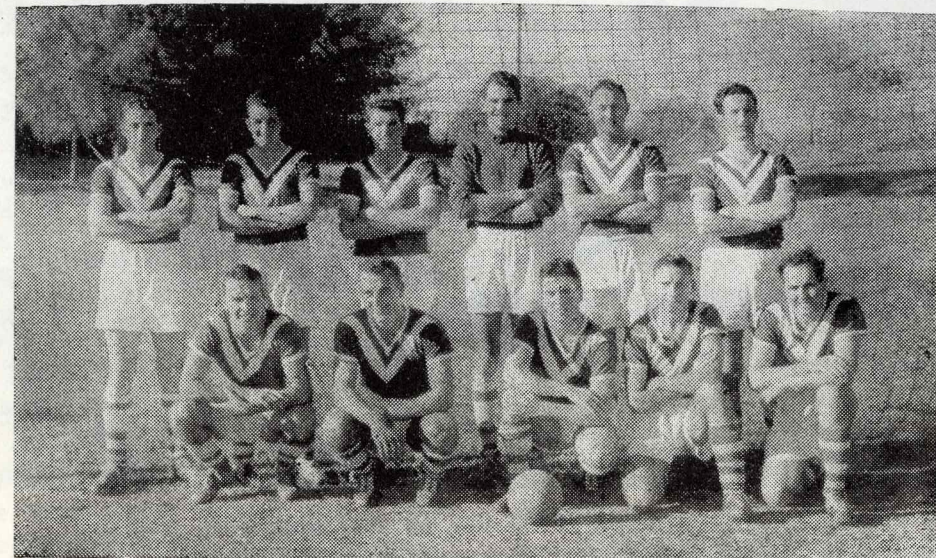
(c) On May 22, 1957, 7,070 grammes of raw opium were found on board an Indian vessel on its arrival at Hong-Kong. The opium was hidden among garbage

in the galley and under the propellor near the stern of the vessel. No arrests were made and there were no clues as to the origin of the opium. However, as the vessel was an Indian one and had arrived from Calcutta, the ICPO were informed and they in turn notified the Indian police authorities. On December 12, Indian police asked whether the opium had been analysed and, if so, what the results of the analysis were. The General Secretariat passed this information on to Hong-Kong which informed them that a sample of the opium had been sent to the United Nations laboratories for chemical analysis and that the results would be sent to India when they arrived. On receiving these results on March 26, 1958, the Indian authorities informed the General Secretariat that the opium had been bought from a certain H. C. in Calcutta by two seamen from the vessel on which it had been found by the Hong-Kong authorities.

Like many other organisations INTERPOL has its own headaches — its work is somewhat hampered by the fact that all extradition treaties are bilateral — a multilateral extradition treaty would greatly facilitate the work of the organisation. Another drawback is the lack of a completely international criminal records system — under the present conditions a criminal who is treated as a first offender in one country may well have an extensive list of convictions in other countries. However, in spite of these difficulties INTERPOL is a shining example of international co-operation, extended over a period of thirty-five years of hard work, in a world where so many other important aspects of life are bogged down in distrust and the red-tape regulations of officialdom. Perhaps it is not too much to hope that this aspect of international co-operation, which has already achieved so much and proved its worth, may point the way to an era where the protection of the rights and privileges of the individual are more important than the race for power which is so evident in this present day world of ours.

Sports

By J. F. Mullan, C.I.D.



POLICE TEAM — Back Row — McNiven J., Samson J., Wilson P., Robinson I., Rose A., Jones K. B. Front row — Railton R., Kelly T. P., McLaughlin P. J., Morris K. R., Parson D.

SOCCER

With the opening of the 1958 - 59 soccer season the Police Recreation Club held a knock-out seven-a-side competition which was won by a team consisting of honorary members. What was lacking in constructive football was offset by the keen manner in which most of the games were played. A number of our Rugby players participated and at times this was quite obvious from some of the tackles and hand balls. The captain of the Districts Team literally played himself out in one game and after seven minutes of play was overheard asking the goalie to change places. In another incident a forward of the City Team disposed of two backs and the goalie in one big push — leaving the goal clear for his partner to score.

