

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers /
Couverture de couleur
- Covers damaged /
Couverture endommagée
- Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée
- Cover title missing /
Le titre de couverture manque
- Coloured maps /
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur
- Bound with other material /
Relié avec d'autres documents
- Only edition available /
Seule édition disponible
- Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure.
- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from filming / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été filmées.
- Additional comments /
Commentaires supplémentaires:

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated /
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed /
Pages décolorées, tachetées ou piquées
- Pages detached / pages détachées
- Showthrough / Transparence
- Quality of print varies /
Qualité inégale de l'impression
- Includes supplementary materials
Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips,
tissues, etc., have been refilmed to ensure the
best possible image / Les pages totalement ou
partiellement obscurcies par un feuillet d'errata,
une pelure, etc., ont été filmées à nouveau de
façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or
discolourations are filmed twice to ensure the best
possible image / Les pages s'opposant ayant des
colorations variables ou des décolorations sont
filmées deux fois afin d'obtenir la meilleure image
possible.

Various pagings.

In Sessional papers No. 6, page 108 is incorrectly numbered page 10.

In Sessional papers No. 6, number on page 156 printed upside down.

In Sessional papers No. 7, page xxii and page 191 are incorrectly numbered page xx and 791.

SESSIONAL PAPERS.

VOLUME 6.

THIRD SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1876.



VOLUME IX.

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

890805

LIST OF SESSIONAL PAPERS.

VOLUME IX.—SESSION 1876.

ARRANGED ALPHABETICALLY.

	No.		No.
Accounts, Public.....	1	Government Steamship <i>Sir Jas. Douglas</i>	117
Agricultural Report.....	8	Gypsum or Plaster of Paris.....	83
Alaska and British Columbia.....	110	Graving Dock, Quebec.....	60
Baie Verte Canal.....	11	Great Western Railway Company.....	48
Baillargé, Frederic.....	64	Crosse Isle.....	106
Banks.....	15	Grounds, Public Buildings.....	104
Bank of Upper Canada.....	31	Guyon Island Light House.....	87
Baptisms, Marriages, &c.....	16	Hoop and Trap Nets, Ontario.....	86
Barque <i>N. Churchill</i>	37	Hudson Bay Company's Land's, N. W.....	70
Beacon Lights, Tadousac.....	27	Hudon, Damase.....	44
Bonds or Securities.....	85	Importations from United States.....	38
British Columbia, Freights, &c.....	91	Indians, Vaccination of.....	118
do Shipping.....	22	Inland Revenue Report.....	3
British North America Act.....	45	Inland Revenue Statistics.....	52
Burlington Bay and Dundas Marsh.....	109	Insurance Statements.....	113
Cable Companies.....	79	Interior Report.....	9
Canadian Pacific Railway.....	41	Intercolonial Railway.....	63
Canals, United States.....	111	Isle aux Coudres.....	108
Caron Clovis.....	105	Judicial Committee, P. C.....	29
Charlevoix Election.....	53	Lachine Canal.....	121
Civil Service, Ottawa.....	124	Lake Erie Harbour.....	100
Coals from United States.....	43	Library of Parliament.....	12
College, Sorel.....	122	Licensing Engineers.....	40
Consolidated Fund.....	32	Locomotives, Duties on.....	78
Cullers' Office.....	97	Loan, London.....	30
Custom House, Montreal.....	88	Loan, 1874.....	30
Customs, Montreal.....	88	Loranger, L. J.....	73
Dawson Route.....	62	Malbaie Wharves.....	96
Deck Load Law.....	37	Manitoba Settlers.....	20
Dominion Police.....	21	do Financial Position of.....	36
Eastern Railway Extension, N. S.....	80	Manufactured Goods from United States.....	47
Election Courts.....	13	Marine and Fisheries.....	5
Emigration Office, London.....	23	Medical Officers' Boat.....	35
Engineers' Licenses.....	40	Merchant Service.....	90
Esquimalt and Nanaimo Telegraph Line.....	123	Militiamen, 1812-15.....	67
Estimates.....	1	Militia.....	7
Examining Warehouse, Montreal.....	94	Miramichi River.....	98
Extradition Treaty.....	49	Mitchell, Henry, Esq.....	68
Financial Agents, &c.....	39	Montreal Examining Warehouse.....	94
Fishing Leases.....	101	do Custom House.....	88
Fishermen, St. Lawrence.....	125	Mounted Police, N. W.....	19
Fishing Stations, Lake Simcoe.....	24	McDougall, Mr. Postmaster.....	54
Fishing Weirs and Traps, N.B. and N.S.....	77	<i>N. Churchill</i> , Barque.....	37
Fisheries, Maritime Provinces.....	75	Navigation, U. S. Canals.....	111
Fish Oils, &c.....	42	Newspapers, Postage on.....	59
Geology and Resources, &c.....	34	New Westminster, B. C.....	99
Georgian Bay Branch Railway.....	71	Niagara River.....	50
		North-West Mounted Police.....	19

	No.		No.
North West Territories, Laws and Ordinances	70	Shea, Hon. Ambrose.....	25
do Hudson Bay Company's Lands.....	70	Six Nation Indians.....	56
do Territories, Acts passed.....	70	Sorel College.....	122
do Territories, Imports and Exports..	70	Statutes.....	33
Pacific Railway.....	82	Steam Dredge <i>Canadian</i>	103
<i>Pacific</i> Steamship.....	92	Steam Tender, <i>Father Point</i>	61
Penitentiaries.....	14	Steel Rails.....	65
Plaster of Paris or Gypsum.....	83	Superannuation.....	17
Postage, Newspapers.....	59	Supreme Court, Judgments.....	57
Postmaster-General's Report.....	4	do Rules and Orders.....	58
Private Bills.....	28	Sugar Refining Interests.....	112
Prince Edward Island Railway.....	66	Symmes, Henry R., Esq.....	76
Provincial Statutes.....	116	Tea, Remission of Duties on.....	84
Public Works Report.....	6	Thousand Isles.....	55
Public Accounts.....	1	Toronto Harbour.....	72
Railway Statistics.....	51	Trade and Navigation Report.....	2
Railways, Dominion.....	51	Treaty, No. 4.....	18
Rat Portage and Cross Lake.....	120	Truro and Pictou Railway.....	74
Rioux, Nicolas.....	114	United States, Coals from.....	43
River St. Lawrence Surveys.....	93	do Manufactured Goods.....	47
Rochester, George.....	107	Unforeseen Expenses.....	26
Sackville, N. B., Postmaster of.....	48	Upper Canada Bank.....	31
St. Charles, Branch Railway.....	102	Vaccination, Indians.....	118
St. Lawrence Fishermen.....	125	Victoria and San Francisco Mails.....	81
do River Surveys.....	93	Vine Grower's Association.....	115
do Canals.....	69	Wallace Accounts.....	89
St. Peter's Canal.....	95	Welland Canal.....	119
Secretary of State's Report.....	10		

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME No. 1.

- No. 1... **PUBLIC ACCOUNTS OF THE DOMINION OF CANADA** :—For the fiscal year ended 30th June, 1875.
ESTIMATES :—Estimates of the sums required for the service of the Dominion, for the year ended 30th June, 1877.
 ————— **SUPPLEMENTARY** :—For the year ending 30th June, 1876.
 ————— For the year ending 30th June, 1877.
 ————— For the relief of distressed settlers in the Province of Manitoba.

CONTENTS OF VOLUME No. 2.

- No. 2... **TRADE AND NAVIGATION** :—Tables of the Trade and Navigation of the Dominion of Canada, for the year ended 30th June, 1875.

CONTENTS OF VOLUME No. 3.

- No. 3... **INLAND REVENUE** :—Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1875, with Supplement.
 No. 4... **POSTMASTER GENERAL** :—Report of, for the year ended 30th June, 1875.

CONTENTS OF VOLUMES Nos. 4 AND 5.

- No. 5... **MARINE AND FISHERIES** :—Eighth Annual Report of the Department of, for the fiscal year ended 30th June, 1875, with Supplements.

CONTENTS OF VOLUME No. 6.

- No. 6... **PUBLIC WORKS** :—General Report of the Minister of Public Works, for the fiscal year ended 30th June, 1875.
 No. 7... **MILITIA** :—Report on the State of the Militia of the Dominion of Canada, for the year 1875.
 ————— Militiamen, 1812-15, Statement of, with name, age and residence.

CONTENTS OF VOLUME No. 7.

- No. 8... **AGRICULTURE** :—Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year, 1875.
 No. 9... **INTERIOR** :—Report of the Department of the Interior, for the year ended 30th June, 1875.
 No. 10... **SECRETARY OF STATE FOR CANADA** :—Report of, for the year ended 31st December, 1875.
 No. 11... **BAIE VERTE CANAL** :—Report of the Commission appointed to investigate the nature and extent of the commercial advantage to be derived from the construction of the Baie Verte Canal, &c.—[Not printed.]
 No. 12... **LIBRARY OF PARLIAMENT** :—Report of the Librarian on the state of.

