

THE ROYAL CANADIAN  
MOUNTED POLICE  
SCHOONER *ST. ROCH* AND  
SUPERINTENDENT HENRY A. LARSEN:  
*A Select Bibliography, with Annotations*

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THE ROYAL CANADIAN Mounted Police (RCMP) schooner *St. Roch*, captained for most of its service by future superintendent Henry Larsen, achieved prominence in Canada's Arctic history by being the first vessel to transit the Northwest Passage from west to east in a two-year voyage in 1940-42. In the summer of 1944 it became the first ship to sail through the passage in a single season in an eighty-six-day east-to-west voyage. The schooner added to its firsts when it sailed from Vancouver to Halifax, via the Panama Canal, in 1950, thus becoming the first vessel to circumnavigate North America. A significant published literature has been created about the *St. Roch* and Henry Larsen. This article presents a brief history of the schooner and Larsen's life followed by a select annotated bibliography of the published literature.

Built at the Burrard Shipyard in North Vancouver in 1928, the *St. Roch* was 29.9 metres long, had a beam of 7.6 metres, displaced 585 metric tons, and could accommodate a crew of thirteen men below decks. It was built of Douglas fir and sheathed with Australian gumwood. The schooner possessed a rounded half-egged-shaped bottom that was long thought to be a unique design until underwater archaeologist James Delgado, as described in his article "Arctic Ghost," proved otherwise. While not a comfortable or handsome ship, it was effective in the Arctic environment.

The *St. Roch* was specifically built for Arctic service as the RCMP required a ship to patrol the western Arctic waters and resupply their detachments along the coasts. During the winter the schooner would many times remain in the North, usually wintering in the areas of Coronation Gulf or Cambridge Bay. Over the course of twenty years, from 1928 to 1948, the schooner wintered over in the Arctic several times,

only coming out to Vancouver in 1930, 1934, 1937, 1939, 1944, and 1946, and to Halifax in 1942 and 1943. Once the ship was wintered-in in the frozen ice, the crew would revert from being sailors to being regular RCMP constables, making winter patrols and performing police duties, such as investigating deaths and taking a census of the Inuit population. Early noteworthy events in the ship's history were the rescue of the crew from the sinking Hudson's Bay Company (HBC) ship *Fort James* in 1937 and the holding aboard the ship in 1934 of an Inuit named Ahigiak pending his murder trial.

In 1940, Larsen was ordered by the RCMP to take the *St. Roch* through the Northwest Passage. While some observers have called the navigation of the passage a wartime "stunt," the purpose of the voyage was more generally thought to have been to reinforce Canadian sovereignty over the Arctic – a claim always presented by Larsen – until Shelagh Grant published her research findings in a 1993 article. Based on government records, she found that a purpose of the voyage was to have the ship in the eastern Arctic waters to participate in a possible military operation to occupy a portion of western Greenland. Taking two years to complete the voyage, the ship sailed up the coast of the Boothia Peninsula and passed through the Bellot Strait to reach Halifax on 11 October 1942. Larsen and the crew members were each awarded the Polar Medal for their accomplishment.

In 1944, the *St. Roch* was ordered back to Vancouver, again through the Northwest Passage. Although some of the crew members signed on expecting a long voyage in which they could earn a tidy sum of money, the schooner sailing via Lancaster Sound made the trip in eighty-six days, having travelled 11,740 kilometres and steamed 1,031 hours and 34 minutes.

Retired from Arctic service in 1948, the *St. Roch* remained docked for two years in Vancouver harbour before it was brought to Halifax via the Panama Canal for possible service in the eastern Arctic. Instead of being sent to the Arctic the ship sat neglected in Halifax harbour until it was sailed back to Vancouver, again through the Panama Canal, four years later. Making a triumphal entry into Vancouver harbour on 12 October 1954, the ship was turned over to the city of Vancouver as a permanent exhibit in the Vancouver Maritime Museum, where it remains today.

Intertwined with the history of the *St. Roch* is Henry Asbjorn Larsen. Born in Norway in 1899, he became a sailor at the age of fifteen, eventually coming to North America. Larsen first went to the Arctic aboard the *Maid of Orleans* in 1924. After receiving his Canadian

citizenship he joined the RCMP and was assigned to the newly launched schooner. On its maiden voyage the force's commander in the western Arctic, Vernon Kemp, appointed Larsen captain of the schooner and Sergeant-Major Frederick Anderton to be in charge of police duties aboard the ship. Later Larsen took full command of the schooner as both a ship and police detachment. In the North he gained a reputation as an outstanding Arctic navigator. He also developed a great respect for and friendship with the Inuit. After bringing the schooner out of the Arctic for the final time and reaching Vancouver on 18 October 1948, Larsen continued his career with the RCMP. While his greatest accomplishments were as the helmsman of the *St. Roch*, Larsen went on to play an important role in the Canadian Arctic after the schooner was retired. In 1949, he was appointed commander of "G" Division, which encompassed the Yukon and Northwest Territories. Larsen was promoted to superintendent in 1953. Responsible for all policing duties in the vast area, Larsen was also involved in the controversial relocation program that resettled Inuit families in the High Arctic. In regard to the Canadian government's relationship with the Inuit, he wrote in his memoirs: "I shudder to think of the criticism which will be leveled at us in another fifty years' time." Larsen did not captain the schooner on its 1950 voyage from Vancouver to Halifax, but he returned to command its final voyage back to Vancouver in 1954. He retired in 1961 and died on 29 October 1964. His awards included a bar to his Polar Medal, the Patron's Medal of the Royal Geographical Society, and the Massey Medal of the Canadian Geographical Society.

Through two decades' sailing in the Arctic, Larsen lost only one man under his command. That was Albert Chartrand who died of a heart attack on 13 February 1942 while the ship was wintering over in Pasley Bay. The crew buried him on Boothia Peninsula, making a large stone cairn to mark his grave and undertaking a 1,835-kilometre patrol to fetch a Roman Catholic priest, Father Henry, to perform the ceremony.

An extensive published literature has developed on Larsen and the *St. Roch*. The literature is comprised of books and pamphlet histories of the schooner; autobiographies and biographies; newspaper, journal, and magazine articles; published reports and other government documents; and documentaries. Types of discussions in the literature has included narratives of the ship's voyages, reminiscences of participants and observers, examinations of the purpose of the 1940-42 voyage, studies of the design of the schooner, reports on the preservation of the schooner, and debate on Larsen's role in the controversial relocation program in

the 1950s. Unfortunately, a scholarly biography of Henry Larsen remains to be written.

This bibliography, selective rather than comprehensive, is composed of the published materials necessary for the study of the history of the *St. Roch* and Henry Larsen. The items are arranged alphabetically by author and are accompanied by annotations that review their relevance to the subjects.

#### SELECTED BIBLIOGRAPHY, WITH ANNOTATIONS

“Andy Anderton.” *Scarlet and Gold* 31 (1949): 85–91.

Profile of a former schooner crew member, detailing his time as a major in the Newfoundland Rangers.

“Arctic Canada.” *Polar Record* 3, 20 (1940): 304–6.

The section includes a report on the 1939 return patrol from Cambridge Bay to King William Island undertaken by Larsen from 27 February to 19 March.

“Arctic Canada, Labrador and Alaska.” *Polar Record* 2, 9 (1935): 41–53.

The section includes a report on the cruise of the schooner in 1934. The *St. Roch* left winter quarters at Tree River, Coronation Gulf, on 22 July 1934 and made calls on police detachments en route to Herschel Island, which was reached on 31 August 1934. It started for Vancouver on 4 September 1934 as the ship was slated to undergo repairs during the winter of 1934–35.

“Arctic Canada and Labrador.” *Polar Record* 2, 15 (1938): 36–47.

The section includes a report on the *St. Roch*'s 1937 cruise. The voyage, which began when the schooner left Cambridge Bay, Victoria Island, on 24 July, included taking on passengers from the *Fort James*, which was lost due to the ice. Larsen reported that the ice in the summer of 1937 was “far thicker and heavier than he had ever experienced in that part of the Arctic.”

“An Arctic Patrol.” *RCMP Quarterly* 5, 3 (1938): 208–9.

Larsen's report on his impressions of the Inuit inhabitants in the vicinity of King William Island, which he formed while completing a winter patrol in the region.

“Arctic Waters Named after Noted *St. Roch* Skipper.” *Scarlet and Gold* 47 (1965): 24.

