

case, however, remember that it is the report that is the important part of the reconnaissance, not the map.

INDEFINITENESS OF INFORMATION.

Another important thing to remember is to give definite information. For instance, it is certainly desirable to know that animals can be watered in a certain stream, but it is just as important to know how many can be watered simultaneously, how much R. E. work is required, etc.

Again, when dealing with tactical questions, it is useful to know that a certain ridge forms a good defensive position, but this could be deduced from the map. What cannot be deduced from the map is the appropriate garrison, position for reserves and artillery, etc.

ROADS.

In Europe, roads are usually divided into three classes.

1. Roads admitting of two streams of traffic, an up and a down line, 19 feet of metalling or more.
2. Metalled roads narrower than the above.
3. Farm tracks.

The question of the surface of the road should be noted, but need not interfere with the classification, as a first class road which has a bad surface in November may be remetalled the following January, and will then have an excellent surface. Probably these methods are hardly applicable to Canada.

Gradients should only be mentioned when they affect the rate of marching. In these cases the actual gradient should be given.

BRIDGES.—The details of important bridges should be given, in particular their power of carrying M. T.

TOWNS.—The population, position of P. T. O., method of lighting, the way through the town, mentioning streets, should always be given, as well as the principle industries.

OBSERVATION POINTS.—Any points from whence a good view can be obtained should be mentioned, with the actual range of vision therefrom. This may be of great help to Generals and their Staff, particularly in flat country.