

or the Cape Mounted Police, these men to be given certain civil powers, and to precede altogether the advance of settlement, thus preparing the Indian for what was to come; and when we consider that in 1873 the whole region between the western boundary of Manitoba and the Rocky Mountains was a vast solitude, unbroken, except by the occasional stampede of the herds of buffalo, the howl of wolf and cayote, or the unearthly whoop of the mounted war party, with no sign of civilization other than the devoted missionary priest and a few small Hudson's Bay posts in the northern portion of the territories, the gravity of the situation which presented to Colonel French, the first commissioner of the force, when ordered by the Government to establish patrols in this immense wilderness, can be understood.

In the month of September, 1873, one hundred and fifty men were recruited in the eastern provinces and sent by the Dawson route to Lower Fort Garry, where they arrived in October of the same year. The winter of 1873-4 was spent in outfitting and drill, and as the recruits were largely the rawest of the raw, some very amusing episodes, particularly in the riding school, were now and again reported to the civilian outsiders resident in the neighbourhood of the historic "Stone Fort," and the instructors who had to deal with green striplings, who could not tell one side of a saddle from the other, and were prepared to argue that the Government spurs furnished were intended to keep the new recruit fastened to his horse and prevent his ignominious fall to the tan bark, certainly had a contract of some magnitude.

At this stage in the preparation of the now almost perfect force of mounted men, known since June 22 through the British Empire as the North-West Mounted Police, it was particularly fortunate that the authorities could place their instructions for drill in the hands of such a skilled officer and fine disciplinarian as at that date was the late Lient.-Colonel James F. McLeod, C.M.G., who was appointed assistant commissioner while resident at the "Lower Fort," and marched out in the spring of 1874 to make a junction with Colonel French, who had, during the winter referred to, prepared three more troops at Toronto, leaving that city on June 6 with 16 officers, 201 men, and 244 horses. Colonel French moved his men by the way of Chicago and St. Paul, meeting Colonel McLeod, with his Fort Garry contingent, on the morning of the 19th June, 1874, at Dufferin, near the international boundary. The first real prairie work of the force began here at Dufferin, and Colonel French, in his official report, after detailing a few of the difficulties met with through the presence of baulky horses, unruly oxen and green teamsters, describes his force while in marching order as follows: "Our train was, I suppose, the largest ever seen in these parts; when closed up to a proper interval it was a mile and a half long." * * *

The column presented a very fine appearance. First came "A" division, with their splendid dark bays and thirteen waggons; then "B," with their dark browns; next "C," with bright chestnuts drawing the guns and gun and small ammunition; next "D," with their greys; then "E," with their black horses; the rear being brought up by "F" with their light bays.

Then came a motley string of ox carts, ox waggons, cattle for slaughter, cows, calves, etc., not to forget mowing machines for cutting the season's hay.

The column described, pressed on, meeting with the difficulties attendant upon travel through the alkali plains in the old days, finally reaching the Porcupine Hills, near which Colonel McLeod, was instructed to build a fort or post, to be known as Fort McLeod. Part of "A," all "B," "C" and "F" troops were

established in this crude fortress, and for many years the even-handed justice which was dealt out from this most interesting transplanted



A GOOD SPECIMEN—STAFF-SERG. BADGLEY,
N.-W. MOUNTED POLICE.

germ of civilization by Colonel McLeod, who shortly became a judge, and Lient.-Colonel Irvine, succeeding to the commissionership, was much admired by Canadians, and became a wonder to our American neighbours south of the 49th parallel of latitude. The poisoner, in the form of the vile whiskey-dealing fur trader, fled southward; horse-stealing ceased to be recognized as a legitimate occupation; and the

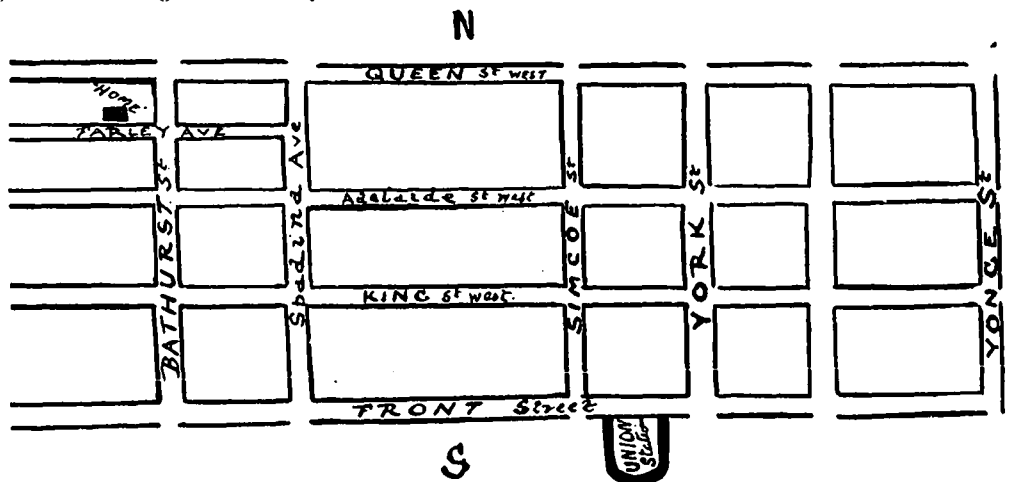
HOW TO REACH US.

ABOUT this time a year ago, one of our boys expressed a desire to visit the Home during the Exhibition, but, he told Mr. Griffith, he didn't "know Toronto at all." In the August number we set to work to remove from our friend's mind any uneasiness about being lost. We assured him of our personal protection and pointed out how extensive were the ramifications of Toronto's machinery for directing and caring for "lost boys." The "boy" whom we thus tried to comfort came to the Home: he was six feet high and weighed 190 pounds! We are not going to make the mistake this year of referring by name to any possible lost-ones, but for the benefit of all, big and little, who will visit Toronto for the first time, we will point out the most direct route to the Home.

Visitors arriving by train will emerge from the arched exit at the Union Station on to Front street, along which pass electric street cars going to and coming from all parts of the city. After the ride in the train, we think most of our visitors will be glad to stretch their legs by the one mile walk which will take them to the "Home." Those who decide to do this will, on leaving the station, turn to the west, or the left, and continue along Front street for about a mile when they will reach Bathurst street. They will turn up Bathurst street (follow the street car line), and, walking north on the left side for about 150 yards, they will come to Farley avenue. The "Home" is situated about 70 yards from the corner of Bathurst street and on the north or right side of Farley avenue.

Those of our friends who, on account of weighty baggage or for other reasons, decide to ride, should board a Yonge street car at the station on Front street and ask for a transfer to a Bathurst street car; the Yonge street car will carry them to the corner of King and York streets, where they must alight and wait for a Bathurst street car going west. The Bathurst street car will carry them to the corner of Bathurst street and Farley avenue.

There are other car routes by which our friends can reach the "Home," but the one we have referred to is the most direct. Those who wish to avoid making a transfer can walk to the corner of York and Front streets which, as our little plan shows, is only a few yards from



Indian chiefs, appreciating the moral strength of the force, and the assistance they could get when trying to preserve law and order among their followers for the asking, became the allies of the two white chiefs referred to; and even when stern decisions brought punishment upon their immediate relatives, stood up on the side of the representatives of the Good White Mother,

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the station exit, and there board a Bathurst car which will in time leave them at Farley ave. Whether they walk or whether they ride, and by whatever route, we ask all our friends to proceed to the Home and register immediately upon arrival in the city; and we very sincerely hope that the "visitors' register" will be a more voluminous document this year than ever before.