Report that the Canadian Permanent Committee on Geographical Names had bestowed the name Larsen Inlet on the body of water between Boothia Peninsula, Prince of Wales Island, Victoria Island, and King William Island.

Aubry, Jack. “The Human Experiment; Forsaken in the High Arctic; Forty Years Ago, Southern Bureaucrats Dispatched Ill-Equipped Inuit Families to Northern Hardship.” *Ottawa Citizen*, 5 March 1994. (LexisNexis Academic. Viewed 24 August 2012.)

A 10,600-word article on the Inuit relocations to the High Arctic. Aubry asserts that the idea for the relocations first came up “over drinks” when Larsen and another government official were aboard the *C.D. Howe* on the annual eastern Arctic patrol with “plenty of idle time to come up with schemes.” Larsen is

- called a weak administrator. Aubry incorrectly writes that Larsen captained the *St. Roch* "when it circled North America via Vancouver, the Northwest Passage, Halifax and the Panama Canal in the early 1940s." Larsen's daughter, Doreen, responded to the article in a letter to the editor published on 12 March 1994, in which she describes her father's dedication to the North and to the Inuit as well as refuting the "innuendo" regarding his drinking habits.
- Bassett, John M. *Henry Larsen*. Don Mills, Ontario: Fitzhenry and Whiteside, c. 1980.  
A biography of Larsen for younger readers.
- Bernhardt Pinson, Elizabeth. *Alaska's Daughter: An Eskimo Memoir of the Early Twentieth Century*. Logan: Utah State University Press, 2004.  
Larsen was a good friend of the author's family, who were from Teller, Alaska. As mate on the *Maid of Orleans* in 1924 he had met and wanted to marry the author's sister Sarah. Larsen's visit to the family in 1928 with the *St. Roch* is described in detail. The author's brother David later lived in the Canadian Arctic and, on occasion, worked as a special constable and interpreter under Larsen. In the 1950s, the author wrote to Larsen as she had not heard from her brother for some time. Larsen sent a constable to locate him and wrote back that he was in "fine shape."
- Byer, Doug. *Northern Service*. Calgary: Detselig Enterprises, 1997.  
A biography of Constable Stan Byer, who served aboard the *St. Roch* in 1948. Being transferred to the schooner was "a dream come true for Stan."
- Calder, Ritchie. *Men Against the Frozen North*. Toronto: Thomas Nelson and Sons, 1957.  
The author, a Scottish writer and peer, met Larsen when he was directing G Division. Calder calls Larsen "a living legend" and comments that "a legendary character does not fit behind a desk."  
"Canadian Eastern Arctic Patrol, 1951." *Polar Record* 7, 47 (1954): 42-44.  
Report on the patrol by the *C.D. Howe*. On 31 August 1951 Larsen ceremonially reopened the RCMP post at Craig Harbour.
- "Civis Canadensis Sum." *RCMP Quarterly* 21, 2 (1955): 104-5.  
Report on a 1955 citizenship ceremony at Igloodik, the first in the Canadian Arctic. It was presided over by Larsen as a representative of the minister of citizenship, and Father Jean Marie Trebaol received his citizenship.
- Clarke, Tom E. *The Mounties Patrol the Sea*. Philadelphia: Westminster Press, 1969.  
An account of the *St. Roch* for juvenile readers.
- Colwell, Wayne. "Refurnishing the old *St. Roch*." *RCMP Quarterly* 39, 2 (1974): 40-44.  
The author worked on refurnishing the *St. Roch* with hundreds of different items as part of the project to restore the ship to its 1944 appearance.
- "Cop Sailed on Historic Voyage." *Toronto Sun*, 11 February 1995.  
An article on the death of James Milne Diplock, who sailed on the 1944 voyage.

Day, Alan Edwin. *Historical Dictionary of the Discovery and Exploration of the Northwest Passage*. Toronto: Scarecrow Press, 2006.

Includes an entry on Larsen.

Delgado, James P. *Across the Top of the World: The Quest for the Northwest Passage*. New York: Checkmark Books, 1999.

This book includes information on the *St. Roch's* voyages through the passage, with sidebars on the schooner, Larsen, and blasting the ice. Delgado writes that the two voyages "ensured the recognition of Canadian sovereignty in the north" and that the *St. Roch* was "a unique artifact of Arctic endurance, a compelling symbol of human endeavor in a forbidding land, and a reminder of ordinary men rendered heroic by unusual and extreme circumstances at the top of the world."

———. "Across the Top of the World: The Quest for the Northwest Passage." *RCMP Quarterly* 65, 1 (2000): 13-19.

An excerpt from the author's book.

———. "Arctic Ghost." *Equinox*, May 1997, 56-61.

An article on the dive to the wreck of the *Maud*, the last ship of Roald Amundsen. An underwater archaeologist and executive director of the Vancouver Maritime Museum, Delgado discovered that the previous assumption that the *St. Roch's* design was unique was mistaken. The *Maud* and the *St. Roch* were identical, including their hull bottoms (both half-egg shaped), rudders, double-thick skin of planking, and outer layers. The *St. Roch* was designed by naval architect Tom Halliday, who, a year earlier, had studied the *Maud* for the НВС.

———. *Arctic Workhorse: The RCMP Schooner St. Roch*. Victoria: Touchwood Editions, 2003.

A revised edition of his title *Dauntless St. Roch*. This edition has been expanded to include information on the preservation of the schooner and the *St. Roch II* Voyage of Rediscovery.

———. *Dauntless St. Roch: The Mounties' Arctic Schooner*. Victoria: Horsdal and Schubart, 1992.

A "biography" of the schooner by the then director of the Vancouver Maritime Museum, the resting place of the ship. One chapter is devoted to the *St. Roch's* years of service before the voyages through the passage, another to the west-to-east voyage, and one chapter to the single-season passage and ensuing final years. The author writes that, in the years before the wartime voyages, the schooner fulfilled "every aspect of [its] duties as a patrol, transport, and supply vessel for the RCMP," while in completing the west to east voyage Larsen is credited with having "accomplished a near-impossible task." A further chapter describes the construction of the schooner, which concludes that, "in the 30 years between her launch and going ashore to be preserved, the plucky little schooner lived up to her reputation as 'a tough ship.' *St. Roch* survived collisions with icebergs and groundings, in a rough and rugged career afloat, a tribute both to her builders and to the skill of the men who served aboard her." Larsen is called "Canada's most experienced Arctic navigator, a scholar of the saga of Arctic Exploration, and a man admired by the Inuit." The book's text is supported by

many photographs, profile sketches, and deck plans of the ship; a chronology of the ship's voyages; and a list of the men who served aboard it.

Dobrin, Michael. "Saga of the *St. Roch*." *Scarlet and Gold* 74 (1992): 4-10.

A summary of the ship's history that includes the bitter comments of Captain Thomas Smellie of the *Nascopie*, who called the *St. Roch* a "loafer" that "could be sunk without a tear from me."

Douthwaite, Raefe. "The Other *St. Roch*." *RCMP Quarterly* 43, 3 (1978): 22-24.

By a former crew member, the article describes the two main tasks routinely completed by the *St. Roch* in the North, that of resupplying the RCMP detachments located on the western Arctic coast and that of serving as a temporary winter detachment from which winter patrols were made.

Driscoll, W.F. "RCMP *St. Roch* Memorial October 11, 2007." *RCMP Quarterly* 73, 2 (2008): 16-17.

Report on the unveiling of a monument in Halifax that was attended by former crew members Stan McKenzie, Willie Mott, and Bill Driscoll.

"East through the North-West Passage." *RCMP Quarterly* 10, 2 (1942): 148-61.

A detailed account of the ship's passage from Vancouver to Halifax, saying it is "destined to rank high in the annals of the Force." Larsen is credited with having "maneuvered through ice, snow, fog and treacherous currents, much of the time in uncharted waters, and [bringing] his crew safely to port. The venture was another of those routine jobs that make history." Includes a *Toronto Globe and Mail* editorial hailing the transit of the Northwest Passage.

"Editorial." *RCMP Quarterly* 5, 2 (1937): 75.

Under the subheading "Congratulations, *St. Roch*!" the editorial describes the rescue of the crew of the *Fort James* by the schooner on 5 August 1937.

"Editorial." *RCMP Quarterly* 10, 2 (1942): 129.