- No. 13... **ELECTION COURTS**:—General Rules and Tariffs of the Supreme Court for the Province of Quebec.
 —General Rules of the Supreme Court of the Province of Nova Scotia.—
 [Not printed.]
- No. 14... **PENITENTIARIES**:—Report of the Minister of Justice on, for the year ended 31st December, 1875.
- No. 15... **BANKS**:—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vic., cap. 5, Sec. 12.—[Not printed.]
- No. 16... **BAPTISMS, MARRIAGES AND BURIALS**:—General Statement of, for certain districts in the Province of Quebec, for the year 1875.—[Not printed.]
- No. 17... **SUPERANNUATION**:—Statement of allowances and gratuities under the Act 33 Vic., cap. 4, also under Act 38 Vic., cap. 9.
- No. 18... **TREATY No. 4**:—Statement showing the expenditure of the amount of \$34,000, appropriated for Treaty No. 4, by Order in Council of the 27th September, 1875.
- No. 19... **MOUNTED POLICE, NORTH-WEST**:—Return of expenditure under credit for \$50,000, authorized by Order in Council of the 27th December, 1875.
- No. 20... **MANITOBA SETTLERS**:—Statement of expenditure of 5th October, 1875, for \$60,000, for Settlers relief in Manitoba.
- No. 21... **DOMINION POLICE**:—Account under the Act 31 Vic., cap. 73, Sec. 6, showing the average number of the Dominion Police employed during each month in the year, 1875, &c.—[Not printed.]
- No. 22... **BRITISH SHIPPING, &c.**:—Return to Address, Correspondence between the Government of Canada and Her Majesty's Government in relation to Legislation which may be under consideration of the Imperial Parliament in relation to British Shipping, and affecting Shipping registered in Canada; also in relation to the exemption of Canadian Shipping from the operation of the Imperial Bill; also in relation to the Legislation passed by the Canadian Parliament for the inspection and classification of Canadian Vessels, &c.
- No. 23... **EMIGRATION OFFICE, LONDON**:—Return to Address, giving the annual amount paid, at the time of the late Mr. Dixon's death, for salaries, permanent and temporary, at the Dominion Emigration Office, London, England, &c.; also, amount now paid for the same services and expenses, giving the names of all officers and persons now employed, &c.—[Not printed.]
- No. 24... **FISHING STATIONS, LAKE SIMCOE**:—Return to Address, Of all leases or licenses for Fishing Stations in the Lake Simcoe District; and of all fines and forfeitures inflicted in the years 1874 and 1875, by the Inspector of the said District, with the names of persons convicted, and character of offence, &c.—[Not printed.]
- No. 25... **SHEA, HON. AMBROSE**:—Return to Address, Correspondence between the Government, and the Honourable Ambrose Shea, respecting a claim in connection with a supply of labor for the construction of the Intercolonial Railway.—[Not printed.]
- No. 26... **UNFORESEEN EXPENSES**:—Statement of payments charged to unforeseen expenses under Orders in Council, by authority of the Act 38 Vict., cap. 3, Schedule B, from the 1st July, 1875 to the 10th February, 1876.—[Not printed.]
- No. 27... **BEACON LIGHTS TADOUSAC**:—Return to Address of moneys voted, all correspondence, reports and tenders received by the Government, with regard to the Beacon Lights proposed to be erected at Tadousac, County of Saguenay.—[Not printed.]
- No. 28... **PRIVATE BILLS**:—Return to Address for details of all fees or amounts received from Members of the Senate or of the House of Commons, or others, in consequence of the introduction of Private Bills, since the 1st January, 1874.—[Not printed.]
- No. 29... **JUDICIAL COMMITTEE, PRIVY COUNCIL**:—Return to Address, Showing number of appeals yearly to the Judicial Committee of the Privy Council, from the Superior Courts of the several Provinces of this Dominion during the past five years.—[Not printed.]
- No. 30... **LOAN, LONDON**:—Return to Order, Statement showing the debt, etc., of Canada, issued in London, on the 19th October, 1875, by the Hon. the Finance Minister, on the occasion of placing the last loan in the English market.
- LOAN, 1874**:—Return to Address, For a copy of the prospectus and terms of the loan of 1874; the number and names of the parties or firms to whom the loan was allotted, with the sums to each respectively.—[Not printed.]

CONTENTS OF VOLUME No. 8.

- No. 31... **BANK OF UPPER CANADA** :—Statement of the Estate of the Bank of Upper Canada.
- No. 32... **CONSOLIDATED FUND** :—Statement of Revenue and Expenditure on account of the Consolidated Fund; from 1st July, 1875, to 10th February, 1876.—[*Not printed.*]
- No. 33... **STATUTES** :—Official Return of the distribution of the Statutes of the Dominion of Canada, being 38 Victoria, Second Session of the Third Parliament, 1875, Volumes I and II, English and French versions.—[*Not printed.*]
- No. 34... **GEOLOGY AND RESOURCES, &c.** :—Report of the Geology and Resources of the region in the vicinity of the 49th Parallel, from the Lake of the Woods to the Rocky Mountains; with lists of plants and animals collected, and Notes on the Fossils, by George Mercer Dawson, Assoc. F.G.S., Geologist and Botanist to the British North American Boundary Commission; and addressed to Major D. R. Cameron, R.A., H.M., Boundary Commissioner.—[*Not printed.*]
- No. 35... **MEDICAL OFFICERS' BOAT, QUEBEC** :—Statement showing the monthly wages paid by the Government to each of the men composing the crew of the Medical Officers' boat at the Port of Quebec, in 1874 and 1875; also, cost of the service of the said years, &c.—[*Not printed.*]
- No. 36... **MANITOBA, FINANCIAL POSITION OF** :—Message transmitting certain papers having reference to the Financial position of the Province of Manitoba.
- No. 37... **DECK LOAD LAW** :—Return to Address, Correspondence by the Government of Canada in relation to violations of the Deck Load Law; and violations of the Port Wardens Act, with any instructions for the enforcement of the Laws referred to.
 —All Correspondence, etc., in relation to a violation of "An Act respecting Deck Loads," by the barque *N. Churchill*, etc., etc.
 —A Copy of Correspondence in relation to enquiry respecting the barque *N. Churchill*.—[*Not printed.*]
- No. 38... **IMPORTATIONS FROM UNITED STATES** :—Statement showing the total value of all articles imported from the United States into each Province of the Dominion, during 1871-'72 and '73, paying 15, 10 and 5 per cent. duty respectively; and also, a similar statement for 1873 and '75 of articles paying 1½, 10 and 5 per cent., &c.
- No. 39... **FINANCIAL AGENTS, &c.** :—Statement of the balances in the hands of the Financial Agents, and the various Banks in Canada and England, on the 15th June, 1875, and on February 10th and February 29th, 1876; also, statement of the entire Expenditure for all purposes, during the month of July, 1875, and total Expenditure 1874-75.
- No. 40... **LICENSING ENGINEERS** :—Return to Address, Correspondence with the Quebec Board of Trade; Mr. Risley, the Chairman of the Board of Steamboat Inspection, and the Government, in reference to the passage of an Act for the Licensing of Engineers elsewhere than on Steamboats.—[*Not printed.*]
- No. 41... **CANADIAN PACIFIC RAILWAY** :—Correspondence, Reports and other papers regarding the construction of the Pacific Railway.
 —Copies of contracts and other papers relating to the construction of the Canadian Pacific Railway.—[*Not printed.*]
- No. 42... **FISH OILS, &c.** :—Return to Address, Correspondence respecting the non-admission of Fish Oils, and Fish of all kinds, the produce of the Province of British Columbia, into the United States, free of duty, under the Treaty of Washington, of 8th May, 1871.
- No. 43... **COALS FROM UNITED STATES** :—Return to Address, Number of tons of coal imported into Canada during the past year from the United States; and, Correspondence regarding the renewal of the duty imposed on coal exported from Canada to the United States. [*Not printed.*]
- No. 44... **HUDON, DAMASE, ESQ.** :—Return to Address, 1st. Order in Council or other document fixing the salary of Damase Hudon, Esq., Deputy Collector of Customs at Chicoutimi; and 2nd. A Statement shewing the several amounts collected by the said Damase Hudon, Esq., in his said capacity, from the 1st May, 1875, to the 1st November, 1875, and the amounts paid in by him in consequence. [*Not printed.*]
- No. 45... **BRITISH NORTH AMERICA ACT** :—Return to Address, Correspondence, &c., with Imperial Government relating to the passage, through the Imperial Parliament, of an Act cap. 38, Vic. 38 and 39, intitled: "An Act to remove certain doubts with respect to the Parliament of Canada, under section 18 of the British North America Act, 1867."

