

barracks than the Police had yet known was commenced and the N. W. M. Police moved into their new quarters in December, 1882. The place was named Fort Regina.

From this time on the administrative work of the Force was carried on in a much more systematic manner. Colonel Irvine recommended the engagement of three fully qualified N.C.O.'s from the Imperial Cavalry to be used as Instructors. Thus was established the Training Depot at Regina where it has remained ever since.

The Training Depot has always been a real acquisition to and a distinguishing feature of this Force. By this means a good reserve is available at all times for use in any emergency.

The Indians and Half-breeds at this time required constant attention. The Indians were hungry and the Breeds sullen. Into the Territories in increasing numbers were coming ranchers, prospectors and traders: many of them were inexperienced. They all looked to the Police for assistance and guidance and most of them got it. A Constable was expected, then as now, to possess a knowledge of many and varied subjects. One Officer is reported to have commented, "We make the law as we go along." Suffice it to comment that there is many a true word spoken in jest.

During Colonel Irvine's regime the Canadian Pacific Railway was completed. This happened in November, 1885. Some of the Indians resented the coming of the Railway. Pie-a-Pot, for instance, was a continual nuisance to the construction gangs until firmly dealt with by the Police. There was trouble in various construction camps. The Police were called upon to see that law and order was maintained; that the men were fairly treated by their employers and that the contractors got a reasonable amount of work done in return for wages paid.

Among the Officers under Colonel Irvine's command who particularly distinguished themselves was Inspector Steele (Major-General Sir Sam Steele). He made a great name for himself by the fair and fearless manner in which he handled the Construction Camps in British Columbia.

The important part played by the C.P.R. in the development of Western Canada cannot well be exaggerated. It is no wonder then that the Commissioner received letters from prominent officials of the Railway, among them one from Mr. Van Horne, the General Manager, expressing the Company's obligations to the N. W. M. Police in generous terms.

In July, 1884, Louis Riel returned to Canada on the invitation of Father Andre. The causes which led up to Riel being asked to come back as well as the grievances which caused the Indians to revolt are well known. No good purpose will be served in discussing further the rights and the wrongs of the case. The storm broke in March, 1885, near the Junction of the North and South Saskatchewan Rivers. Superintendent Crozier made every effort to reach an understanding with Riel but was unsuccessful. Colonel Irvine left Regina in March, 1885, with a troop of one hundred men. He marched right through the enemy country, outwitting them completely by crossing the South Saskatchewan River at an unexpected ford. He covered a distance of three hundred and twenty-five miles in seven days with loaded sleighs in extremely cold weather. This was no mean feat. On arriving at