Under the subheading "A Saga of Northern Duty," the successful voyage of Larsen and the *St. Roch* is praised.

"The Eskimos' Friend." *RCMP Quarterly* 15, 4 (1950): 268-69.

Reports on Larsen's screening of a three-reel film of his travels in the North, drawn from the film he shot and accumulated during his time in the Arctic.

Farrar, F.S. "The *St. Roch* Sails South." *RCMP Quarterly* 16, 2 (1950): 120-41.

Eight years since he had last been aboard the schooner, Farrar rejoined the vessel in 1950 for the two-month cruise from Vancouver to Halifax via the Panama Canal. As he had sailed on the 1940-42 voyage, he thus became the first person to circumnavigate the North American continent. In place of Arctic waters and winter patrols, calls were instead made on such ports as San Francisco, Acapulco, and Havana for official luncheons and sightseeing. Reprinted in *Scarlet and Gold* (1950).

Farrar, Frederick. *Arctic Assignment: The Story of the St. Roch*. Toronto: Macmillan, 1963.

A juvenile book about the voyage through the passage by a *St. Roch* crew member.

Finnie, Richard. *Lure of the North*. Philadelphia: David McKay Company, 1940.



The author includes a short sketch of spending two weeks aboard the schooner frozen in at Tree River.

Fulton, E. Kaye. "The Cruel and Compelling North." *Maclean's*, 6 July 1992, 50. (LexisNexis Academic. Viewed 24 August 2012.)

The author was a neighbour of Larsen's as a child in Ottawa and heard him tell "passionate stories" about the North.

Godsell, Phillip Henry. "Sea-Going Mounties Cross Roof of the World." *Dalhousie Review* 23 (1943): 149-54.

An account, written in dramatic tones, of the 1940-42 voyage through the passage. Larsen is misidentified as Danish-born.

Gordon, Glen. "The RCMP and the Census." *RCMP Quarterly* 51, 2 (1986): 16-19.

During the 1940-42 voyage, the ship's crew took a census of the Inuit population in the region during the winter months when they were iced in. This article describes the patrols undertaken and concludes that, with the attention given the voyages, "it is sometimes forgotten ... that during the long winter months in the Arctic its crew carried out many vital duties under arduous conditions."

Grant, Shelagh D. "Why the *St. Roch*? Why the Northwest Passage? Why 1940? New Answers to Old Questions." *Arctic* 461, 1 (1993): 82-87.

Examines the reasons the *St. Roch* was ordered to undertake the voyage through the Northwest Passage. Uses documents found in the RCMP archival files to explain that the voyage was linked to the Canadian government's plan to possibly occupy the cryolite mine of the west coast of Greenland. Having the ship in the eastern Arctic would have assisted in the operation.

Gray, Doug. *R.M.S. Nascopie: Ship of the North*. Ottawa: Golden Dog Press, 1997.

A history of the HBC vessel that supplied company posts in the Arctic. Although claiming no "professional jealousy," the author declares the *Nascopie* could have sailed the passage in one season but that there was no commercial reason for doing so. Gray writes that the *St. Roch* was never more than 320 kilometres from a HBC post "so she wasn't exactly alone in the Arctic" and that the ship did little more than "steam around" and navigate. Leonard Budgell, who frequently sailed on the *Nascopie*, claims the voyage was slowed as the *St. Roch* stopped to hunt and trap along the way to add to the crew's per diem. Further, the schooner was "pretty clapped out" when it reached Pond Inlet, and Captain Smellie of the *Nascopie* gave them a pump to get them to Halifax.

Greene, Ruth. *Personality Ships of British Columbia*. Vancouver: Marine Tapestry Publications, 1969.

Includes a profile of the *St. Roch*. The director of the National Maritime Museum, Greenwich, called the ship "a vital part of the world's history. It is as historic as Drake's *Golden Hind*." Also reprints a 1954 article from the *Vancouver Daily Province* on the final return of the schooner to Vancouver.

Harper, Kenn. "Mary Paniguisiq Cousins, 69: Teacher and Activist." *Globe and Mail*, 2 June 2007. (LexisNexis Academic. Viewed 24 August 2012.)

An obituary of the Inuit activist and teacher, who, as a six-year-old, was part of the Inuit party that was aboard the *St. Roch* on the single-season passage in 1944. Her father and Larsen were friends, and, at her father's request, Larsen



arranged for Mary to attend school in Hamilton. She said her father, her grandmother, and Larsen were the three main influences in her life.

*Henry Larsen*. Producer John Kemeny. Videocassette. National Film Board of Canada, 1965.

A sixteen-minute documentary on Larsen, focusing on the 1940-42 voyage, includes footage taken by the crew.

“Henry Larsen Leaves Proud Record of Achievement.” *Scarlet and Gold* 46 (1964): 37.

Obituary on Larsen and brief description of the funeral service.

*Henry Larsen’s Northwest Passage*. Producer David Bairstow. Videocassette. National Film Board of Canada, 1962.

Twenty-eight-minute documentary. An interview with Larsen by Trevor Lloyd of McGill University, mostly on the 1940-42 voyage. Much detail on wintering in Pasley Bay in 1941-42 and the death of Chartrand.

Hinds, Margery. *High Arctic Venture*. Toronto: Ryerson Press, 1968.

The memoir of a teacher in the Arctic, includes meeting Larsen.

“Historic Passage.” *Scarlet and Gold* 24 (1942): 46-47.

Report on the completion of the first west-to-east voyage of the Northwest Passage. Asked why the trip was ordered, Larsen replied “They just told me to go right through and that’s the way we came – it wasn’t very much.” On commenting on fighting the ice at Pasley Bay, he said: “I can’t tell you how it happened, but we were only 50 yards from the shore and we could easily get lines ashore. If it had happened anywhere else we would have been gone for sure.” Larsen was said to be anxious to get back home to his family but also eager to go back to the Arctic: “It’s a second home to me. Everything is so peaceful.”

“History Making.” *RCMP Quarterly* 16, 1 (1950): 1-2.

Editorial on the *St. Roch’s* reaching Halifax and becoming the first vessel to circumnavigate the continent. The cover of the issue had a picture of the schooner.

Hern, Frances. *Arctic Explorers: In Search of the Northwest Passage*. Canmore, AB: Altitude Publishing Canada, 2007.

A chapter on Larsen is included in the book, along with such others as Martin Frobisher, Henry Hudson, and John Franklin.

Holmes, W. Les. “Arctic Star Named in Honour of Reg. No. 10155, Albert Joseph Chartrand.” *RCMP Quarterly* 65, 3 (2000): 101-2.

Reports on a star-naming ceremony in honour of Albert Chartrand.

Hulgaard, William Joseph, and John Wesley White. *Honoured in Places: Remembered Mounties across Canada*. Surrey, BC: Heritage House, 2002.

Lists places and locations across Canada named after Mounties. Larsen’s name has been given to a coast guard vessel, elementary school, and RCMP building in addition to Cape Larsen and Larsen Sound. *St. Roch* Basin, *St. Roch* Harbour, and *St. Roch* Island were named after the schooner. Crew members who have been honoured include Albert Chartrand (Chartrand Lake, the Chartrand Star), Sergeant Major Frederick Anderton (Anderton Channel), Sergeant George

Tingley Makinson (Makinson Inlet), Constable Gifford Paul Colclough Moore (Mount Moore), Special Constable Ole Andreasen (Andreasen Head), Corporal Mitchell George Owens (Mitch Owens Road), and Sergeant Frederick Sleigh Farrar (Cape Farrar).

Huxter, K.G. "The Lyalls of the North." *RCMP Quarterly* 38, 4 (1973): 22-24.

The article describes Ernie Lyall's experiences in the North. Lyall knew Larsen and visited the crew of the *St. Roch* many times when it wintered in Pasley Bay in 1941-42. He helped build the cairn to mark the grave of Chartrand.

"Insp. Henry Larsen, RCMP, with Eskimos at Cape Dorset." *Beaver* 32, 2 (1952): cover.

Colour cover photograph of Larsen and Inuit women aboard a ship.

Irvine, T.A. *The Ice Was All Between*. Toronto: Longmans, Green, 1959.

An officer's account of the HMCS *Labrador's* transit through the Northwest Passage in 1954, the first after the *St. Roch*. Larsen visited the ship in Halifax before it sailed and again on the west coast after he had brought the *St. Roch* around through the Panama Canal.