- No. 46... GREAT WESTERN RAILWAY CO. :—Return to Address, in *re* duties refunded to Great Western Railway Company.
- No. 47... MANUFACTURED GOODS FROM UNITED STATES :—Return to Address, Shewing the general nature and the value of all manufactured goods imported into Canada from the United States, in the years 1873, 1874 and 1875.
- No. 48... SACKVILLE, N.B., POSTMASTER OF :—Return to Address, Reports, &c., with the result of the Post Office Inspector's investigation into the conduct of the Postmaster of Sackville, with copies of any certificates of character, or recommendations in favor of such Postmaster. [*Not printed.*]
- No. 49... EXTRADITION TREATY :—Message, with certain Correspondence having reference to the inadequacy of the existing Extradition Treaty between Great Britain and the United States.
- No. 50... NIAGARA RIVER :—Return to Address, Correspondence between the Government of Canada, through the British Minister at Washington, and the United States Government, relating to the obstruction of the navigation of Niagara River by the erection of an Inlet Pier, in mid channel of said river, for the Buffalo City Water Works. [*Not printed.*]
- No. 51... RAILWAY STATISTICS :—Return in pursuance of the Railway Statistics Act by the Brockville and Ottawa Railway Company; Cobourg, Peterboro' and Marmora Railway Company; Canada Southern Railway Company; Midland Railway Company; Northern Railway Company, for half year ending 30th June, 1875; and Northern Extension Railway Company, of their authorised share and loan capital, and the sums received in respect of their ordinary capital and preferential capital, and debenture stock or funded debt, on the 31st December, 1874, specifying the rate per cent. of the dividends for the year 1874, on each of the said capitals, shewing also the loans outstanding on the 31st December, 18—.
- RAILWAYS, DOMINION :—Return to Order, Of the Capital, Traffic and working expenditure of the Railways of the Dominion, in accordance with the requirements and provisions of the Law in that behalf.
- No. 52... INLAND REVENUE STATISTICS :—Return and Supplementary Return to Address, Statistics of the Inland Revenue of Canada, for the months of July, August, September, October, November and December, 1875.
- No. 53... CHARLEVOIX ELECTION :—Instructions issued to Mr. Talbot, of the Post Office Department, in relation to his visits to the Electoral District of Charlevoix, during the Dominion Election, in the month of January last. [*Not printed.*]
- No. 54... McDUGALL, MR., POSTMASTER :—Correspondence relating to the dismissal of Mr. McDougall, Postmaster at Christmas Island, Cape Breton. [*Not printed.*]
- No. 55... THOUSAND ISLES :—Return of the names of occupiers or holders of land on the islands of the St. Lawrence, between Brockville and Gananoque, called the "Thousand Isles;" the number in each holding; and the value and appraisement of each holding. [*Not printed.*]
- No. 56... SIX NATION INDIANS :—Of Correspondence between the Council of the Six Nation Indians and the Indian Department, with reference to the payment of accrued interest moneys which belong to them, and which have been placed in their general fund, &c. [*Not printed.*]
- No. 57... SUPREME COURT, JUDGMENTS :—Return to Address, Giving number of suits instituted before the Supreme Court, and number of Judgments rendered by the said Court. [*Not printed.*]
- No. 58... SUPREME COURT, RULES AND ORDERS :—Rules and Orders, framed by the Judges of the Supreme and Exchequer Courts, for regulating the procedure of those Courts, and for carrying out the other objects, as contained in section 79 of "The Supreme and Exchequer Court Act." [*Not printed.*]
- No. 59... POSTAGE ON NEWSPAPERS, &c. :—Return to Address, Shewing number of newspapers and other periodicals in each county and city of the Dominion, which have paid postage on papers sent from the office of publication, with the total revenue received therefrom, during the three months ending 31st December, 1875.
- No. 60... GRAVING DOCK, QUEBEC :—Return to Address, Reports by Engineers from the Quebec Harbour Commission, documents, correspondence and Orders in Council, relating to the selection of the site for the construction of a Graving Dock at the Port of Quebec.
- No. 61... STEAM TENDER FOR FATHER POINT :—Circulars sent to ship-building firms for the construction of a steam tender to transport mails from Father Point to the ocean steamers; and a statement of the names of all parties or firms to whom such circulars were sent with the tenders received; the date of the acceptance of Messrs. Cantin's tender, and a copy of the contract entered into with them. [*Not printed.*]

- No. 62... **DAWSON ROUTE** :—Return to Address, Reports and communications between the Government or any of its officers or other persons, since June, 1875, relating to the state and condition of the Dawson Route from Thunder Bay to Fort Garry, &c.
- No. 63... **INTERCOLONIAL RAILWAY** :—Correspondence between private individuals or corporations and the Government of Canada, in relation to the offices, workshops and works of the Intercolonial Railway at Rimouski.
- No. 64... **BAILLARGÉ, FREDERIC, Esq.** :—Return to Address, Reports of Frederic Baillargé, Esq., Assistant Engineer to the head of the Public Works Department, on his surveys in the Parish of St. Fidèle and St. Siméon, in 1875, &c. [*Not printed.*]
- No. 65... **STEEL RAILS** :—Return to Address, Statement shewing the use which has been made of any portions of the steel rails purchased by the Government, and of the quantity remaining unused at the end of 1875, and where these rails are at present.
- Return to Address, Official Reports, by the Chief Engineer of the Pacific Railway with reference to the quantity of Steel Rails actually required during the present year; also of all official correspondence between the Minister of Public Works and Mr. Carvell with reference to his removal from office.
- Correspondence and advertisements, inviting tenders for the supply of steel rails for the Canadian Pacific Railway, &c.—[*Not printed.*]
- No. 66... **PRINCE EDWARD ISLAND RAILWAYS** :—Return to Address, Report made during the past summer by Mr. F. Shanly, upon the Prince Edward Island Railway.
- No. 67... **MILITIAMEN, 1812-15** :—Return to Address, Shewing the names, age and residence of the veterans of 1812-15, who have applied for, and who have received a gratuity from the Federal Government of Canada; the number of those Militiamen having Commissions as officers; and how many such applications have been made by persons living out of Canada. [*Not printed.*]
- No. 68... **MITCHELL, HENRY, Esq.** :—Return of all the moneys received by Mr. Henry Mitchell, Harbour Master of the Port of Glace Bay, in Cape Breton, when such Returns were made, and moneys received by the Government, with the amount of salary, and whether the same is payable out of fees, or by fixed salary. [*Not printed.*]
- No. 69... **ST. LAWRENCE CANALS** :—Return to Order, Statement shewing amount which the Government have agreed to pay or have already paid under each contract for the execution of any portion of the works required for the enlargement of the St. Lawrence canals, including the Welland and Lachine Canals, since the report of the last Commission appointed to examine the question.
- No. 70... **NORTH-WEST TERRITORIES, LAWS AND ORDINANCES** :—Copies of all Orders in Council; and of all Laws and Ordinances of the Lieutenant-Governor and Council of the North-West Territories, made under the provisions of the Act 34 Vict., cap. 16, section 1.
- HUDSON BAY COMPANY** :—Return to Address, Correspondence between the Canadian Government and the Hudson Bay Company, relating to the acquisition or purchase by the Dominion from the Company of their lands in Manitoba and the North-West Territories. [*Not printed.*]
- IMPORTS AND EXPORTS, &c.** :—Statement shewing Imports during the Fiscal Year 1874-1875 into the North-West Territories through Ports on the Hudson Bay and James Bay, together with Exports from the same; names of and remuneration paid to persons employed at the said Ports, together with instructions furnished them and reports made by them to the Customs Department. [*Not printed.*]
- Return to Address, Copies of all Acts passed by the Council of the North-West Territories, and all correspondence. [*Not printed.*]
- No. 71... **GEORGIAN BAY BRANCH RAILWAY** :—Return to Address, Correspondence between the Dominion and Ontario Governments, regarding the granting of land or any other aid by the Ontario Government to the Georgian Bay Branch Railway.
- Correspondence between the Contractors of the Georgian Bay Branch Railway and the Government since the date of the contract.
- No. 72... **TORONTO HARBOUR** :—Return to Order, Instructions issued by the Public Works Department regarding the survey of Toronto Harbour; also all reports made by the Government, showing the present state of the Harbour, or suggesting additional works to preserve it from destruction. [*Not printed.*]

- No. 73... **LORANGER, L. J., Esq.** :—Return to Order, Correspondence between the Department of Marine and Fisheries and L. J. Loranger, Esquire, Fishery Overseer, or any other person, in relation to Licenses granted or refused to parties wishing to fish in the Lakes comprised within the limits of the Counties of Terrebonne, Montcalm, Joliette and Berthier. [*Not printed.*]
- No. 74... **TRURO AND PICTOU RAILWAY** :—Return to Address, Correspondence with the Local Government of Nova Scotia, respecting the contemplated transfer of the Branch Line of Railway, between Truro and Pictou.
- No. 75... **FISHERIES, MARITIME PROVINCES** :—Return to Address, For all Orders in Council, Correspondence to or from Officials or private Individuals or public bodies in connection with the attempt of the Government to compel the occupants of Fisheries in the Maritime Provinces to an enforced attornment to the Government and an arbitrary deprivation of their rights, &c. [*Not printed.*]
- No. 76... **SYMME, HENRY R., Esq.** :—Return to Address, Report of Henry R. Symme, Esquire, in reference to his surveys in the Parish of St. Irénée in the Electoral District of Charlevoix in 1874 or 1875; also copy of the instructions issued to him on that subject, and of all petitions and correspondence in relation thereto. [*Not printed.*]
- No. 77... **FISHING WEIRS AND TRAPS, N.B. & N.S.** :—Return to Order, Statement of all licenses issued for Fishing weirs or traps, in the Provinces of New Brunswick and Nova Scotia for the years 1874 and 1875; also a statement of the tax collected each year from the same source.
- No. 78... **LOCOMOTIVES, DUTIES ON** :—Return to Order, Statement of all duties levied on Locomotives or parts thereof since 1st July, 1867, with the names of the importers, and also a statement showing what remissions or refunds of duties have been made on Locomotives or parts thereof up to the date of the Returns already before Parliament.
- No. 79... **CABLE COMPANIES** :—Return to Address, Correspondence between the Government and the "Direct Cable Company" the "Anglo-American Company" and all other Atlantic Cable Companies, since the 1st October, 1873, and also all correspondence relative to extending the Companies lines into the Dominion.
- No. 80... **EASTERN RAILWAY EXTENSION, N.S.** :—Return to Address, Correspondence between the Dominion Government and the Government of Nova Scotia, and all Orders in Council relative to Eastern Railway extension in that Province. [*Not printed.*]
- No. 81... **VICTORIA AND SAN FRANCISCO MAILS** :—Return to Order, Tenders received in 1875 for the conveyance of the Mails between Victoria and San Francisco, with correspondence respecting the said tenders and Mail service generally. [*Not printed.*]
- No. 82... **PACIFIC RAILWAY** :—Return to Order, Statement showing the amount which the Government of Canada have agreed to pay or have already paid under each contract passed between the Government and any individual or Company for the execution of any portion of the work on the Pacific Railway or the Line of Telegraph.
- Return to Address, Showing approximate expenditure on account of Pacific Railway and Telegraph Line, in divisions east of Georgian Bay, between Thunder Bay and Fort Garry, &c.
- Return to Address, Tenders received for the construction of a Line of Telegraph in connection with the Pacific Railway, showing the names of the parties tendering, and copy of the contract with F. Barnard, Esquire, in relation thereto.
- No. 83... **GYPHUM OR PLASTER OF PARIS** :—Return to Order, Of all Gypsum or Plaster of Paris imported from the United States into Canada, giving the Ports or places whence imported, as also the Ports in Canada where entered, &c. [*Not printed.*]
- No. 84... **TEA, REMISSION OF DUTIES ON, &c.** :—Return to Address, Showing all remissions or refunds of duties on Tea at the Ports of Montreal and Halifax during the past year; specifying the dates of such remission or refunds; the parties to whom made; with all correspondence, &c., thereon; also the names of parties from whom Bonds were taken for the duties on such Tea in cases where the same were finally remitted. [*Not printed.*]
- No. 85... **BONDS OR SECURITIES** :—Statement giving in detail the Bonds or Securities registered in the Department of the Secretary of State of Canada. [*Not printed.*]
- No. 86... **HOOP AND TRAP NETS, ONT.** :—Return to Order, For a Return of all Licenses to fish with hoop and trap nets issued during 1875, for the Province of Ontario; all Petitions, &c., in favor of or opposing the use of such nets; and Reports, &c., shewing the effect of the system of fishing with hoop and trap nets on the quantity of fish in the waters where such nets are used. [*Not printed.*]

