

Engaging large bodies of men in a limited time does not give sufficient latitude for the best selection being made. Many men had to be engaged who would otherwise have been rejected. By engaging men in small numbers, and by sending them at once to headquarters, where they will gradually be absorbed among the older hands, this evil I have spoken of will be avoided to a great extent.

It is of the utmost importance in recruiting that sufficient time should be allowed to make a careful selection.

Having given a general review of police work during the last year, I now propose to make a few remarks respecting the contemplated work which is before the Force during the coming season.

Before doing so I may be permitted to remark that I foresee clearly that the duty to be performed by us during the coming summer will be greater, more important and more intricate than any we have hitherto been called on to perform.

The grading of the Canadian Pacific Railway is nearly completed as far west as "Medicine Hat," the crossing of the South Saskatchewan River. Work will be commenced from this point westward early next season, and it is intended, I believe, to complete it to the Rocky Mountains.

This will necessarily employ a large number of men and horses, at least as many as last season, 4,000 men and a greater number of horses.

The difficulties that will arise from this are many.

The railway line at "Medicine Hat" is closer to the international boundary than at any other point, being but 72 miles distant.

From that point west there is a large tract of country, uninhabited, and easily traversed.

South of the boundary line lies the Territory of Montana. From this territory formerly whiskey trading was carried on incessantly into these territories previous to the arrival of the police.

From "Medicine Hat" west to Fort McLeod is about 130 miles. The railway construction will no doubt offer great inducements to the whiskey traders of Montana to run cargoes of liquor in. The difficulty in preventing this alone will be great.

I do not wish to produce any unnecessary disquiet, but I would call your attention to the fact that the railway will next summer enter the Indian country proper, passing close to the Blackfoot Reserve.

The Blackfoot, Bloods and Piegan form the Blackfoot nation. This powerful tribe, as you know, has but recently come in contact with white men, and their experience of them is almost altogether of the Police Force. They are as yet perfect savages, able to mount at least 1000 warriors, exceptionally well armed and equipped. These Indians are entirely unused to large bodies of white men, and know nothing of a railway or its use. The Indian mind being very easily influenced, and very suspicious, it may be that they will consider their rights encroached upon, and their country about to be taken from them. Immediately south of them across the line is the United States Piegan Reserve. These Indians are connected with the Blackfeet, and would no doubt join them should any serious collision with the white men take place.

The large number of horses employed will also be a great temptation to horse stealing, both by white men and Indians from the south of the line where they can readily be run across, as well as by our own Indians.

Taking all these difficulties into consideration the prevention of whiskey smuggling along a line of over 150 miles, which if supplied would create serious disturbances, the prevention of horse stealing, and lastly guarding against Indian opposition to the railway construction, it will be necessary to, at all times, have parties of Police on duty along the line, and further to establish a good post at a suitable and convenient place, where at least one hundred men may be stationed.

These hundred men will compose the greater part of the Division, which will, of course have to be most thoroughly equipped in horses and transport—ready at a