Jones, Lindsay. "Ship's Epic Journey Honoured." *Halifax Daily News*, 12 October 2007. (LexisNexis Academic. Viewed 20 October 2012.)

An interview with the then eighty-eight-year-old Stan Mackenzie, a crew member on the 1944 transit of the passage. Although it was originally expected to take two years, the voyage was completed in eighty-six days, which caused him to comment: "I was wishing it was two years, because it would've been good pay by the time we got back."

Kemp, V.A.M. "Up North with the Royal Mounted." *Forest and Outdoors* 29, 5 (1933): 138-39, 149, 156.

This article on the RCMP in the North by former commander of the western arctic includes photographs of the *St. Roch*.

———. "Up North with the Royal Mounted." *Forest and Outdoors* 29, 7 (1933): 211-12, 221-22.

In part two of his article Kemp describes the schooner and writes that "very comfortable quarters [were] provided on the boat."

———. *Without Fear, Favour or Affection: Thirty-Five Years with the Royal Canadian Mounted Police*. Toronto: Longmans, Green, 1958.

Kemp, who reached the rank of assistant commissioner, commanded the western Arctic in 1928. He personally directed the ship's maiden voyage in the Arctic and selected Langton Bay as the location for its first wintering in. Kemp appointed Larsen as captain.

Kenney, Gerard. *Arctic Smoke and Mirrors*. Prescott, ON: Voyageur Publishing, 1994.

Refutes the findings of the Royal Commission on Aboriginal Peoples' report on the High Arctic relocations. The author finds no documentary evidence that the relocation was carried out for reasons of sovereignty but, rather, for the "well being of the Inuit." Further, he claims the conditions of those relocated were good and that the Inuit were better off in their new homes. Larsen was concerned about the condition of the Inuit, and three contemporaries are quoted

who describe him as a caring man who respected the Inuit very highly. Asked about Larsen's favourable comments about conditions at Grise Fiord, former RCMP officer Clay Fryer said: "If Larsen said things were okay, things were okay. There's no doubt about that."

———. *Ships of Wood and Men of Iron: A Norwegian-Canadian Saga of Exploration in the High Arctic*. Toronto: Natural Heritage Books, 2005.

This book is concerned with Captain Otto Sverdrup's claims to the High Arctic islands for Norway and the voyages of A.P. Low, Joseph Bernier, Vilhjalmur Stefansson, and Henry Larsen to reinforce Canada's claims to the region. In the short chapter on Larsen, Kenney writes: "It is ironic that he [Larsen] should have been born in Norway, only to become a protector of Canadian sovereignty in an area that included islands first discovered, and still claimed at the time, by citizens of his country of origin." Doreen Larsen Riedel assisted with the section on her father.

———. *Dangerous Passage: Issues in the Arctic*. Toronto: Natural Heritage Books, 2006.

The second section of this book (pp. 105-61) covers Henry Larsen and the *St. Roch*, 1928-48. The design of the schooner with its hull shaped like "a salad bowl" was used by many ships built for polar exploration. It "was a design made popular by the Norwegians."

"Larsen Again in Arctic Waters." *Scarlet and Gold* 27 (1945): 35.

Report on the departure from Vancouver for the North in May 1945, with ex-welterweight champion of the world Jimmy McLarin among those who gathered to see the schooner off.

Larsen, Henry. *The Big Ship*. Toronto: McClelland and Stewart, 1967.

Written in cooperation with Frank R. Sheer and Edvard Omholt-Jensen, Larsen's autobiography was published three years after his death. It covers his early years at sea and his career in the RCMP, with the bulk of the book devoted to his two decades aboard the schooner. The routine patrols in the western Arctic, wintering-in, life in the Arctic, and two transits of the passage are described in a matter-of-fact manner. Larsen notes that the *St. Roch* was the "most uncomfortable ship [he had] ever been in" and that the seasons from 1940 to 1942 were the "worst consecutive three [he] had experienced as far as ice and weather conditions were concerned." He writes that his two great wishes were to become a member of the force and go to the Arctic, both of which he accomplished. His descriptions of the Inuit led the historian Henry C. Klassen to comment that Larsen was "one of the most reflective historical writers of Eskimo-Police relations during the 1960's." As of 2008, Doreen Larsen Riedel was reported to be editing her father's original 1,011-page manuscript entitled *The Big Ship*.

———. "The Conquest of the North West Passage: The Arctic Voyages of the *St. Roch*, 1940-44." *Geographical Journal* 110, 1-3 (1947): 1-16.

A detailed description of the two voyages through the Northwest Passage, including the winter patrols that were made. Larsen writes that "one cannot but like and admire the Eskimos" and notes that the "bringers of civilization have been too busy teaching them our ways of living to find out much about

these people." He writes that during the voyages he reached places where earlier Arctic explorers, such as Sir John Franklin, had been and that he considered these places to be "hallowed ground." Photographs and map are included with the article.

- . *The North-West Passage, 1940-1942 and 1944: The Famous Voyages of the Royal Canadian Mounted Police Schooner "St. Roch."* Vancouver: Vancouver City Archives, 1948.

A narrative about the transits through the passage. Larsen writes that Lancaster Sound was the best route and that it would be used in the future. In 1940, the season was too advanced for the passages around King William Island, so they had to winter at Walker Bay, while in the summer of 1941, the conditions were so bad that the ship was nearly lost. In 1942, the strong currents and ice in Bellot Strait were such that "many times [Larsen and his crew] thought the ship would crack like a nut under the pressure." Larsen provides information on wintering the schooner, winter patrolling, the death and burial of Chartrand, and the Inuit, whom he calls "a remarkable people." He concludes by paying tribute to the crew members. This forty-seven-page book has been republished several times.

- . "Our Return Voyage through the North-West Passage." *RCMP Quarterly* 10, 4 (1945): 298-331.

Larsen describes the schooner's 1943 voyage in the eastern Arctic and Hudson Bay, the refit of the ship, and the 1944 journey through the passage. He asserts that the latter voyage was undertaken to uphold Canadian sovereignty in the Arctic. In the eighty-six-day voyage through the passage the *St. Roch* travelled 11,740 kilometres and steamed 1,031 hours and 34 minutes. In his summary Larsen writes that earlier Arctic explorers were defeated by the North due to the "slow and cumbersome ships of those days, rather than the ice and inhospitableness of the land."

- . "The *St. Roch* and the Northwest Passage." *Great Canadian Adventures*, 322-35. Montreal: Reader's Digest Association (Canada), 1976.

Reprints excerpt from *The Big Ship*.

- . "West-East ... 1940-1942: The Story of the RCMP *St. Roch*." *Scarlet and Gold* 26 (1944): 20-24.

An article on the voyage that includes a recounting of the 1942 winter patrol and the author's experience with the Inuit population.

- . "The Work of the *St. Roch* during Last Summer." *Arctic Circular* 2, 2 (1949): 19-20.

Arriving at Herschel Island by air after spending the fall and winter outside, Larsen writes that the crew of the schooner had been kept "very busy" assisting the Inuit who were suffering from influenza and who had had very poor trapping that year. The main job that summer was assisting the HBC with hauling cargo accumulated at Tuk Tuk; this required three trips with full loads. The schooner left Herschel Island on 5 September and, after enduring difficult conditions, reached Vancouver on 18 October.

- Larsen Riedel, Doreen. "A Canadian to Remember." *RCMP Quarterly* 71, 1 (2006): 22-30.