- No. 87... GUYON ISLAND, LIGHT HOUSE:—Return to Order, For Tenders, plans, specifications, &c., for building a Light-house at Guyon Island; and all correspondence relating to the same; also a copy of the contract for building the same. [*Not printed.*]
- No. 88... MONTREAL CUSTOM HOUSE:—Return of the names and ages of all employees of the Montreal Custom House who have been superannuated within the last two years, with causes of such superannuation; names of all persons who have been taken into the Public Service during the same period in connection with the Montreal Custom House, whether as permanent employees or as supernumeraries, and the salary paid to each, and for what period, and shewing whether they are still employed.
- A Return to Order, Of all expenses connected with the collection of Customs at Montreal during the Fiscal Years 1873, '74 and '75 respectively; and also a statement of the revenue collected at that Port for the same years respectively. [*Not printed.*]
- No. 89... WALLACE ACCOUNTS:—Return to Address, For a Statement of the condition of the Wallace Accounts; said Accounts being part of the Canadian Pacific Railway Survey expenditure.
- No. 90... MERCHANT SERVICE:—Return to Address, Correspondence between the Dominion Government and the Imperial Government, also between the Local Governments of the Maritime Provinces, and the Dominion Government, relating to Certificates of Service, granted by the Dominion to Captains in the Merchant Service, before 1871. [*Not printed.*]
- No. 91... BRITISH COLUMBIA, TRANSPORTING FREIGHT, &c.:—Return to Address, Shewing the respective sums paid in 1875-76 for the transporting freight and passengers, in British Columbia, belonging to the Canadian Pacific Railway Survey—the said Return shewing the rate per pound, &c., also the fare for each passenger, &c. [*Not printed.*]
- No. 92... "PACIFIC" STEAMSHIP:—Return to an Order of the House, Correspondence or Reports not in the possession of the Government, respecting the loss of the Steamship *Pacific*. [*Not printed.*]
- No. 93... ST. LAWRENCE SURVEYS:—Return to Order, Engineer's Report of Surveys of the St. Lawrence; and estimates for improvements, so as to give fourteen feet of water. [*Not printed.*]
- No. 94... EXAMINING WAREHOUSE, MONTREAL:—Return to an Order, Advertisements asking for tenders for the erection of an Examining Warehouse in Montreal; of all tenders submitted; of all correspondence with any party tendering, &c., and copy of the contract entered into for the erection of the said Examining Warehouse.
- No. 95... ST. PETER'S CANAL:—Return to Order, Report and Plan made by Mr. Perley in the summer of 1873, for the enlargement of St. Peter's Canal; with all subsequent Reports, Orders in Council, advertisements, tenders and contracts appertaining to that work. [*Not printed.*]
- No. 96... MALBAIE WHARVES:—Return to Address, Accounts and pay-lists presented to and paid by the Government for the construction or repair in 1875, of the wharves at Malbaie, Les Eboulements and Bay St. Paul, &c.; the Reports of Henry R. Symmes, Esq., and also, the Reports of Frederic Baillargé, Esq., Assistant Chief Engineer of the Department of Public Works, on the subject of the said works in the years 1874, 1875 and 1876. [*Not printed.*]
- No. 97... CULLERS' OFFICE:—Return to Order, of the names of persons who have ceased to belong to the Cullers' Office since 1st January, 1875, through death, superannuation, or otherwise, with allowance in each case of superannuation, &c.; of the names of those who have been added to the staff in either a temporary or permanent capacity during the same time. [*Not printed.*]
- No. 98... MIRAMICHI RIVER:—Return to Order of Instructions given to the officer in charge of the steam dredge employed clearing the bar at the entrance of Miramichi River, with all Reports from the officer in charge or parties under him, as to the amount of work done in that locality, &c. [*Not printed.*]
- No. 99... NEW WESTMINSTER, B.C.:—Return to Address, Correspondence between the Dominion and British Columbia Governments, with reference to the appointment of a County Court Judge for New Westminster, British Columbia. [*Not printed.*]
- No. 100... LAKE ERIE HARBOUR:—Return to Address, Reports of Engineers, plans and correspondence, in possession of the Government, relating to the construction of a harbour at some point on Lake Erie, between Rond Eau Point and the Village of Clearville, in the County of Kent. [*Not printed.*]

- No. 101.. FISHING LEASES :—Return to Order, Statement shewing the names of the rivers for which fishing leases have been renewed or granted, since the 1st December, 1873. [*Not printed.*]
- No. 102.. ST. CHARLES, BRANCH RAILWAY :—Return to Order, Report of Engineers, or other parties relating to the construction of a branch railway from St. Charles, County of Bellechasse, to St. Joseph de Lévis. [*Not printed.*]
- No. 103.. STEAM DREDGE, CANADIAN :—Return to Address, Statement shewing the work performed by the Government steam dredge *Canadian*, during the past year, with total cost of said work, the harbours dredged, &c. [*Not printed.*]
- No. 104.. GROUNDS, PUBLIC BUILDINGS :—Return to Address, Statement shewing the total amount expended on the grounds and fences in front of the Parliamentary Buildings, from the 1st day of January, 1870, to the 1st day of January, 1876, with the estimated cost of completing the same; also, statement showing the total expenditure on the new Library, &c., during the same period; also, statement shewing the total expenditure on the addition to the Western Departmental Building, with an estimate of the amount required to complete the same.
- No. 105.. CARON, CLOVIS :—Return to Order, Correspondence and instructions given to Clovis Caron, Fishery Overseer, having connection with the fishing rights of Eugène Dumas, Joseph Levesque and Zephirin Duval, in the Parish of St. Jean Port Joli, County of L'Islet; also, copies of the enquête held by one Grondin, or a person called Damase Guay, formerly Fishery Overseer. [*Not printed.*]
- No. 106.. GROSSE ISLE :—Return to Order, Documents relating to the construction, by Messrs. Piton & Co., of certain buildings at Grosse Isle. [*Not printed.*]
- No. 107.. ROCHESTER, GEORGE :—Return to Order, Evidence taken before the Dominion Arbitrators on the claim of George Rochester against the Government. [*Not printed.*]
- No. 108.. ISLE AUX COUDRES :—Return to Order, Contract between the Government and Mr. Charles E. Forgues, of Malbaie, for the construction of a Light-house upon Isle aux Coudres; also of the correspondence which took place upon the subject, &c. [*Not printed.*]
- No. 109.. BURLINGTON BAY AND DUNDAS MARSH :—Return to Order, Of all Licenses issued by the Inspector of Fisheries for fishing in Burlington Bay and the Dundas Marsh during the years 1872, '73, '74, '75; and the names of the parties to whom such Licenses were granted. [*Not printed.*]
- No. 110.. ALASKA AND BRITISH COLUMBIA :—Return to Address, Correspondence between the Dominion Government and the Government of the United States, regarding the settlement of the Boundary Line, between Alaska and British Columbia.
- No. 111.. CANALS, UNITED STATES :—Return to Address, Correspondence or papers with the Colonial Office, or with the Government of the United States, in regard to the action of that Government in denying the free navigation of the United States Canals, in accordance with the Washington Treaty.
- No. 112.. SUGAR REFINING INTERESTS :—Return to Order, Correspondence, Petitions and Memorials relating to the Sugar refining interests, since 1872. [*Not printed.*]
- No. 113.. INSURANCE STATEMENTS :—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, Sec. 14.
—Statement of the Receipts and Payments of the Mutual Life Association of Canada, for the year ended 31st December, 1875. [*Not printed.*]
- No. 114.. RIOUX NICOLAS, SEIGNIORY OF :—Return to Order, Correspondence between the Government and the Censitaires of the Seignior Nicolas Rioux, in the County of Rimouski, in the matter of the tax which they pay to the Seigniors, instead of Statute days' labour (1^{es} journées de Corvée.) [*Not printed.*]
- No. 115.. VINE GROWERS' ASSOCIATION :—Return to Order, Correspondence between the Government and the Vine Growers' Association of Canada, in relation to any infraction by said Company of the Revenue Laws of the Dominion since 1870; also a Return of the quantity of wine and brandy manufactured by said Association since that period, and the amount of excise or any other duties paid thereon. [*Not printed.*]
- No. 116.. PROVINCIAL STATUTES :—Return to Address, Correspondence with the Colonial Secretary, on the subject of the exercise of the power of disallowance of the Provincial Statutes.