In League play the P.R.C. have, for the first time, entered teams in both the B.F.C. "A" and "B" Divisions.

To date the A team has played four games, winning three and losing the other — they are

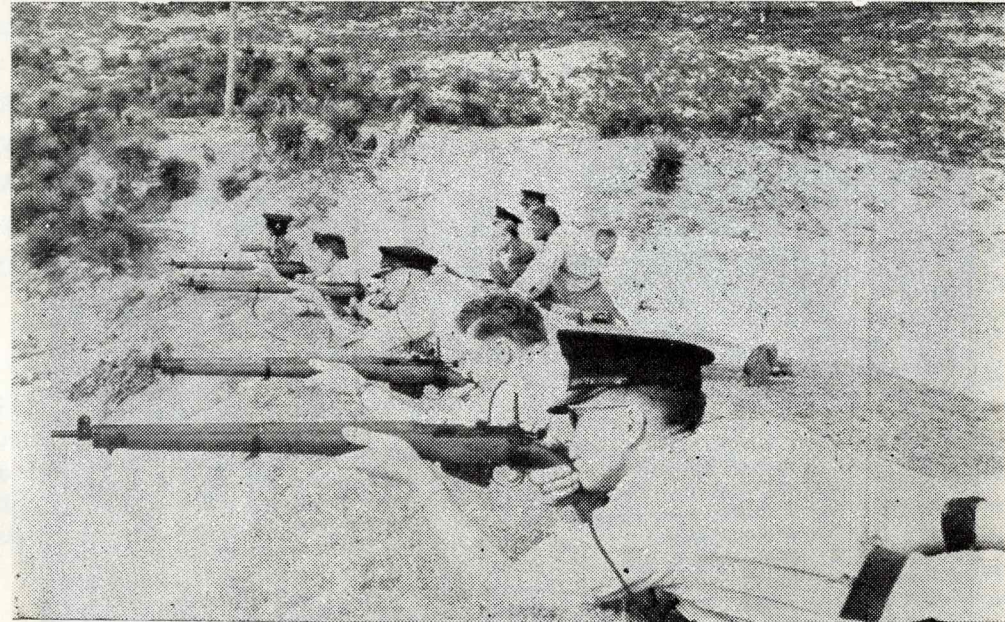
at present tied with two other teams in top position.

In the opening game of the season against St. George's, Police scored an impressive 4-1 win after a half time lead of 2-0. "Bugsy" Harker opened the scoring in the first minute of the game with a twenty yard lob over the heads of the opposing backs. Other goals were added by Mike Burke (2) and "Yorkie" Thomas.

St. George's scored their only goal towards the end of the game when Police were coasting on their lead.

In the second game it was a different story with Police on the losing end of a 6-0 score in a match played against their arch rivals B.A.A. Five of these goals were scored by B.A.A.'s Thorne. The standard of football played by the Police was, to say the least, extremely poor and may have been due in some small measure to a succession of stag and recreation parties.

The third game saw the Police make a come back with an identical 6-0 win over Pembroke



ON THE RANGE — Shooting for the Smoke Shop Trophy.

Panthers. **Burke** accounted for three of the goals and **Harker, Pete Morgan** and **Mike Hills** scored one each.

In the final game to date Police have upset league leaders Nationals to the tune of 4-2 with **Burke** scoring all goals.

A definite improvement was noted in these last two games and the addition of **Arthur Rose** and **Eddie Jones**, two veterans, in the line-up appears to have strengthened the defence. New-comer **Samson** has also been a welcome addition to the team and has shown up very well in all his games. He well deserves his place on the first eleven.

The B eleven, playing in Manchester United colours, fared badly in their first outing and found themselves on the losing end of a 13-0 score when they played a new team called the Ramblers. Since this defeat, however, they have been keeping pace with the Senior team and won the other three games they played with wins over Y.F.C. 2-0; B.A.A. 2-1 and Pembroke Panthers 7-2. They now occupy second place in the B League standings.

At this early stage we would like to wish both teams every success during the season.