- The author describes the duties her father completed as commander of G Division.
- . “Henry’s Cannon.” *RCMP Quarterly* 73, 3 (2008): 10-11.  
An article based on Larsen’s notes about a small bronze ship’s cannon that he had brought out of the Arctic. It is now in storage at the RCMP Heritage Centre in Regina
- “The Last Log of the *Fort James*.” *RCMP Quarterly* 6, 1 (1938): 53.  
Reprints the log of the *Fort James*, whose crew was rescued by the *St. Roch*.
- “Last Voyage.” *RCMP Quarterly* 64, 4 (1999): 30-32.  
Article about J.M. Diplock, who sailed on the 1944 voyage through the passage. Diplock said that on the trip they saw more icebergs than “ice cubes at a big party.”
- Learmonth, L.A. “The Curse of Neovitchek.” *Beaver* 26, 2 (1946): 3-5.  
An article about how, during the course of his police investigation, Larsen brought down a curse upon himself by disturbing the grave of the Inuit Neovitchek.
- . “First in History.” *Beaver* 22, 3 (1942): 39.  
A photo essay reporting the west-to-east voyage through the passage.
- . “*St. Roch* Makes History.” *Beaver* 24, 3 (1944): 48.  
A photo essay reporting the one-season voyage through the passage.
- Legace, Peter. “A Significant Part of Our History Passes Away.” *RCMP Quarterly* 66, 1 (2001): 17-18.  
Patrick George Hunt, the last remaining crew member on the Vancouver-to-Halifax voyage, died in 1999. Larsen, Hunt, and the Inuit guide Equalla made a 1,835-kilometre patrol to summon a priest to conduct a funeral for Chartrand.
- Leises, Harry W. “Mistress of the Frozen Seas.” *Alaska Journal* 10, 1 (1980): 52-55.  
A history of the *St. Roch*. In describing the ship (a “sturdy little craft”), Leises notes the cramped conditions and writes: “Many qualities were built into the *St. Roch*, but comfort was not one of them.”
- “*Life* Goes Around North America: The Mounties Use Northwest Passage and Panama Canal.” *Life* 28, 25 (1950): 122-26, 128.  
A photo essay on the *St. Roch*’s sailing around North America. The ship is called “a frumpish little motor ship.”
- Lyall, Ernie. *An Arctic Man: Sixty-Five Years in Canada’s North*. Edmonton: Hurtig Publishers, 1979.  
Memoirs of a life spent in the North, including working for the HBC, as an interpreter for the RCMP, and as a trapper. In 1941 Lyall delivered nine dogs to Larsen aboard the *St. Roch*.
- Mabee, R.L. “Vancouver Centennial Museum.” *RCMP Quarterly* 25, 2 (1959): 126-28.  
Report on the formal opening of the museum, which houses the *St. Roch*, on 11 June 1959. Larsen spoke at the ceremony, which was attended by former crew members J. Friederich, J.W. Peters, M.J. Olson, and Rudy Johnson.
- MacBrien, Sir James Howden. “An Eleven Thousand Mile Inspection Trip.” *Canadian Geographic Journal* 13, 7 (1936): 346-57.

As part of a month-long tour by airplane during the summer of 1936, the RCMP commissioner inspected the *St. Roch* on 20 July 1936 at Cambridge Bay. He found the schooner's crew to be in "splendid condition."

———. "The Mounties in the Arctic." *Canadian Geographical Journal* 10, 4 (1935): 156-66.

An article on the RCMP's service in the North by the then commissioner includes reference to the *St. Roch*. He writes: "One of the most interesting units in the Northern Service is our Floating Detachment on the 90-ft. vessel *St. Roch*."

Macdonald, W.E.G. "New *St. Roch* Record." *Scarlet and Gold* 26 (1944): 17-24.

Report on the east-west voyage. Larsen is quoted as saying: "We sailed those western Arctic waters entirely by old naval charts. Those old chartmakers were marvellous. Each one was absolutely correct. How they did it, with the means at their disposal, I marvel."

MacInnes, Tom, ed. *Klengenberg of the Arctic: An Autobiography*. London: Jonathan Cape, 1932.

Memoirs of an Arctic trader who was a friend of Larsen's. Larsen sailed as a mate aboard Christian Klengenberg's ship the *Maid of Orleans* to the Arctic in 1924. He was aboard when RCMP constable MacDonald fell overboard and drowned.

Mandel, Charles. "A Navigator of the North." *Globe and Mail*, 6 January 2003. (LexisNexis Academic. Viewed 24 August 2012.)

An obituary of Kai Boggild, a naval officer, navigator, and crew member aboard the *St. Roch* for about six months in the Arctic in 1947.

Marcus, Alan Rudolph. *Relocating Eden: The Image and Politics of Inuit Exile in the Canadian Arctic*. Hanover, NH: University Press of New England, 1995.

A study of the relocation of Inuit in the early 1950s. Larsen is described as "an unconventional policeman with what were somewhat radical ideas for the time, and he became an advocate for improving the standard of living of the Inuit." By the 1950s, Larsen thought the state of the Inuit was a national disgrace and that the conditions they endured surpassed "the worst evils of slum areas in cities." Relocating the Inuit would, he believed, improve their standard of living and give them an "opportunity to better themselves." While he did not want any Inuit "talked into" it or moved against their will, he later accepted that the failure "to obtain informed consent had been a flaw in the planning." Marcus believes Larsen's "fascination" with repopulating the High Arctic was "directly influenced by the recent archaeological studies in the area." Larsen held a "utopian vision of an ideal Inuit society [that] was founded on the belief that one could return a group of people to an Arctic Eden."

"Maritime Memorial Museum." *Scarlet and Gold* 41 (1959): 41-43.

Report on the opening of the museum on 11 June 1959. Larsen and other former crew members were present.

Mills, William James. *Exploring Polar Frontiers: A Historical Encyclopedia*. 2 vols. Santa Barbara, CA: ABC-CLIO, 2003.

Includes entry on Larsen.

*Mission: Northwest Passage*. Director Christopher Rowley. CineNova Productions, 1993.

A fifty-minute documentary on the 1940-42 voyage. Useful for the interviews with the former schooner crew members.

“Monument to Otto Sverdrup.” *Arctic Circular* 10, 2 (1957): 27-28.

Report on dedication of monument for the Norwegian explorer, at which Larsen represented the Canadian government. Excerpts of his speech are included.

Mowat, Farley. *High Latitudes: An Arctic Journey*. Toronto: Key Porter Books, 2002.

Includes George Porter’s recounting his service aboard the *St. Roch* in 1940 and 1941 as a special constable and interpreter. Porter claims he was in fact the pilot and could have made the passage in the first season – and would have if it had been his boat.

Neuberger, Richard L. “Across the Roof of North America.” *Alaska Life* 8, 3 (1945): 30-37.

Calling it “one of the most magnificent expeditions in the history of the North American continent,” the article presents portions of the schooner’s log for the west-to-east voyage through the passage.

“The Northwest Passage.” *RCMP Quarterly* 39, 1 (1974): 61.

A report on the unveiling of a cairn dedicated to Larsen and the crew of the *St. Roch* that was located near to where the ship wintered in 1941-42. Ernie Lyall, Takouk, and Teeltak (guides of Larsen) attended the ceremony.

“Obituary.” *Polar Record* 5, 37/38 (1949): 364.

An obituary of Ole Andreasen, who served as mate on the *St. Roch* on the 1944 voyage.

Olsen, Joe. “Could the *St. Roch* Survive in The North?” *Scarlet and Gold* 57 (1975): 6-25.

Reminiscences of the schooner’s maiden voyage and first winter in the Arctic, related by a former crew member.

———. “Passing of an Arctic Pioneer.” *RCMP Quarterly* 40, 1 (1975): 56-57.

An appreciation of Sergeant-Major Frederick Anderton, who was the first NCO in charge of the *St. Roch*, related by one of the crew members who sailed with him.

———. “A Voice Out of the Distant Past: Story of the RCMP *St. Roch*.” *Scarlet and Gold* 65 (1983): 6-10.

A seven-typewritten-page narrative of the schooner’s history prepared by Larsen and sent to Mrs. Alex Eames, with a letter dated 15 July 1944.

Omholt-Jensen, E. “Henry Larsen (1899-1964).” *Arctic* 36, 3 (1983): 302-3.

A profile of Larsen that says he had an “unswerving” dedication to Arctic work. He showed “a remarkable sensitivity to native culture” and was a “true friend of Canada’s native people.” Later reprinted in *Lobsticks and Stone Cairns: Human Landmarks in the Arctic*.

Paine, Lincoln P. *Ships of the World*. New York: Houghton Mifflin, 1997.

Includes an entry on the *St. Roch*.



Panipakuttuk, Joe. "The Reminiscences of Joe Panipakuttuk." *North* 16, 1 (1969): 10-17.

Panipakuttuk recounts sailing with family aboard the *St. Roch* on the 1944 voyage and their subsequent return by means of the schooner and sled to Pond Inlet, which took two years. On the trip he recalls hearing for the first time "Eskimos talk English," being nervous when left at Herschel Island as the "people looked so different," and, for the first time, finding out that "Eskimos buy things from other Eskimos for money." The author had been gone so long that he spoke with a western Arctic dialect and, upon his return, found it difficult to talk with his own people.