- No. 117.. **GOVERNMENT STEAMER, "SIR JAMES DOUGLAS"** :—Return to Order, Correspondence between the Honourable Minister of Marine and Fisheries and the Agent of that Department in Victoria, or any other parties, in reference to a complaint made from the Canadian Pacific Railway Office, Victoria, showing the inconvenience occasioned by the Government Steamer *Sir James Douglas* being allowed to carry passengers when engaged in Government service transporting survey parties. [*Not printed.*]
- No. 118.. **VACCINATION, INDIANS** :—Return to Order, Of instructions given to François Xavier De Sales Laterrière, Esquire, Physician, of Malbaie, to go and vaccinate the Indians on the North Shore of the St. Lawrence, in the County of Saguenay, during the year 1875, &c. [*Not printed.*]
- No. 119.. **WELLAND CANAL** :—Return to Order, Correspondence between the Department of Public Works and the Superintendent of the Welland Canal as to damages to lands along the Grand River by raising the water in the upper level of the said Canal ; also of instructions to valuers, &c. [*Not printed.*]
- No. 120.. **RAT PORTAGE AND CROSS LAKE** :—Return to Address, Tenders for the construction of the Railway between Rat Portage and Cross Lake. [*Not printed.*]
- No. 121.. **LACHINE CANAL** :—Return to Address, Tenders for No. 3 Contract on Lachine Canal, and all correspondence connected therewith ; also a copy of the contract entered into for that work, and the amount of money paid thereon for that service. [*Not printed.*]
- No. 122.. **SOREL COLLEGE** :—Return to Order, Correspondence of whatsoever nature, between the Government and the Reverend M. Dupré Priest, Curé of Sorel, President of the Board of the Directors of the Classical and Commercial College, Sorel, Robert Sewell S. Hayden, Esquire, Provincial Land Surveyor, and any other person, respecting offer to purchase a piece of land belonging to the Government, situated in the town of Sorel, by the Corporation of the said College of Sorel. [*Not printed.*]
- No. 123.. **ESQUIMALT AND NANAIMO, TELEGRAPH LINE** :—Return to Address, Correspondence between the Government of British Columbia and the Dominion Government respecting the construction of a Telegraph Line from Esquimalt to Nanaimo. [*Not printed.*]
- No. 124.. **CIVIL SERVICE, OTTAWA** :—Return to Address, List of all the employés, permanent or temporary of the following Public Departments at Ottawa :—Public Works, Receiver General, Finance, Post Office, Militia, Customs, Inland Revenue, Secretary of State, Marine and Fisheries, Justice, Interior, Agriculture and Statistics,—showing the salary of each of such employés, &c. ; and a statement showing the bonus granted to each of the employés above named ; and Copies of all Orders in Council, granting such bonus to each of the said employés ; and showing upon what basis such bonus was distributed among them.
- No. 125.. **FISHERMEN, ST. LAWRENCE** :—Return to Order, Correspondence with the Department of Marine and Fisheries, in the course of last autumn, in the matter of the distress among the fishermen of the North Shore of the St. Lawrence, and the replies of the Department to such correspondence. [*Not printed.*]

GENERAL REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE

FISCAL YEAR ENDING 30th JUNE,

1875,

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY FIRST
VICTORIA, CHAPTER TWELVE, SECTION NINETEEN.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.



OTTAWA:

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.

1876.

CONTENTS OF REPORT.

	PAGE.
INTRODUCTION.....	1
PUBLIC WORKS OF THE DOMINION.....	1
ROUTES OF NAVIGATION.....	2
ST. LAWRENCE RIVER AND LAKES:—	
Descriptive Remarks.....	2
Machine Canal.....	2
“ “ Dredging.....	3
“ “ New works.....	3
“ “ St. Gabriel Basins' Road.....	4
River St. Pierre.....	4
St. Patrick Street.....	4
Beauharnais Canal.....	4
Cornwall Canal.....	5
Williamsburgh Canals.... { Farran's Point Canal.....	6
“ “ { Rapid Plat Canal.....	6
“ “ { Galops Canal.....	7
Welland Canal, main line from Lake Ontario to Lake Erie.....	7
“ “ River Welland branches.....	7
“ “ Grand River Feeder.....	8
“ “ Port Maitland branch.....	8
“ “ Distances on Canal.....	8
“ “ Division No. 1.....	8
“ “ “ No. 2.....	9
“ “ “ No. 3.....	9
“ “ Dunville Division.....	9
“ “ new work.....	9
“ “ “ contracts.....	10
Burlington Bay Canal.....	11
Tug service between Montreal and Kingston, <i>via</i> the St. Lawrence.....	11
MONTREAL, OTTAWA AND KINGSTON:—	
Descriptive Remarks.....	13
Table of distances.....	13
St. Anne's Lock.....	14
“ “ new work.....	14
Carillon Canal.....	14
Chute à Blondeau Canal.....	15
“ “ new works.....	15
Grenville Canal.....	16
“ “ dredging.....	16
“ “ new works.....	16
Culbute Rapids.....	17
Rideau Navigation.....	17
“ “ Table of Distances.....	18
“ “ Sources of Supply.....	19
“ “ Work executed.....	19
Table of Dimensions of Locks, Montreal to Kingston.....	21

RICHELIEU AND LAKE CHAMPLAIN :—

Descriptive Remarks.....	21
Table of distances.....	21
St. Ours' Lock and Dams.....	22
Chambly Canal.....	22
" new works.....	23
River Richelieu Works.....	23
Table shewing sizes of the smallest locks, Richelieu and Lake Champlain..	23
Saint Peter's Canal.....	24
Bay Verte Canal.....	24
River St. Francis.....	24

WORKS ON NAVIGABLE RIVERS :—

Deepening Channel of River St. Lawrence between Quebec and Montreal..	25
River St. John.....	26
Protection of Navigable Streams.....	26

HARBORS AND PIERS :—

PROVINCE OF ONTARIO :—

LAKE ONTARIO :

Kingston.....	27
Napanee.....	27
River Salmon.....	28
Belleville.....	28
Trenton.....	28
Pictou.....	28
Cobourg.....	28
Port Hope.....	28
Port Darlington.....	29
Oshawa.....	29
Whitby.....	29
Frenchman's Bay.....	29
Toronto.....	29

LAKE ERIE :—

Port Burwell.....	29
Port Stanley.....	30
Eagle.....	30
Morfeeth.....	30

RIVER DETROIT.....	30
Obstructions to navigation near Amherstburgh.....	30

LAKE ST. CLAIR :—

River Sydenham.....	31
---------------------	----

LAKE HURON :—

Port Franks.....	31
Bayfield.....	32
Goderich.....	32
Port Albert.....	32
Kincardine.....	32
Inverhuron.....	33
Port Elgin.....	33
Chantry Island.....	33

GEORGIAN BAY :—	
Owen Sound.....	33
Meaford	33
Collingwood.....	34
Neebish Rapids.....	34
PROVINCE OF QUEBEC :—	
Coteau Landing.....	34
Bay St. Paul.....	34
Les Eboulements.....	34
Malbaie.....	35
Bagotville.....	35
Chicoutimi	35
Berthier (en bas).....	35
L'Islet.....	35
River Onelle	35
River du Loup (en bas).....	35
Rimouski	35
MARITIME PROVINCES :—	
NEW BRUNSWICK :—	
Richibucto	36
Point du Chêne.....	36
Dipper Harbor.....	36
St. John Breakwater.....	36
Tynemouth Creek.....	36
Hillsboro'	36
Sackville.....	36
Dredging	37
NOVA SCOTIA :—	
Brooklyn	37
Jordan Bay	37
Oak Point.....	37
Ingonish	37
Cow Bay.....	37
Mabou.....	38
McNair's Cove.....	38
Big Tracadie	38
Port Medway.....	38
Sissiboo.....	38
Maitland	38
Big Pond	38
Port George.....	38
Meteghan Cove.....	38
Yarmouth.....	38
Plympton.....	39
Dredging	39
PRINCE EDWARD ISLAND :—	
New London.....	39
Tignish.....	39
Dredging	39
Surveys	39

SLIDES AND BOOMS :—

General Remarks	39
RIVER SAGUENAY	40
RIVER St. MAURICE.....	40
Slide Stations and distances from Three Rivers.....	40
River Vermillion.....	40
Principal tributaries of the St. Maurice.....	40
Booms at mouth.....	40
Shawenigan Falls	40
Little Piles.....	40

THE OTTAWA DISTRICT :—

General Remarks	41
Table of distances on Ottawa River from St. Anne's Lock	41

RIVER OTTAWA AND TRIBUTARIES :—

List of Slide and Boom Stations.....	42
River des Prairies.....	43
River Gatineau	43
River Madawaska	43
River Coulonge.....	44
Black River.....	44
River Petewawa	45
River du Moine.....	46

SLIDES AND BOOMS :—

Their cost and revenue.....	46
River Saguenay	46
River St. Maurice.....	46
Trent navigation.....	46
River Ottawa.....	47
Their position with regard to the Dominion considered.....	47

RIVER TRENT AND NEWCASTLE DISTRICT :—

Description and distances.....	48
Stations and distances.....	48
Chisholm's Rapids.....	49
Middle Falls.....	49
Heeley's Falls.....	49
Hastings	49
Whitlas' Rapids	49
Little Lake.....	49
Bobcaygeon	49
River Fenelon.....	49
Lindsay.....	49

ROADS AND BRIDGES :—

Métapédia Road.....	50
Temiscouata Road.....	50
Huntingdon and Lake St. Francis Road.....	50
Union Suspension Bridge, Ottawa.....	50

PUBLIC BUILDINGS :—

PROVINCE OF ONTARIO :—

OTTAWA—Houses of Parliament	50
Library	50
Departmental Buildings.....	51
Work Shops	51
Public Grounds.....	51
Post-Office, Custom-House, Inland Revenue Office.....	51
LONDON—Post-Office.....	51
TORONTO—Post-Office.....	51
New Custom-House.....	51
Examining Warehouse.....	51
Revenue Offices	51
KINGSTON—Fortifications	52
Tête du Pont Barracks.....	52

PROVINCE OF QUEBEC :—

MONTREAL—Post-Office.....	52
Examining Warehouse	52
QUEBEC—Marine Hospital	52
The Citadel	52
Lévis Forts	52
Quarantine Station, Grosse Isle	52
THREE RIVERS—Custom-House and Inland Revenue Offices.....	52