On Sunday, November 16, the P.R.C. "A"

Team defeated the Sandys Boat Club 3-2 to advance in the Bermuda Football Combination's knock-out Championships — **Mike Burke** scored all the goals for the Police. To date **Mike** has scored 12 goals in five games — well done!

RUGBY

With the Rugby season under way the Barbarians again have a team in the field. They won their opening game against a new team, the Renegades, with an impressive score of 13-0. We wish them every luck and hope to see the Nicholl Shield reposing in the Police Club trophy cupboard at the end of the season.

CRICKET

This year has been a bad one for the P.R.C. team which finished with only one win to their credit. There appears to be a definite lack of interest amongst some of the players and on several occasions only nine players showed up for games. Veteran "**Happy**" **Duerden** was called on to play at short notice and gave a very good account of himself. "**Sonny**" **Roberts, Reece Newson**, and **Eugene Woods** showed up well in several of the games.

We hope to see a little more interest amongst the players next year and we trust that this year's defeats will only serve to spur them on to better things and a better place in next year's league standings.

SOFTBALL

We would like to congratulate our one and only Canadian on the Force, "**Nobby**" **Clark** of the Motor Traffic Unit, for being instrumental in forming the P.R.C.'s first softball team which he has entered in the Bermuda Softball League "B" Division.

With the exception of "**Nobby**" the only other members of the team with previous experience in this foreign game are **Johnny Mullan** and **Howard Mitchell**.

As could be expected, the scores during the first half of the season read more like cricket scores with Police at the losing end. In spite of this Police finally came through with a 16-9 win against a team which had previously beaten them 31-15 in their first meeting — after this win Police got three more wins and finished the season in fourth position in the league standings. Credit for these wins go to "**Nobby**" **Clark**, and

new players **Jim Woodward**, shortstop; **Bill Bryan**, pitcher; **Ken Morris**, first base and **Peter Stubbs**, outfield.

Woodward and **Stubbs** were picked to play on a representative side and drove in the only two runs scored in the game. "**Nobby**" was also picked on several representative sides and did very well.

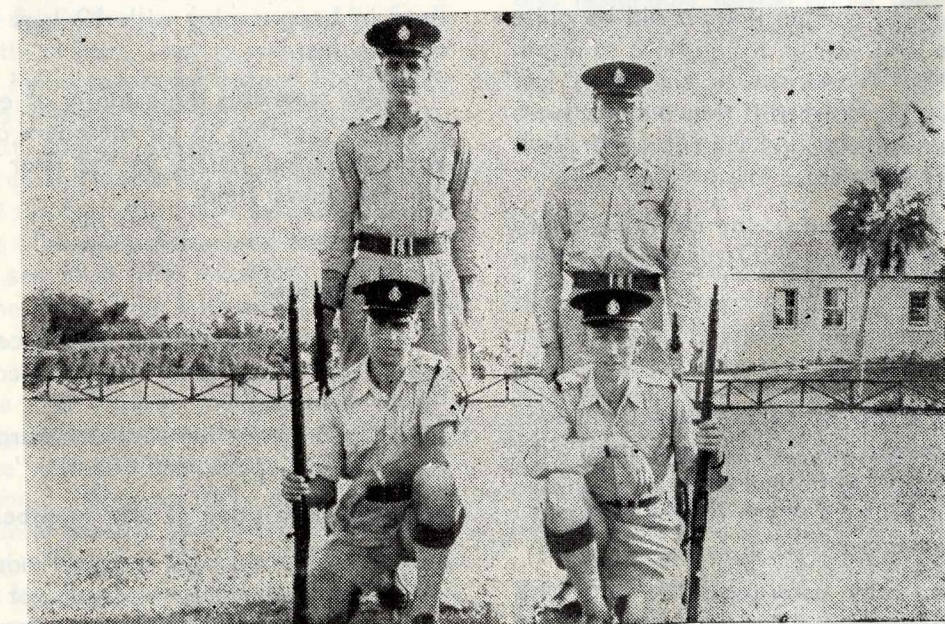
At the end of the season Police were awarded the Colonial Airlines Sportsmanship Trophy of the Year — an honour of which they can well be proud.