Parkes, Derek. "Old Timers: Frenchy's Wolf." *RCMP Quarterly* 36, 5 (1971): 44-46.  
Remembrances of Chartrand related by one of his former crew mates.

"Patrol – Cambridge Bay to King William and Matty Islands, nwt, 1936." *RCMP Quarterly* 4, 4 (1937): 270-73.

A report on a 1936 patrol from the *St. Roch* undertaken by Acting Sergeant Makinson, Constable Mackenzie, and special constables Mihak and Luke. The party patrolled from Cambridge Bay to Sherman Inlet and King William Island and investigated the deaths of two Inuit named Koppa and Kig-nek, respectively.

"Patrols of the Royal Canadian Mounted Police, 1940." *Polar Record* 3, 22 (1941): 410-13.

Includes a report on what turned out to be the first leg of the west-to-east voyage through the passage. The *St. Roch* sailed for the North on 9 June 1940 and reached Walker Bay, Victoria Island, on 25 September 1940.

"Patrols of the Royal Canadian Mounted Police, 1942." *Polar Record* 4, 27 (1944): 108-11.

Describes the 1,835-kilometre patrol from the *St. Roch* completed by Larsen, Constable Hunt, and the Inuit Equalla in February-May 1942.

"Patrols of the Royal Canadian Mounted Police, 1943." *Polar Record* 4, 29 (1945): 214-20.

Includes report of eastern Arctic patrol conducted by *St. Roch*.

Pepper, J. H. "Wintering the *St. Roch*." *RCMP Quarterly* 1, 2 (1933): 81-83.

Discusses wintering the schooner in the Arctic, including pointing out that the vessel must be close to Inuit settlements in order to efficiently function as a police detachment during the winter months.

Pilot, R.S. "Lazaroosie Kyak (1919-1976)." *Arctic* 37, 1 (1984): 78-79.

A profile of Kyak, who assisted RCMP patrols out of Pond Inlet and was engaged as a special constable in 1943. Kyak and others from Pond Inlet were added to the *St. Roch* on its arrival in 1944 in order to help with the hunting and the making of winter clothing. As it turned out, the voyage was made in one season.

"Police Boat Sails across Top of World in 86 Days." *Popular Science* 146, 3 (1945): 120.

A brief article on the 1944 voyage.

Porsild, A.E. "Henry Asbjorn Larsen (1899-1964)." *Arctic* 18, 1 (1965): 67-68.

An obituary of Larsen. In the profile he is called an "eminently successful navigator and leader of men" as well as a "staunch friend" and "understanding advocate" of the Inuit.

“Presentation to Superintendent Larsen.” *Scarlet and Gold* 42 (1960): 31.

Larsen is presented with a portrait of himself by Governor General Georges Vanier on 19 May 1960.

“Reg. No. 5694, Sergeant-Major F. Anderton is Decorated.” *RCMP Quarterly* 2, 4 (1935): 41.

Extract from the *Canada Gazette* on the awarding of the Order of the British Empire to Anderton.

Reigh, Marjorie. “Ballad of the *St. Roch*.” *RCMP Quarterly* 27, 4 (1962): 280.

A poem about the *St. Roch*.

“Resting Place for the *St. Roch* Now Assured.” *Scarlet and Gold* 39 (1957): 51.

Announcement of a donation towards building of a museum to house the schooner.

Rivett-Carnac, C.E. “Arctic Triangle.” *RCMP Quarterly* 4, 4 (1937): 196-201.

An article about the arrest and trial of Ahigiak. The accused was held aboard the *St. Roch* pending trial.

Robinson, J. Lewis. “Conquest of the Northwest Passage by RCMP Schooner *St. Roch*.” *Canadian Geographic Journal* 30, 2 (1945): 52-73.

The author, a geographer at the Bureau of Northwest Territories and Yukon Affairs, Ottawa, based his article on Larsen’s reports and interviews with him. Robinson details both the voyages and the patrols completed and writes that Larsen was proud of, but not too excited about, conquering the passage. He and his crews “had been travelling around amid the ice-floes of the Western Arctic in good and bad seasons for fourteen years, and had conquered the Passage as a side-activity while successfully carrying on with their other police duties.” The article was reprinted in the 1945 *Annual Report of the Board of Regents of The Smithsonian Institution*.

———. “The Last Voyages of the *St. Roch*.” *Beaver* 75, 6 (1995-96): 26-31.

Noting that little has been written about the *St. Roch*’s voyages and “day-to-day work” in the years after the schooner’s two historic voyages, Robinson describes the ship’s activities from 1945 until its retirement from service in 1948. He provides details on the *St. Roch*’s attempt to sail through Prince of Wales Strait from the west in the summer of 1947. Blocked by the ice, it turned back. The author writes: “The score was evened. The Strait had been conquered once by the *St. Roch*, but this time it had resisted successfully.”

Rokeby-Thomas, Anna. “Anna’s Diary: Arctic Honeymoon and Home.” *North* 21, 5 (1974): 26-31.

The reminiscences of a resident of Cambridge Bay include the *St. Roch*’s arriving there to winter in September 1936.

———. “Christmas Living under the Mid-Day Moon.” *North* 21, 6 (1974): 8-15.

Describes life at St. George’s Mission, Cambridge Bay. The author writes about Larsen and calls him “an ordinary down to earth man, who was loved and respected by all.”

———. “Christmas 1938.” *North* 22, 6 (1975): 52-57.

Recounts Christmas in 1938, including references to the crew of the *St. Roch*.

———. “Farewell with Memories.” *North* 23, 1 (1976): 52-57.

Mentions the *St. Roch* wintering at Cambridge Bay in 1938-39, during which time Gontran de Poncins, a French traveller in the North, stayed aboard the schooner.

———. “Married under the Midnight Sun.” *North* 21, 3 (1974): 14-21.

In 1936, the author went to Coppermine to marry Reverend Howard Rokeby-Thomas. The groom was brought to the wedding aboard the *St. Roch* from Cambridge Bay. The schooner ran aground as it was about to dock at Coppermine, and Larsen and the crew (with the exception of Sergeant Makinson, who was best man) missed the ceremony.

Rowley, Diana. “Henry Asbjorn Larsen.” *Geographical Journal* 131, 1 (1965): 157-58.

An obituary of Larsen, who had received the Patron’s Medal of the Royal Geographical Society in 1946.

Royal Canadian Mounted Police. “RCMP Schooner *St. Roch*: Voyage from Vancouver, B.C., East through the North-West Passage to Halifax, NS.” *Report of the Royal Canadian Mounted Police*. Ottawa: Edmond Cloutier, 1943: 53-59.

The official report of the voyage. Of this report, Porsild writes: “To those familiar with Arctic exploration and its long history of privation, hunger and cold, the terse daily entries copied from the *St. Roch*’s log seem as undramatic and commonplace as if each voyage had been entirely routine.”

———. *Report of the Royal Canadian Mounted Police*. Ottawa: King’s Printer, 1933-52.

The annual reports are also known as the “blue books.” For the years 1928 to 1949, they contain information on the cruises of the *St. Roch*, patrols undertaken from the schooner, and police duties completed by the crew (such as the investigation of the shooting of Fritz Schurer). Later reports contain information on G Division when Larsen was in command. The report on the *St. Roch*’s 1940-42 voyage, printed as an appendix to the 1943 report, is listed separately in this bibliography.

———. *Reports and Other Papers Relating to the Two Voyages of the RCMP Police Schooner St. Roch through the North West Passage from (1) Vancouver, BC, to Sydney, NS, (1940-42) (2) Dartmouth, NS, to Vancouver, BC, (1944): Under the Command of Regimental Number 10407, Staff/Sergeant H.A. Larsen (now sub-inspector)*. Ottawa: King’s Printer, 1945.

This publication consists of selected official records on the *St. Roch*’s two voyages through the Northwest Passage. Includes a brief history of the *St. Roch* by Larsen; the navigation report of the first voyage; the navigation report of the second voyage; extracts from the logs for both voyages; eleven Patrol Reports for the first voyage; and reports for the second voyage, including the sea and air temperatures that were gathered. Later republished in 2000.

“Royal Canadian Mounted Police Patrols, 1936.” *Polar Record* 2, 14 (1937): 134-41.

The section includes a report on Sergeant G.T. Makinson’s patrol of spring 1936, which covered 1,711 kilometres and extended from Cambridge Bay to King William Island.