PROVINCE OF NEW BRUNSWICK :—

ST. JOHN—Post-Office.....	53
Custom-House	53

PROVINCE OF NOVA SCOTIA :—

HALIFAX—Dominion Building.....	53
PICOU—Custom-House	53

PROVINCE OF MANITOBA :—

WINNIPEG—Custom-House	53
Post-Office.....	53
Lands and Revenue Office.....	53
Penitentiary	53

PROVINCE OF BRITISH COLUMBIA :—

VICTORIA—Custom-House and Inland Revenue Offices.....	53
Penitentiary	53

LANDS AND LEASES.....	54
-----------------------	----

ARBITRATION.....	54
------------------	----

RAILWAYS :—

INTERCOLONIAL RAILWAY :—

Distances	54
Open for Traffic.....	55
Change of Gauge.....	55
Arrangements for track laying.....	55
New Structures.....	55
Gross Earnings, Quebec.....	56
Working Expenses.....	56
Gross Earnings, Nova Scotia and New Brunswick.....	56
Working Expenses	56
Casualties	56

PRINCE EDWARD ISLAND RAILWAY :—

Terms of admission.....	57
Mr. Swinyard's inspection.....	57
Mr. Shanly's inspection.....	57
Character of Line.....	57
Mr. Shanly's report.....	58
Length	58
Tangents and Curves.....	58
Grades.....	58
Cost.....	58
Casualties	58

NORTH WESTERN COMMUNICATION :—

Line of Communication to the Province of Manitoba.....	59
Two Routes in United States.....	59
" Distances	59
Dominion Route.....	60
" Distances	60
Stations and Distances on the Dominion Route.....	60
Thunder Bay Harbor.....	61
Roads	61
Emigrant Houses	61
Dams at Island Portage.....	61
Fort Frances	61
Lake of the Woods Road.....	61
Fort Frances Lock.....	61

PACIFIC RAILWAY :—

Eastern Woodland Section.....	62
Central or Prairie Region.....	62
Western or Mountain Region.....	62
Telegraph Line.....	63

BRITISH COLUMBIA TELEGRAPH :—

Telegraph Stations and Distances.....	63
---------------------------------------	----

PUBLIC WORKS :—

Victoria Harbor	64
River Fraser	64

REPORT
OF THE
MINISTER OF PUBLIC WORKS,
FOR THE
FISCAL YEAR ENDED 30TH JUNE, 1875.

To His Excellency the Right Honorable Sir Frederick Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye, of Ballyleidy and Killeagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of The Most Illustrious Order of Saint Patrick, and Knight Commander of The Most Honorable Order of the Bath, Governor General of Canada, and Vice Admiral of the same :

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit the Annual Report of the Department of Public Works, for the fiscal year ended 30th June, 1875, a duty imposed on the Minister of this Department by Statute 31st Vict., chap. 12, Sec. 19.

The Report itself will lay before your Excellency a record of the transactions and general expenditure, with the cost of maintenance of the various Public Works, during the above fiscal year.

Appendix No. 1, pages 3-6, sets forth in detail this expenditure. It is followed by the Annual Reports of Superintendents, with general and special Reports from the Departmental Engineers.

The works under the control of the Department, are as follows:—

- THE CANALS.
- WORKS ON NAVIGABLE RIVERS.
- HARBORS AND PIERS.
- SLIDES AND BOOMS.
- ROADS AND BRIDGES.
- PUBLIC BUILDINGS.
- GOVERNMENT RAILWAYS.
- NORTH-WEST COMMUNICATION.
- PACIFIC RAILWAY.
- PUBLIC WORKS, BRITISH COLUMBIA.

CANALS.

The Canals of the Dominion have been constructed on the following routes of inland navigation :—

1. The St. Lawrence and Western Lakes.
2. The Ottawa, to the City of Ottawa.
3. The Rideau navigation from Ottawa to Kingston.
4. The River Richelieu to Lake Champlain.
5. St. Peter's Canal, Cape Breton, Nova Scotia.

RIVER ST. LAWRENCE AND LAKES.

This navigation extends from the Straits of Belle-Ile, Newfoundland, to Duluth at the head of Lake Superior, a distance of 2,384 statute miles.

The canals on the route are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapid Plat, Galops and Welland. Their total length is 70.83 miles ; total lockage, 536½ feet ; number of locks, 54.

The St. Mary Canal is situated on the United States' side of the channel, and was constructed by that Government to avoid the St. Mary Rapid. It connects Lakes Huron and Superior. It is 1.17 miles long, and has 18 feet lockage, with a depth of water on sills of 12 feet.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at Three Rivers.

A statement of distances, and sections of navigation, from the Straits of Belle Ile to Duluth, at the head of Lake Superior, are given. (Appendix 2, pages 8 & table A.)

LACHINE CANAL.

Length of Canal.....	8½ statute miles.
Number of locks.....	5
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	44½ feet.
Depth of water on sills	{ at two locks..... 16 "
	{ at three locks..... 9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal extends from the City of Montreal to the Village of Lachine, thereby enabling vessels to avoid the St. Louis Rapids, the first series of rapids which bar the ascent of the River St. Lawrence, for a distance of 986 miles from the Straits of Belle-Ile.

This canal was closed on the 4th December, 1874, and opened the 1st May 1875.

There was no interruption to traffic.

New gates were placed to locks Nos. 1, 2, 3, 4 and 5, and the old gates repaired.

The bridges in connection with the above have been repaired.

All the lock gates are now in excellent order, many having been entirely renewed.

They are now suspended from top of lock wall, by which means, friction rollers are dispensed with and gates are easily adjusted.

New working apparatus has been applied to several of the upper gates, which renders unnecessary the use of chain holes and drag chains.

The walls of the several locks are in good order, with the exception of Nos. 3 and 4 which require to be rebuilt. The various weirs and retaining walls have been repaired and where necessary built in cement.

Bridge No. 1, Wellington Street, St. Gabriel's bridge No. 3, Brewster's bridge No. 4 have been repaired. No. 6 bridge Lachine has been thoroughly restored and new suspension cables furnished. All the bridges are in good repair, except No. 5.

300 snubbing posts have been placed in position.

The slope wall, towing path and approaches put in good condition.

Considerable repairs have been made to wing dam Lachine. The wharves at wood basin, Brewster's bridge and Côte St. Paul have been repaired.

The flour sheds have been repaired.

The supply of water for driving the mills, owing to the low level at Lachine was short during the entire winter. (Appendix 3, pages 9, 10, 28-31.)

DREDGING.

The approaches to St. Gabriel basin have been deepened.

The dredge is now employed below Brewster's Bridge. (Appendix 3, page 11.)

NEW WORKS.

The new works for the enlargement of the navigation will contain locks 270 feet long by 45 feet in width between the gate quoins. All permanent structures to have a depth of 14 feet, with the view of finally establishing the Canal at that depth.

The contracts, as originally let for sections Nos. 1 and 2, have been cancelled and relet at the same prices to Messrs. James Worthington & Co.

The excavation for enlarging basin No. 2 was carried on during the winter months.

Progress has likewise been made in the Wellington basin.

The work has been performed in a satisfactory manner.

Masonry is now being laid in the dock walls, and lock No. 2 has been prepared for the foundation timbers. The stone required is obtained at Terrebonne. (Appendix 3, page 11.)

ROAD.

ST. GABRIEL BASINS ROAD.

The road between these basins was placed under contract, and after being carried on for some time in an unsatisfactory manner the work was abandoned last November.

The flour shed on N. W. side of basin No. 2 was destroyed by fire on 9th August last. A large portion of the wharf was also injured.

Contracts have been given out to rebuild the shed and restore the wharf. (Appendix 3, page 12.)

RIVER ST. PIERRE.

The new channel for this stream with the necessary bridges has been finished. (Appendix 3, page 12.)

ST. PATRICK STREET.

The grading and macadamizing of the extension of this street are finished. (Appendix 3, page 12.)

BEAUHARNOIS CANAL.

Length of canal.....	11 $\frac{1}{4}$ statute miles.
Number of locks..	9
Dimensions of locks..	200 feet by 45 feet.
Total rise of lockage	82 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.	120 "

This canal lies on the south side of the St. Lawrence, 15 $\frac{1}{4}$ miles from the head of the Lachine Canal, and runs for some distance inland from the river, connecting Lakes St. Louis and St. Francis, and avoiding the three rapids known respectively as the "Cascades," "Cedars" and "Coteau."

This canal closed on the 25th November, 1874, and opened on the 3rd May, 1875.

There was an interruption to the traffic of 42 hours.

The gates at locks Nos. 6, 7, 8, 9, 10, 11, 12, 13 and 14 have been generally repaired and restored.

3 pair of spare gates are available.

The swing bridge at St. Timothy has been rebuilt. The bridges at locks Nos. 8, 11, 12 and 14 have been repaired.

It is proposed to suspend the lock gates in a manner similar to those on the Lachine canal.

The wing walls for locks Nos. 6, 10 and 13 have been repaired. The retaining walls for weir lock No. 7 have been restored.

The ditches and surface drains have been cleared.

The culverts are in good order.

A bridge has been constructed over culvert near lock No. 8.

The canal banks have been repaired and in some places raised and the roads on canal property gravelled.

The dams at Grande Isle, Cat Island and the dyke at Hungry Bay have been maintained.

Lock No. 7 was freed from a deposit of rubbish.

A leak in lock No. 14 was stopped.

Several bumping and snubbing posts have been placed.

The Collector's and Lock-Master's dwellings have been repaired.

A new store-house and watch-house at lock No. 12 have been built. (Appendix 3, pages 12, 13.)

CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	7
Dimensions of locks.....	200 feet by 55 feet.
Total rise of lockage.....	48 feet.
Depth of water on sills	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal, a navigable interval occurs 32¾ miles through Lake St. Francis.