TENNIS

A total of 27 entries were received in the first Annual Police Tournament with **Arthur Rose** and organiser **Bill Freeman** entering the finals. For some unknown reason this game is still to be played up to press time and we are wondering who is afraid of who. How about it, Bill?

GOLF

Quite a few members of the Force have taken up the game of golf and have joined various Golf Clubs — others have applied for membership, and it is hoped to organise a Tournament some time during the coming year. Our



CUP WINNERS — Back Row — Robinson F., Campbell J. Front Row — Morris K. R., Waddell H.

former Bermuda Champion, **Bert Redford** of the M.T.U., is getting in quite a lot of practice with his new clubs and we hope to see his name in the winning columns once again.

In the Mid-Ocean Club's Men's Invitation Golf Championship, **Bert** qualified for the championship flight and survived the first two rounds, losing in the quarter finals 3 and 2. Better luck next time, Bert!

Several members of the C.I.D. have been getting in some practice on the lawn in front of Headquarters after working hours. "**Happy**" **Duerden** has apparently shown "**John Joe**" **Sheehy** and **Hubert Simmons** some of the finer points of the game. Since these lessons a number of challenges have been thrown out by these students.

MUSKETRY

For approximately two months members interested in this sport have been attending practices at Warwick Range on Tuesdays and Fridays in preparation for the Annual Police Shoot and the Caribbean Police Forces Competition.

A definite lack of interest was apparent in the early part of the season but this has now been remedied and competition should be quite keen. Traffic Unit will be trying hard to retain the Smoke Shop Trophy which they won last year — however, it looks as if they will not have everything their own way and will encounter some stiff opposition this year.

A team has entered in the Bermuda Bisley and we take this opportunity of wishing them every luck in the Shoot.

DARTS

With practically all of the Bermuda Darts League trophies and cups reposing in the Police Club's trophy cupboard the Police and Barbarians have again entered teams for the season — one in each section.

Five games have been played to date with Police winning three and losing two — scores were 4-1, 5-0, and 4-1 in favour and 2-3 and 2-3 against.

Last year's individual champion "**Nobby**" **Clark** still continues on his winning way having won all his games and only giving away one leg. With the addition of several new players on the team it is hoped that Police will repeat last season's successes and wish them every success in their games.

The Barbarians with **Sid Gregory** and a number of honorary members of the P.R.C. have won all their games to date and appear set for a repetition of last year's League win.

With the Police Magazine's "Throphy" up again for annual competition eight teams have entered in the first round. C.I.D. and City have supplied two teams each, Central Districts, Somerset, St. George's and last year's winners, Traffic Unit, have one team each in the battle. Two games have already been played in the first round with C.I.D. II defeating City I with a score of 4-1 and St. George's beating C.I.D. I with a score of 3-2. Central Districts are favourites over City II, and Traffic Unit should beat Somerset who are hard pressed for players — however, anything can happen in this game and Somerset, like St. George's, may have a secret weapon. The captain of the Traffic Unit team, "**Nobby**" **Clark**, has now the best aggregate in League play with 12 legs for and only one against.

We take this opportunity of extending the season's greeting to all members and look forward to better results in the year ahead of us on the sports field.

Obiter Dictum

"Is there one or two 'f's' in cenotaph?"
"Your Worship — the accused's eyes were diluted."
"Let's get some work done around here — don't speak you rapatile."

For the information of new members

T. U. C. no longer means Trade Union Congress and a deep-freeze is not an electrical appliance used for storing food. Ask any T man — he might know — if he is in the know.

The Forty - First Thief

By J. C. McCullough, Western District.

In a luxurious penthouse in New York City, Bugs Schaefer glared malevolently at his henchmen — "Lissen youse cats," he grated, "we're played out up here — I've decided to shift our territory a little." Craps Scarletti waited expectantly, his thumb lovingly caressing the razor-edge of a switch blade. Toots Berlinni squinted through the barrel of his Luger and asked "Where to, Boss, Chicago?" Schaefer replied impatiently "Naw, we're hornin' in on the rackets in Bermuda, there seems to be plenty of 'em down there."