“Royal Canadian Mounted Police: Three Patrols Made in the Canadian Arctic in 1934.” *Polar Record* 2, 10 (1935) : III-18.

The section includes a report on a patrol made from Tree River to Red Rock Lake and Bathurst Inlet, Coronation Gulf, that covered 1,127 kilometres in thirty-seven days. The patrol, undertaken from 12 December 1933 to 17 January 1934, was led by Sergeant G.T. Makinson, detachment commander on the schooner, and included Sergeant Larsen.

Royal Commission on Aboriginal Peoples. *The High Arctic Relocation: A Report on the 1953-55 Relocation*. Ottawa: Minister of Supply and Services Canada, 1994.

A report by the Royal Commission on Aboriginal Peoples on the relocations of the Inuit to the High Arctic finds that the relocations demonstrate “the harm done by well-intentioned but ill-conceived government actions.” The promise of return made to the Inuit was initially given by Larsen, but the government made no plan to “give effect to the promise.”

*RCMP Quarterly*. Ottawa: Royal Canadian Mounted Police.

Includes editorials, articles, a division bulletin section (including G Division), and obituaries. It has been published under the title *RCMP Quarterly* as well as the *Royal Canadian Mounted Police Quarterly*. With publication suspended during the Second World War, the quarterly has been published from July 1933 to October 1942 and from April 1945 to the present. Obituaries of *St. Roch* crew members include those for Rudolf Thorvald Johnsen (October 1966), Special Constable Panipokochoo (July 1970), George William Peters (January 1970), Michael Patrick Keating (October 1972), William John Parry (January 1973), Frederick Anderton (January 1975), Frederick William Sealey (Winter 1977), Special Constable Kyak (Winter 1977), John Bennison (Winter 1977), Scott Eric Alexander (Winter 1977), Lester Peter Pearo (Spring 1978), Donald Porteous Blues (Fall 1978), Lloyd Ralston Lamb (Summer 1979), Joseph Unsworth Eddy (Fall 1981), John William Doyle (Winter 1985), Bertram Graham Boutilier (Summer 1987), Arthur Owen-Jones (Fall 1987), Glen Kirk Sargent (Winter 1989), Patrick George Hunt (Fall 1999), Frederick Joseph James Henderson (Summer 1998), Robert Wesley Christy (Summer 1997), James Victor Margetts (Summer 2001), Hendrik Willem Tieleman (Spring 2000), Charles Robert Raefe Douthwaite (Spring 1991), John Friederich (Winter 1991), Gerald Francis Labreche (Summer 1999), Murray Sutherland Smith (Spring 1996), Mical Joseph Olsen (Winter 1995), James Joseph Cranney (Winter 1996), Milne James Diplock (Summer 1995), Gordon Lennox Coffin (January 1958), James Henry Davies (January 1955), Albert Chartrand (April 1942), and Henry Asbjorn Larsen (January 1965).

Rybak, Stephen. “Icebreaker Henry Larsen Launched.” *RCMP Quarterly* 52, 2 (1987): 9-11.

Report on the launching of the Canadian Coast Guard icebreaker the *Henry Larsen*, which was christened by Larsen’s widow, Mary Larsen. The launching was also attended by former *St. Roch* crew member Joe Olsen.

“Safe Harbour for the *St. Roch*.” *Scarlet and Gold* 48 (1966): 6-10.

Official opening of the structure to house and preserve the schooner on 23 June 1966. Mary Larsen cut the ribbon.

"*St. Roch* Fast Turning into 'St. Rot' in Drydock." *RCMP Quarterly* 26, 4 (1961): 293-94.

An article reprinted from the *Vancouver Province* reporting the deteriorating condition of the schooner then in place at the Vancouver Maritime Museum.

"The *St. Roch* Monument." *RCMP Quarterly* 16, 3 (1951): 230-31.

Report on the unveiling of a monument to the *St. Roch* in Regina. Larsen spoke at this event.

*St. Roch: Passage into History*. Ottawa: Royal Canadian Mounted Police Public Affairs Directorate, 1992.

A booklet on the history of the *St. Roch* published to mark the fiftieth anniversary of the ship's 1942 voyage through the Northwest Passage. The text is in both English and French.

*St. Roch: Past and Present*. Ottawa: Queen's Printer, 1970.

A booklet on the schooner.

"*St. Roch* Returns." *Scarlet and Gold* 28 (1946): 28.

Report on the 1945-46 cruise of the schooner in the North and its return to Vancouver on 26 September 1946.

"*St. Roch* in Sound Condition." *Scarlet and Gold* 43 (1961): 40.

Frank Carr, director of the National Maritime Museum at Greenwich, examined the schooner on 29 November 1961 and reported it in good shape.

"*St. Roch* Still in Good Condition." *Scarlet and Gold* 44 (1962): 46.

Article on the condition of the schooner at the Maritime Museum.

"*St. Roch* at Vancouver." *RCMP Quarterly* 12, 2 (1946): 128.

Photograph of the schooner docking at Vancouver on 26 September 1946.

"*St. Roch's* Latest Patrol." *RCMP Quarterly* 13, 2 (1947): 145.

Report on the schooner's 1947 patrol.

Scott, E. "Occupational Therapy." *RCMP Quarterly* 16, 1 (1950): 37-40.

Reports on the efforts of J.S. Matthews and Tom Howarth, both of Vancouver and friends of Larsen, to publish a pamphlet history of the *St. Roch's* voyages.

———. "*St. Roch* Comes Home." *RCMP Quarterly* 20, 3 (1955): 211-16.

Describes the schooner's last arrival in Vancouver, on 12 October 1954, where the vessel was retired to a permanent berth. The welcoming ceremony included officials and former *St. Roch* crew members. The next day Larsen was the honoured guest at a meeting of the city council at Vancouver City Hall, at which time the schooner was turned over to the care of the city.

"Sgt F.S. Farrar, North-West Passage Veteran, Dies." *RCMP Quarterly* 20, 4 (1955): 367.

Obituary article on Farrar, who served many years aboard the *St. Roch* and was the first person to complete a circumnavigation of North America (by sailing on the vessel's 1940-42 voyage and its 1950 trip from Vancouver to Halifax through the Panama Canal).

Shouldice, Jack. "Henry Larsen Elementary School." *RCMP Quarterly* 63, 2 (1998): 149-50.

Reports on a ceremony at the school named in honour of Larsen. His wife and daughter attended, and a life preserver from the schooner was given to the school.

Stefansson, Vilhjalmur. *Great Adventures and Explorations: From the Earliest Times to the Present, as Told by the Explorers Themselves*. New York: Dial Press, 1947.

The Arctic explorer includes a section on Larsen's 1944 voyage.

Stevenson, A. "Valiant Viking." *North* 14, 5 (1967): 40-45.

Calling the story of the *St. Roch* "enthraling," the article describes the two voyages through the passage as well as the schooner's final home at the Vancouver Maritime Museum.

"The Story of Henry Larson [*sic*] and the Gallant *St. Roch* Now Part of the Vancouver City Archives." *Scarlet and Gold* 40 (1958): 29.

Announcement of the addition of Sydney March's oil painting of Larsen to the archives collection.

"Supt. H.A. Larsen First Recipient of Massey Medal." *RCMP Quarterly* 25, 3 (1960): 203-4.

Larsen was awarded the Massey Medal of the Royal Canadian Geographical Society. It was presented by Governor General Vincent Massey.

"Supt. H.A. Larsen Represents Canada at Norwegian Ceremony." *RCMP Quarterly* 23, 2 (1957): 99-102.

On 21 July 1957, Larsen attended Crown Prince Olav's unveiling of a monument of the Arctic explorer Otto Sverdrup at Steinkjer, Norway. Larsen laid a wreath and addressed the crowd, saying: "[Sverdrup was] an inspiration and a shining light during the past thirty years in connection with my own work in the Arctic." He also presented a gift to the Crown Prince on behalf of the RCMP.

"Supt. H.A. Larsen Retires." *RCMP Quarterly* 26, 1 (1960): 3-10.

On Larsen's retirement, this article recounts his career and two voyages through the Northwest Passage. His retirement from the force "mark[ed] the end of an era – an era of Arctic exploration which began centuries ago." The issue had a photograph of Larsen on its cover.

"Supt. Henry Asbjorn Larsen, FRHS." *RCMP Quarterly* 30, 3 (1965): 3-5.

