

to that fertile country so well adapted by nature for the future homes of immigrants, it having water, coal, wood, gold and a fine climate to offer intending settlers. It will also greatly help the Calgary District as many will outfit there; that district and Macleod will supply the pack ponies required and many of the cattle. The routes via Edmonton will be entirely through Canadian Territory, and all the supplies required will be purchased in Canada, but it will necessitate a largely increased force of police, and it will, I think, be necessary to establish out-posts at Peel River and intermediate points, and also on Peace and Liard Rivers, as well as in the country between there and Edmonton, where we have only two men (at Lesser Slave Lake). Many of the Indians and half-breeds in this part of the country do not like the increase of travel through their country. As these Indians are not under treaty I have already drawn your attention to the advisability of dealing with them before spring travel commences.

The influx of American cattle has, particularly in the Wood Mountain, Maple Creek and Lethbridge Districts, caused us a great deal of very hard and unsatisfactory patrolling, and although we have employed several line riders of experience to help our men, and some of the largest United States cattle owners have also employed line riders, our united efforts have failed to keep down the crying evil. At one point in the Maple Creek District, just to give an example, in July we drove 4,000 steers across the line, and within two weeks we had to drive 3,000 of them back a second time. These steers, in spite of every precaution, penetrate past our out-posts in small lots, and get among the settlers breeding stock far removed from the boundary, driving off their young bulls; the result is small calf crops, and many young heifers irretrievably injured, and if continued, stock raising in the southern country will be disastrously checked.

Some of the United States owners are registering the same brands on both sides of the line, thus defrauding both governments of customs, as it is impossible to say to which side the particular cattle really belong. When the same brand exists on both sides, cattle are sold on whichever side of the line the best price obtains. The report of Superintendent Moffatt attached deals fully with this grievance.

An enormous amount of patrolling has been performed in the effort to suppress cattle thieving, and I can best bring the difficulties we encounter in getting convictions, after effecting arrests, to your notice by referring you to the able remarks of Superintendents Steele and Deane on the subject in their reports attached. At present, no matter how carefully our cases are worked up, some technicality almost invariably causes the release of the prisoners. The law, as it affects brands, should be altered at once, so that these vexatious failures of justice shall not occur. Every day the immunity from punishment, so clearly shewn, is encouraging rogues to increase their cattle stealing business, and under present conditions, no matter how many are arrested, we cannot stop this nefarious practice.

Early in April Assistant Commissioner McIllree left Regina with a party of 20 non-com.-officers and constables under Inspector Scarth for the coast, with instructions to see them over Chilkoot Pass. After considerable hard work the party got over with their supplies, and, building boats at Lake Bennett, proceeded to Dawson City, where they arrived early in June, in time to relieve the members of the force there, whose time was about to expire, and enable those who wished to leave the country to take the first boat. Later on, it having been decided that a larger force was necessary in the Yukon, Assistant Commissioner McIllree left here, in August, to get them over the summit, Inspector Harper and 20 of the party arriving at Dawson on October 10th, boats having been built by the men, while a party under Inspector Strickland in November, completed barracks for the detachment, to be stationed at Tagish.

The arrival of Major Walsh as administrator of the Yukon at Skagway relieved me of all further responsibility in that country, and he will, I have no doubt, report fully on police matters in the territory under his control.

The report of the assistant commissioner showing the many difficulties he had to encounter is attached.

The numerous patrols in connection with the Crow's Nest Pass Railroad will be treated under the head of assistance to railroads.