Constable Bertram Snell sat at the desk in the Central Police Station, Hamilton, as the stranger walked in, he smelled the bourbon on the man's breath and instantly classified him as an American tourist. Snell hadn't been in Bermuda long. Bugs Schaefer, for it was he, pulled a .38 from under his armpit and placed it on the desk. "I'm Schaefer" — he nodded at the gun — "and this is the law from now on." Snell smiled brightly at him, "Just a moment, sir" he murmured. He disappeared into a back room to reappear a moment later with Sergeant Dirge. The Sergeant smiled pleasantly at Schaefer. "Good evening, sir, found this did you?" he said as he picked up the .38. "It's loaded too, very careless; one of our reserves must have dropped it, but I'll see that it's returned. Schaefer snarled. The snarl that had made Baby Face Kadzinski quail back in the good old days of prohibition. "I got my boys round the Island, and boy, are they having themselves a time." Sergeant Dirge's face assumed a benevolent look, and his blue eyes twinkled merrily under the artificial light. "Glad to hear it, sir, nice to have the family around you even when you're on holiday, got round a bit myself when I was younger . . . ha, ha, . . . don't speak." A bewildered expression crept across Schaefer's countenance, and with a strangled cry he whirled and fled down the street towards his hotel.

In quiet, lonely Somerset, Constable Hereward Danglewood faced Scarletti under the ominous shade of a banana tree. At the sight of the uniformed figure the hood's hand had flown to his pocket and emerged clasping a wicked looking knife, the blade of which leaped from the handle. Danglewood gave an exclamation of pleasure "Oh, I say old boy, how did you know?" He plucked the knife from the grasp of the startled Scarletti, and producing a pencil from his pocket proceeded to sharpen it. "Thanks awfully old chap, frightfully decent of you." He handed back the weapon to the astonished Scarletti and with a gay "Pip, pip" proceeded on his diligent way. He was struck by an after-thought, and turning round, wagged a warning finger, — "Don't get any naughty ideas about cutting any of those bananas now," he said, "anyway, they're not ripe." Scarletti's mouth dropped open as the constable continued jauntily on his way down the lane. He gave a shrug, and resignedly turned about and wandered off to get a taxi, muttering to himself.

In Ye Olde Town of St. George, Constable Horatio Bean had disarmed an astonished Berlinni, and was saying "Here's how it's done, Mac — just hold the gun again and I'll show you."

Three disconsolate figures sat in the first-class berths watching the tarmac of Kindley drop away beneath them as the 'plane left the ground. Schaefer was weeping, Scarletti continued to mutter, and Berlinni was making peculiar motions with his arms and hands, saying "I'll do it yet." The 'plane turned on to a northerly Vector and the three companions breathed easier.

Meanwhile, on Reid Street East, six policemen had just arrested a drunk and incapable, and C. I. D. were standing by in case they were needed.

The Bermuda Police Force went on as usual.

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Acknowledgements

The following magazines have been received at this Office and have been read with great interest:—

Australian Police Journal, "Constabulary Gazette" (Royal Ulster Constabulary), Cyprus Police Magazine, Essex Police Magazine, "Fingerprint Magazine" (I.A.S., Chicago, U.S.A.), "Habari" (Uganda Police), Hong Kong Police Magazine, "Iris an Gharda" (Irish Civic Guard Review), "International Criminal Police Review" (Interpol, Paris), Jamaica Constabulary Force Magazine, Kenya Police Review, Malayan Police Magazine, "Nhwazi" (Northern Rhodesia Po-

lice), "Outpost" (British South Africa Police), "Parade Journal" (West Sussex Constabulary), "Police Beat" (Los Angeles), Police College Magazine, Police Journal, Police Review, "Police World" (British Section of International Police Association), "Quarterly List of Selected Articles" (Interpol — Paris), Royal Canadian Mounted Police Gazette, Royal Canadian Mounted Police "Quarterly", "Spring 3100" (New York City Police), Sierre Leone Police Magazine, "Tally-Ho" (Leicestershire and Rutland Constabulary), "Training School Magazine" (Hendon Police College), Trinidad and Tobago Police Magazine.