An article on the death of Larsen, calling him a "modern-day Viking." Includes the eulogy of the Reverend W.E. Rieker of Trinity Lutheran Church, Regina, during the memorial service conducted at the RCMP chapel on 6 November 1964.

Thompson, John Beswarick. *More Northerly Route: A Photographic Study of the 1944 Voyage of the St. Roch through the Northwest Passage*. Ottawa: Information Canada, 1974.

An expanded version for publication of the author's *St. Roch: 1944*. This book has ninety photographs and includes biographical sketches of the ship's crew. During his research the six remaining crew members were tracked down and interviewed.

Thompson, John Beswarick. *St. Roch: 1944 – A Photographic Study*. Manuscript Report Series No. 86. Ottawa: National and Historic Parks Branch, 1972.

A photographic history of the 1944 voyage includes seventy-eight photographs. Supporting text includes excerpts from interviews with the crew members, the

log kept by Ole Andreasen, secondary sources, newspaper articles, and other primary documents.

———. “Fantastic Voyage: How a Dutch Resistance Fighter Added to the BC Legend.” *Vancouver Sun*, 14 December 2000. (LexisNexis Academic. Viewed 24 August 2012.)

An obituary of Hendrik Willem “Harry” Tieleman, the schooner’s last navigator.

Tranter, G.J. *Plowing the Arctic: Being an Account of the Voyage of the R.C.M.P. “St. Roch” through the North West Passage from West to East*. Toronto: Longman, Green & Co., 1945.

A fictionalized account of the voyage through the passage, complete with dialogue invented by the author. It is unreliable as a history. Lyall writes in his book that Tranter’s account of how he and Larsen struggled through a bad storm one night to Lyall’s house was entirely wrong. There was a storm but, according to Lyall: “[It was] no sweat, my team took us right home in about twenty-five minutes.”

Union Diesel Engine Company. *Twice through the Northwest Passage*. Oakland: Privately printed by the Union Diesel Engine Company, 1945.

A heavily illustrated booklet on the *St. Roch*’s Arctic voyages by the company that manufactured the engines powering the ship. The *St. Roch* was equipped with a Union Diesel engine of 150 horsepower for its early patrols and the first voyage through the Northwest Passage. It was then replaced with a three-hundred horsepower, six-cylinder Union Diesel for the second voyage.

“Voyage of the *St. Roch*, 1948.” *Polar Record* 6, 46 (1953): 788–89.

After wintering in 1947–48 at Herschel Island, the schooner made trips to Tuk Tuk, Coppermine, Read Island, and Holman Island. It then sailed to Vancouver, which it reached on 18 October 1948.

“The Voyage of the *St Roch* through the North-West Passage, 1940–42.” *Polar Record* 4, 27 (1944): 115–18.

A “condensed account” of the voyage based on information supplied by the RCMP commissioner. The author comments that the voyage ranks with the *Gjoa*, except that with “wireless the expedition was never for very long out of touch with headquarters.”

“Voyages of the *St Roch*, 1945–46 and 1947.” *Polar Record* 5, 39 (1950): 451–53.

A summary of the voyages of 1945–46 and 1947 based on the annual reports of the RCMP for the years 1946–48.

Wallis, Lloyd P. “The Most Northerly Route: Stan McKenzie Looks Back at the *St. Roch*’s 1944 Voyage through the Northwest Passage.” *RCMP Quarterly* 74, 2 (2009): 12–17.

A profile of McKenzie, the last living crew member of the 1944 voyage. He recalled that the biggest challenge in the voyage was “trying to keep the *St. Roch* moving” and that it was “cold and hard work.”

“Welcome Home *St. Roch*.” *Scarlet and Gold* 36 (1954): 13–17.

Describes the arrival of the schooner in Vancouver for the final time and the ceremonies for handing the ship over to the City of Vancouver. Former crew



members on hand were T.G. Parsloe, A.W. Owen-Jones, M.J. Olsen, M.A. Foster, R. Kells, G.W. Peters, D. Parry, R. Johnson, F.W. Sealey, and J.E. Duke. White, Bill, and Howard White. "Sailing on the *St. Roch*." In *Raincoast Chronicles Six/Ten Collector's Edition II*, ed. Howard White, 89-98. Madeira Park, BC: Harbour Publishing, 1983.

The reminiscences of Bill White, from his time serving aboard the *St. Roch* in 1930. He is disdainful of Anderton ("a stuffy officious bugger") and appreciative of Larsen ("[his] most outstanding skill as an Arctic navigator ... was his ability to read the ice"). White claims that the crew members were illegally paid three thousand dollars to free the *Nigalik* from the rocks and that Anderton pocketed more than twenty-five hundred dollars for himself.

White, Patrick. *Mountie in Mukluks: The Arctic Adventures of Bill White*. Madeira Park, BC: Harbour Publishing, 2004.

A biography of Constable Bill White, who joined the RCMP with the intention of getting to the North and who served aboard the *St. Roch*. He disliked his fellow Mounties, saying they were "reactionaries with no sympathy for the unemployed whatsoever ... By that first winter I knew that I didn't have a damn thing in common with most of the other cops up there." While White claims he "immersed" himself in the Inuit culture and greatly admired the Inuit, many of the other Mounties "just laughed at [them]." Dismissive of the "myth of RCMP heroics," he calls the voyage of the *St. Roch* a "stunt" and the Mad Trapper affair a "fiasco." He also accuses Charlie Klengenbergh of murdering Constable McDonald. The biography is based on taped oral history interviews with Bill White.

Wild, Roland. *Arctic Command: The Story of Smellie of the Nascopie*. Toronto: Ryerson Press, 1955.

A biography of the captain of the HBC ship. Smellie was upset that his ship received no mention in the discussions of the *St. Roch*'s successful voyages. He said, in apparent reference to Larsen's comment regarding a routine voyage: "Nobody seems to ask how these routine adventurers keep their tanks full. The answer is, of course, the Hudson (sic) Bay Company gets the fuel there first."

Wildsmith, A.C. "A New Mizzen-Mast for the Historic RCMP Schooner *St. Roch*." *Bulletin of the Association for Preservation Technology* 8, 3 (1976): 40-43.

Describes the adding of a new mizzen-mast during the restoration of the ship to its 1944 configuration.

Williams, Glyn. *Arctic Labyrinth: The Quest for the Northwest Passage*. Berkeley: University of California Press, 2009.

Includes a chapter on the voyages of the *St. Roch*.

Wilson, C. "Arctic Odyssey: The Voyages of the *St. Roch*." *Beaver* (March 1945): 3-7.

An account of the 1944 voyage through the Northwest Passage. The author notes that, in sailing in the Arctic, the ship was "subject to the vagaries of Arctic winds and currents, tides and weather, all of which add up to the determining factor for success or failure – ice conditions." The article has been reprinted in the *Beaver's* December 1994/January 1995 issue.

Woodcock, George. "The North-West Passage Conquered." *History Today* 18, 7 (1968): 480-86.

Describes the voyages of Roald Amundsen in 1906 (the first explorer to navigate the passage) and Larsen's voyages. Amundsen and Larsen were successful, first and foremost, because they were not sailing through "entirely unknown waters." They had the knowledge gained by previous explorers as well as their own experience of sailing in those waters. Remarking on the 1944 voyage the author writes: "The luck of the *St. Roch* was phenomenal compared with that of any other Arctic expedition." However, more than luck, the decisive factors were the "small and sturdy" boat itself and Larsen's Arctic experience.

Wordie, J.M. "The Voyage of the *St. Roch* through the North-West Passage, 1944." *Polar Record* 4, 30 (1945): 258-63.

An account based on copies of Larsen's report and log provided to the author by the RCMP commissioner. He comments: "Larsen was held up in all possible ways, and his success is clearly the reward of good seamanship and ability as an ice navigator, combined with courage and resource."

Wordie, J.M., and Richard J. Cyriax. "Centenary of the Sailing of Sir John Franklin with the *Erebus* and *Terror*." *Geographical Journal* 106, 5/6 (1945): 169-95.

This article includes a section entitled "Larsen 1940-42 and 1944," which describes the *St. Roch*'s two voyages through the passage.

Wright, G.T. "Celebrating the *St. Roch*." *RCMP Quarterly* 58, 3 (1993): 8-11.

Report on three celebrations – at Cambridge Bay, Vancouver, and Ottawa – to mark the fiftieth anniversary of the completion on the voyage through the Northwest Passage.