The Cornwall Canal enables vessels to avoid the Long Sault Rapids.

The canal was closed from the 4th December, 1874, till the 4th May, 1875.

The navigation was uninterrupted.

The lock gates and supply weirs have been repaired.

The upper gates of guard lock rebuilt. New segments were relaid in lock No. 20.

The slope walls in some spots were raised, the ditches cleared out and the Mille-roche culvert roadway macadamized. (Appendix 4, page 44.)

 WILLIAMSBURGH CANALS.

The Farran's Point, Rapid Plat and Galops Canals are collectively known as the Williamsburgh Canals.

 FARRAN'S POINT CANAL.

Length of canal	$\frac{3}{4}$ mile.
Number of locks.....	1
Dimensions of Lock.....	200 feet by 45 feet.
Total rise of lockage.....	4 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at water surface.....	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance, on the St. Lawrence is five miles. This canal enables vessels ascending the river to avoid the Farran's Point Rapids. Descending vessels run the rapids with ease and safety.

It was closed 5th December, 1874 ; opened 1st May, 1875.

There has been no interruption to navigation.

The lock gates have been maintained.

Some timbers of pier at head of canal, burnt last season, require to be restored. (Appendix 5, page 45.)

 RAPID PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	11 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Farran's Point Canal to the foot of Rapid Plat Canal, there is a navigable stretch of 10 $\frac{1}{2}$ miles.

This canal enables ascending vessels to avoid the Rapid Plat Rapids. Descending vessels run the rapids safely.

Closed 5th December, 1874 ; opened 1st May, 1875.

The navigation was without interruption.

The wharf at foot of canal has been repaired. (Appendix 5, page 45.)

GALOPS CANAL.

Length of canal.....	7 $\frac{5}{8}$ miles.
Number of locks.....	3
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	15 $\frac{3}{4}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Rapid Plat Canal to the foot of the Galops Canal, the St. Lawrence is navigable for 4 $\frac{1}{2}$ miles.

This canal enables vessels to avoid the rapids at Point aux Iroquois, Point Cardinal, and the Galops.

Closed 5th December, 1874; opened 1st May, 1875.

Navigation was uninterrupted.

Some repairs, required for lock gates Nos. 26 and 27, are now being carried on.

The pier at the head of the Galops Rapids requires restoration. (Appendix 5, page 45.)

WELLAND CANAL.

MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal.....	27 miles and 1,099 feet.									
Pair of guard gates.....	3									
Number of lift-locks.....	27									
Dimensions of locks.....	<table> <tr> <td></td> <td>{</td> <td>2 locks of 200 feet by 45 feet.</td> </tr> <tr> <td></td> <td>24</td> <td>" 150 " 26$\frac{1}{2}$ "</td> </tr> <tr> <td></td> <td>1</td> <td>" 230 " 45 "</td> </tr> </table>		{	2 locks of 200 feet by 45 feet.		24	" 150 " 26 $\frac{1}{2}$ "		1	" 230 " 45 "
	{	2 locks of 200 feet by 45 feet.								
	24	" 150 " 26 $\frac{1}{2}$ "								
	1	" 230 " 45 "								
Total rise of lockage.....	330 feet.									
Depth of water on sills.....	19 $\frac{1}{4}$ "									

RIVER WELLAND BRANCHES.

Length of canal:—Port Robinson Cut to River Welland. 2,622 feet.

" From Welland Canal to River Welland, *via* lock at Aqueduct..... 300 "

" Chippawa Cut to River Niagara..... 1,020 "

Number of locks:—One at Aqueduct and one at Port

Robinson..... 2

Dimensions of locks..... 150 by 26 $\frac{1}{2}$ feet.

Total lockage from Welland Canal down to River Welland 17 feet.

Depth of water on sills..... 9 ft. 10 in.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 “
Total rise of lockage.....	7 to 8 feet.
Depth of water on sills.....	10½ feet.

PORT MAITLAND BRANCH

Length of canal.....	1¾ miles.
Number of locks.....	1
Dimensions of lock.....	185 by 45 feet.
Total rise of lockage.....	8½ feet.
Depth of water on sills.....	11 “

The breadth of the main line of this canal, at present, varies as follows :—

Section.	Distance.	Breadth at bottom.	Breadth at surface.
	Miles.	Feet.	Feet.
Dalhousie to Thorold.....	9½	70	110
Thorold to Allanburgh.....	3½	26	66
Allanburgh to Ramey's Bend.....	12½	50	90
Ramey's Bend to Port Colborne.....	1¾	58	58
Port Colborne to outer end of West Pier.....	¾	90	.....
Port Robinson to Chippawa, River Welland.....	8¾	.....	200
Dunville navigable feeder.....	21	26	60 to 70
Port Maitland Branch.....	1¾	45	85

It was closed 10th December, 1874; opened 3rd May, 1875.

There was a suspension of navigation of 48 hours.

The canal is divided into 3 working divisions :—

DIVISION NO. 1, FROM PORT DALHOUSIE TO FOOT OF LOCK NO. 20, 8½ MILES.

With the exception of No. 1, the locks have been thoroughly repaired.

A new swing bridge at Port Dalhousie has been built.

The government property has been partially fenced in.

Waste weirs at locks Nos. 6 and 17 have been repaired. (Appendix C, page 46.)

DIVISION No. 2, FROM LOCK No. 20 TO THE JUNCTION.

The locks have been generally cleaned and the gates repaired.

Waste weirs repaired.

The canal property has been partially fenced in.

New swing bridges have been built at Hursts above Thorold and at Welland.

One new house for lock-master and store-house has been built at lock No. 22.

13 lock shanties have been rebuilt. (Appendix 6, page 47.)

DIVISION No. 3, FROM JUNCTION TO PORT COLBORNE $7\frac{1}{4}$ MILES.

$\frac{1}{2}$ mile of floats by rock cut Port Colborne repaired.

The scows and ferry boat at Port Colborne repaired. 2 bridges have been replanked, the pier and breakwater repaired.

DUNVILLE DIVISION. THE FEEDER FROM JUNCTION TO DUNVILLE AND PORT MAITLAND BRANCH, $22\frac{3}{4}$ MILES.

Sundry additions and repairs to lock-tenders' houses. (Appendix 6, page 47.)

A swing bridge with approaches has been built at Stromness.

Other bridges have been repaired.

The lock at Dunville has been repaired.

Additions have been made to lock-tender's house.

The west pier at Port Maitland, under contract for renewal of superstructure is nearly completed.

More repairs were required on the canal than has been usual, owing to the severe frost of last winter and damages from freshets in the spring.

8 new gates are available for use.

The water of the season of 1874 after July remained at a very low level and so continued during the ensuing winter.

The water supply from the Grand River feeder is found year by year to be less reliable.

(Appendix 6, pages 46, 48.)

NEW WORKS.

The works, for the enlarged navigation are established on the basis of the locks being 270 feet in length between the gates and 45 feet in width. All structures on the summit level and at the outlet of Port Dalhousie to have a depth of 14 feet in view of ultimately deepening the canal to that depth.

For the present, the prism of the canal will have 100 feet at bottom with slopes generally of 2 to 1, having a sectional area of 1638 square feet throughout in cutting.

These works are now in various conditions of progress. The contract of Messrs Mitchell & Co., for lightening the East Bank of the Deep Cut, between Allanburgh and Port Robinson, has been satisfactorily completed.

The following are the contractors :

Section 1.—Port Dalhousie Harbor and Entrance lock : Mr. Patrick Larkin.

Section 2.—At Port Dalhousie : Messrs Denison, Belden & Co.

Section 3.—Between Port Dalhousie and St. Catharine's : Messrs. Denison Belden, & Co.

Section 4.—Between Port Dalhousie and St. Catharine's including change of line of Welland Railway : Messrs Blake, Ross & Campbell.

Section 5.—Between Port Dalhousie and St. Catharine's : Mr. Alexander Manning.

Section 6.—Between Port Dalhousie and St. Catharine's Cemetery : Mr. Patrick Shannon.

Section 7.—Between Port Dalhousie and St. Catharine's Cemetery : Messrs Higgins & Sullivan.

Sections 8 and 9.—Between St. Catharine's Cemetery and Great Western Railway : Messrs. Cairns, Morse, Hart & Co.

Section 10.—Between St. Catharine's Cemetery and Great Western Railway : Messrs. John Ginty & Co.

Section 11.—Between St. Catharine's Cemetery and Great Western Railway : Mr. Paul Ross.

Section 12.—Between Merritton and Thorold embracing 2 locks and the tunnel for Railway track of Great Western under the canal : Messrs. Lobb, Dawson & Murray. The date of this Contract is 27th July 1875.

Section 13.—From the line of Great Western Railway to Northern end of Section 14 : Messrs Ginty & Dickey.

Section 14.—From northern side of Great Western Railway to near Brown's cement kilns : Mr. John Brown.

Section 15.—From near Brown's cement kilns to a point 200 feet south of crossing, known as Hoover's Road, through the ravine east of Thorold : Mr. John Brown.

Section 16.—Between Brown's cement kilns and Marlatt's Pond, leading through the ravine east of Thorold : Mr. John Brown.

Sections 21 and 22.—From Allanburgh to Port Robinson :

1. Messrs Mitchell & Co., lightening bank of Deep Cut, east side. (Completed.)
2. Mr. John Brown, widening and deepening prism and lightening bank west side.

Section 23.—Above Deep Cut and near Port Robinson : Mr. John Carroll.

Section 24.—Between Port Robinson and the town of Welland : Mr. Charles F. Dunbar.

Section 25.—Between Port Robinson and the town of Welland: Messrs. Ferguson Mitchell & Symmes.

Section 29.—West of Junction: Messrs. R. Mitchell & Co.

Section 30.—West of Junction: Messrs. John Ferguson & Co.

Sections 31 and 32.—West of Junction: Mr. John Brown.