On December 3, one of our regular contributors, the Worshipful L. M. Minty, J.P., Senior Magistrate, celebrated his tenth anniversary as a Magistrate in the colony.

During this time he has never had a day's sick leave — this is most fortunate when one considers that the post of Junior Magistrate has been vacant for some time and Mr. Minty has been carrying the heavy burden of administering justice in the Court of Summary Jurisdiction on his own for some considerable time.

We congratulate him on his excellent health for a man of his years and for his enviable record of ten years unbroken service on the local bench.

In a letter recently received by the Editor, Inspector C. N. Giltrap, Kenya Police, sends his best wishes to his old friends on this Force. Charlie, who served here for some years after the disbandment of the Palestine Police, is attached to C.I.D. Headquarters in Niarobi and is apparently enjoying life in East Africa — needless to say he is still actively engaged in "rugger."

We take this opportunity of wishing him a happy Christmas and every success in 1959.

Maybe we'll see him in Ireland next summer and we did on our last leave in 1956.

Scene of accident

"Were you on the lorry when you fell off?"

Scene of Crime

"Now madam, was the window broken on both sides?"

Wife (reading newspaper): Well, what do you know, they're making new shirts with no buttons."

Husband (wearily): "Nothing new, I've had 'em for years."

Dog Tag

A constable at the Hamilton Station was taking the particulars of a missing dog from its distraught mistress over the telephone when an adjoining instrument began to ring. Excusing himself he answered the second call and duly noted the particulars of a stolen motor-cycle and picking up the other receiver asked "Now, madam, about your dog, what is the frame and engine number, please?"

The International Police Association

The Association was formed in England in 1950 with the object of establishing international police friendship on a properly organised basis. Membership is open to all serving and retired members of the British Police and all comparable police forces outside the British Isles.

The Association has as its aims and objects:—

- (a) To link together in a sense of service and friendship serving and retired personnel in member countries.
- (b) To encourage and stimulate a study of public services and maintenance of law and order between personnel in member countries, through the medium of social, cultural and other allied activities.
- (c) To arrange economically exchange holiday schemes, pen friendships and study group visits.
- (d) To inaugurate an International Police Journal dedicated to the objects of the Association, with translation services and other literature.
- (e) To establish a correspondence department to supply members with study outlines in approved subjects.

The Association is controlled by a National Executive Council in each of the member countries and this Council is elected annually by means of a postal ballot. The task of liaison between the Secretary-General and countries where branches exist or may be formed is carried out by Associate Secretaries.

The membership fees are ten shillings as an initial entrance fee and five shillings per annum afterwards. Life Membership may be obtained on payment of a fee of three guineas.

Regularly organised party and holiday tours are held each year and in addition to these tours arrangements are made for exchange visits by individual police officers and their families. This scheme has resulted in many economical vacations and in personal friendships between police officers of various countries.

About two years ago a number of members of the Bermuda Police joined the Association as Life or Ordinary Members. Since then we have had a considerable number of new recruits, the majority of whom came from the United Kingdom and who might be interested in joining the Association.

Members who desire to join are requested to contact the Editor who will supply them with all the necessary information on the subject.



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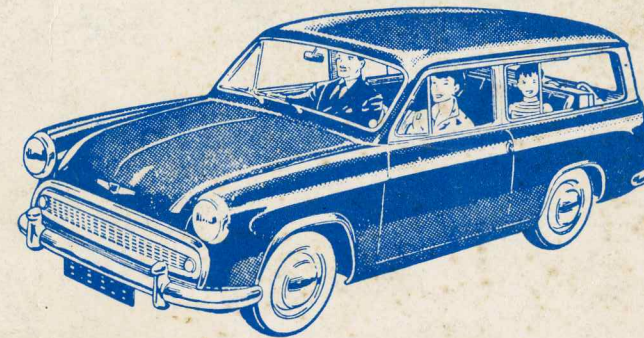
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