

during a strike of engineers and firemen at Moose Jaw in December 1883. On solicitation by the Divisional Superintendent of the CPR, Colonel Irvine despatched two officers and thirty-five men who proceeded to Moose Jaw on a special train provided by the CPR. Arriving there they so employed themselves as to quite effectively prevent any serious damage to the rolling stock or trackage of the company. In addition they provided escorts to the mails and passenger trains. A detachment of men was also sent from Moose Jaw to Broadview, the eastern end of the same railway division, to undertake the same duties at that spot. Prior to their arrival, several acts of sabotage had occurred, including an instance where a valve yoke had been removed from an engine. In another case it was found that during the night one engine had had its throttle opened while the valve gear was in full forward. Had sufficient steam remained in the boiler serious damage could have been done to the round house. At the same locality it was found that another engine had had its water feed line plugged with waste, a procedure which could lead to disastrous results. Under police protection such actions were effectively terminated and in the words of Inspector Deane, "As a result, the engines were uninjured and the Company's property generally protected."

Because of this and similar incidents the Commissioner was moved to write in his annual report:

"It can be readily understood how largely our police work has been added to during the construction of the Canadian Pacific Railway. As the work neared the eastern boundary of the territories, the trouble then feared may be classified as follows: Annoyance and possible attack on working parties by Indians; difficulty of maintaining law and order among the thousands of rough navvies employed, and the prevention of whisky being traded in their midst and at all points of importance along the line.

"Fortunately, the Indians were so kept in subjection that no opposition of any moment was encountered from them.

"As originally expected, numerous and continued efforts were made to smuggle in whisky, at almost all points along the construction line. This taxed our resources and vigilance to the utmost. It is, however, most satisfactory to know that our labors were successful.

"I know of no such enterprise being carried on throughout a new country without, to a great extent, law being set at defiance and a certain amount of demoralization existing. This appears to have been the opinion of the general manager, W. C. Van Horne. Coming from a man of his varied experience, such an opinion must carry weight. Last year in writing to me on the subject, he said:

'Our work of construction for the year 1882 has just closed, and I cannot permit the occasion to pass without acknowledging the obligations of the Company to the North-West Mounted Police, whose zeal and industry in preventing traffic in liquor and preserving order along the line under construction has contributed so much to the successful prosecution of the work.

'Indeed, without the assistance of the officers and men of the splendid force under your command, it would have been impossible to have accomplished as much work as we did. On no great work, within my knowledge, where so many men have been employed, has such perfect order prevailed.

'On behalf of the Company, and of all their officers, I wish to return thanks, and to acknowledge particularly our obligations to yourself and Major Walsh.'

In the same annual report (1883) the Commissioner included the text of a letter he had received from J. M. Egan, General Superintendent of the CPR western division, dated Winnipeg, Dec. 31, 1883:

"Gratitude would be wanting did the present year close without my conveying, on behalf of the Canadian Pacific