

decade of western government. It was a great experiment, in striking contrast to the policy of the United States in dealing with its Territories. A thousand men—each with the drill and uniform of a soldier, and yet merely a civil officer, the mounted policeman is the startling figure who meets the new immigrant from Montana or Idaho and convinces him that Brito-Canadian law is a reality.

A recent writer, Miss Agnes Deans Cameron, gives her hearty tribute to the efficiency of the Royal Northwest Mounted Police, seen to the very mouth of the Mackenzie river and, we may add, found as a protecting force in the turbulent Yukon and among the scattered Muskegons of Hudson Bay. Captain, afterwards General Butler, a British officer and Canadian Commissioner, author of the "Great Lone Land" and "Wild North Land," wrote in 1871 "Law and order are wholly unknown in the region of the Saskatchewan." Five years afterwards an intelligent Indian trader—himself an Indian—said "Before the Queen's government came we were never safe," and now, he continued, "I can sleep in my tent anywhere, and have no fear. I can go to the Blackfoot and Cree camps and they trust me as a friend."

And the men of western Canada have iron in their blood still, and will support the law and do any needful work for King and country. Western Canada was born amid the throes of military conflict. In the first year of its history it rose to throw back the Indian intruder; when the Empire needed them it sent its voyageurs to ascend the Nile at Lord Wolseley's request; in the Saskatchewan Valley, without distinction of class or creed, it rose to crush the rebellion; to South Africa it sent the Strathcona Horse, and its sons sleep under the veldt of the Transvaal. Its regiments, whether dressed in the garb of old Gaul, as English Grenadiers, or as mounted scouts or cavalry, are ready whenever Canada herself or the Motherland may call.

#### THE NATIONAL HIGHWAY.

Another important element in the western development is our National Highway. The writer first saw the rocky shores of Lake Superior in the special steamer "Algoma," which took a Press Excursion in 1868 to Fort William and Port Arthur—or, as the latter was first called, Prince Arthur's Landing. There was then a small canal on the American side of Sault Ste. Marie, connecting Lake Superior with Georgian Bay. Fort William was about four hundred and fifty miles from Fort Garry and between them was a constant succession of forest, muskeg, rock and rapid. The loneliness, the difficult transit and the complete stoppage of communication in winter filled a Canadian with the sense of hopelessness of ever being able to transport men or material