

A long spell of rainy weather in June, followed by a sudden cloud burst in the mountains, caused the rivers and creeks to rise several feet in a very few hours, doing a terrible amount of damage to ranchers living near the rivers, and especially to railway property. Nearly every bridge, traffic and railway, over the Bow was swept away or seriously damaged between Calgary and Banff, a distance of over eighty miles. I rode out from Calgary the day before returning to my depôt ; I stayed overnight at Okotoko, a small village on the line to McLeod, as I could not accomplish the distance in one day. The next day I left there for Ings, and crossed the traffic bridge over Sheep Creek at 10 a.m. At 11 a.m. the same bridge was carried away, so I was none too soon in crossing it. It was a tremendous sight to see these creeks, which, as a rule, can be easily forded on horseback, converted in a few hours into raging torrents that literally carried everything before them. Fully a fortnight elapsed before the rivers could be forded with safety, and I am sorry to say the floods were not unattended with loss of life.

“Duty in the Post is pretty stiff at present, and is likely to remain so for some time unless more recruits are taken on and the present reduction of the force stopped. The total strength of the force at present is only 650 all told, of whom 100 are either in or on their way to those gold fields lately discovered near Alaska. The route to the Yukon at present is the sea route *via* Vancouver, but next year the Canadian-Pacific Railroad intend extending the Calgary and Edmonton Road as far as Athabasca Landing, which will open up an overland route. If that is the case, police depôts will be posted all along the line of route. I went to Church last Sunday for the first time for fully eight months. It was nice to join in the Church's Service again. I intend going again to-night if I can get off duty in time.”

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