Section 36.—Deepening and constructing harbor of Port Colborne: Mr. Charles F. Dunbar.

BURLINGTON BAY CANAL.

Length of canal.....	$\frac{1}{2}$ mile.
No locks on this canal.	
Average breadth between piers.....	138 feet.
Narrowest.....	108 "

This canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water. It gives access to the Port of Hamilton, and to the Town of Dundas *via* the Desjardins canal.

This canal closed on 10th December, 1874, and opened 28th April, 1875.

The ferry scow has been repaired.

The piers have been somewhat destroyed by fire and partially damaged. They will be repaired during the present season.

The superstructure is reported as being in bad condition and requiring renewal. (Appendix 7, page 49.)

TUG SERVICE.

This service has been subsidized by Government since the year 1849 (1852 excepted), with a view of maintaining a line of tug steamers on the intervening navigable reaches connecting the several canals between Montreal and Kingston.

The annual subsidy amounted to \$12,000, and the contractor undertook to tow vessels, at fixed rates, to provide not less than nine vessels for the service, and to make two trips daily between the Lachine and Beauharnois Canals, and one trip daily on the connecting reaches of the line.

The service was performed by Messrs. Calvin & Breck, under a contract for three or five years, at the option of the Minister of Public Works, dating from the 1st May 1872; subject to the approval of Parliament.

An order in Council, dated 26th June, 1874, was approved by Your Excellency to the effect that the Minister of Public Works should be authorized to terminate the

contract at the close of navigation (1874). Accordingly the required notification was served on Messrs. Calvin & Breck and the contract was terminated at the close of the last season of navigation (1874).

The following statement shows the number of towages, and the amount received from ship-owners, by Messrs. Calvin & Breck, from 1st July, 1874, to the close of navigation, 1874.

UPWARDS.	From 1st July to close of navigation, 1874.		Total amount received.	
	Crafts.	Amount.	Crafts.	Amount.
		\$ cts.		\$ cts.
Lachine, to foot of Beauharnois Canal.....	337	3,073 26		
Head of Beauharnois Canal to foot of Cornwall Canal.....	354	4,549 66		
Head of Cornwall Canal to Kingston.....	280	8,881 21		
Total			971	16,504 13
DOWNWARDS.				
Kingston to head of Cornwall Canal.....	200	4,366 08		
Foot of Cornwall Canal to head of Beauharnois Canal.....	259	2,466 34		
Foot of Beauharnois Canal to Lachine.....	288	1,669 85	747	8,502 27
Total.....			1,718	25,006 40

MONTREAL, OTTAWA, AND KINGSTON.

This route extends from the harbor of Montreal to the port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals, to the City of Ottawa, thence by the Rideau Canal to Kingston on Lake Ontario,—a total navigation of $246\frac{1}{4}$ miles.

After leaving the Lachine Canal, the works constructed to overcome the difficulties of navigation are :—

- The St. Anne's Lock ;
- Carillon Canal ;
- Chute à Blondeau Canal ;
- Grenville Canal ;
- Rideau Navigation ;

The united length of these five works is $134\frac{2}{3}$ miles; their total lockage $533\frac{1}{2}$ feet—($356\frac{1}{2}$ rise, 177 fall)—number of locks 59.

The following table exhibits the intermediate and total distances from Montreal harbor to the principal points on this route :—

Sections of Navigation.	Intermediate distances.	Total distances from Montreal.
The Lachine Canal.....	$8\frac{1}{2}$	.....
From Lachine Canal to St. Anne's Lock.....	15	$23\frac{1}{2}$
St. Anne's Lock and Piers.....	$\frac{1}{8}$	$23\frac{3}{8}$
From St. Anne's Lock to Carillon Canal.....	27	$50\frac{3}{8}$
The Carillon Canal.....	$2\frac{1}{4}$	$52\frac{3}{4}$
From the Carillon Canal to Chute à Blondeau.....	4	$56\frac{3}{4}$
Chute à Blondeau Canal.....	$\frac{1}{8}$	$56\frac{7}{8}$
From Chute à Blondeau Canal to Grenville Canal.....	$1\frac{3}{8}$	$58\frac{1}{4}$
The Grenville Canal.....	$5\frac{1}{4}$	64
From the Grenville Canal to entrance, Rideau Navigation.....	56	120
Rideau Navigation, ending at Kingston.....	$126\frac{1}{4}$	$246\frac{1}{4}$

ST. ANNE'S LOCK.

Length of canal.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of lock.....	190 feet by 45 feet.
Total rise of lockage.....	3 feet.
Depth of water on sills.....	{ 6 feet at low water.
	{ 7 feet at ordinary high water.

This work, with guide piers above and below, enables vessels to surmount the St. Anne's Rapids, between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal Harbor.

This lock closed the 26th November 1874 and opened the 3rd May, 1875.

The traffic was uninterrupted.

The upper gates have been repaired and mounted with new suspension gear.

The pier has been repaired. (Appendix 3, page 15.)

NEW WORK.

A new channel is being excavated 1200 feet in length, 120 feet wide, from deep water at the foot of the lock across the shoal to deep water at Ile Perrot. Its sides to be protected by crib work.

The work has been carried on vigorously and satisfactorily. (Appendix 3, pages 15, 33, 34.)

THE CARILLON CANAL.

Length of canal.....	$2\frac{1}{8}$ miles.
Number of locks.....	3 (two rising—one falling.)
Dimensions of locks:—Lift Lock, No. 1....	128 feet x $32\frac{1}{2}$ feet.
do. No. 2....	$126\frac{1}{2}$ " x $32\frac{1}{2}$ "
Guard Lock, No. 3.	$126\frac{1}{2}$ " x $32\frac{1}{2}$ "
Total lockage.....	$34\frac{3}{4}$ " { $21\frac{3}{4}$ upwards.
	{ 13 downwards.
Depth of water on sills.....	6 "
Breadth of canal at bottom.....	30 "
Breadth of canal at water surface.....	50 "

This canal enables vessels to avoid the Carillon Rapids.

From St. Anne's Lock to the foot of the Carillon Canal, a navigable interval of twenty-seven miles, through the Lake of Two Mountains and the River Ottawa, occurs.

It was closed from the 15th November, 1874 to the 1st May, 1875.

The chamber walls of lock No. 2 have been taken down and rebuilt.

Gates at locks Nos. 1 and 3 have been repaired and restored.

The canal proper has been cleaned and the banks, towing path and fences maintained.

The crib docking above lock No. 2 and the mooring pier at entrance lock No. 3 have been repaired and restored.

The North river dams and feeder have been maintained. (Appendix 3, page 15.)

CHUTE A BLONDEAU CANAL.

Length of canal.....	$\frac{1}{8}$ of a mile.
Number of locks.....	1
Dimensions of lock.....	130 $\frac{5}{8}$ feet x 32 $\frac{3}{8}$ feet at upper end and 36 $\frac{1}{2}$ feet at lower end.
Total rise of lockage.....	3 $\frac{3}{4}$ feet.
Depth of water on sills.....	6 "
Breadth of canal at water surface.....	30 "
Breadth of canal at bottom.....	30 "

Between the Carillon and Chute à Blondeau Canals there is a navigable stretch of four miles. This canal is cut through solid rock, and has only one lock: it is only used by vessels going up the river. All down vessels run the rapids, and avoid the canal.

Closed 18th November, 1873; opened 6th May, 1874.

Some rock obstructions in the channel have been removed above the lock. (Appendix 3, page 16.)

NEW WORKS.

These works have in view the reduction of lockage as it now exists.

The present Carillon Canal locks upwards by 2 locks 21.9 feet and downwards by 1 lock 13 feet.

The Chute à Blondeau canal with 1 lock has a lift of 3.9 feet.

The works under construction consist of a dam across the River Ottawa in the Carillon rapids, about $\frac{3}{4}$ mile above the village of Carillon, with a canal $\frac{3}{4}$ mile long with 2 ascending locks. A timber slide 120 feet wide will be constructed on the south side.

The work last season was impeded by high water, but fair progress was made.

The work on the locks has been satisfactorily carried on.

During the present season the high water has hitherto prevented the resumption of the work, a large quantity of material has however been delivered (Appendix 3, page 16.)

THE GRENVILLE CANAL.

Length of canal.....	5 $\frac{3}{4}$ miles.
Number of locks.....	7
Dimensions of locks—Lift Lock No. 5 } Combined..	} 130 $\frac{3}{8}$ feet x 32 $\frac{1}{8}$ feet.
“ “ No. 6 }		} 128$\frac{1}{2}$ “ x 32$\frac{1}{8}$ “
“ “ No. 7 }	} do ..
“ “ No. 8 }	
“ “ No. 9.....	} 107 $\frac{3}{8}$ “ x 19 “
“ “ No. 10.....	} 106 $\frac{3}{8}$ “ x 19 $\frac{1}{2}$ “
Guard Lock No. 11.....	200 “ x 45 “
Total rise of lockage.....	45 $\frac{3}{4}$ “
Depth of water on sills.....	6 $\frac{1}{2}$ “
Depth of water on sill of Lock No. 11.....	9 “
Breadth of Canal at bottom.....	20 to 30 feet.
Breadth of Canal at surface of water.....	25 to 60 “

From the head of the Chute à Blondeau Canal to the foot of the Grenville Canal there is a navigable section of 1 $\frac{3}{8}$ mile.

This canal is situated about sixty miles below the City of Ottawa, and enables vessels to avoid the Long Sault Rapids.

Closed 25th November, 1874 ; opened 7th May, 1875.

The old locks have been kept in working condition.

The canal itself has been cleaned out and the banks and towing path with fences kept in repair. (Appendix 3, page 17.)

DREDGING.

The upper entrance to the Grenville canal was dredged and the sand bar in front of Hawkesbury removed.

The dredge this season has been transferred to the River St. Maurice at Three Rivers.

NEW WORKS.

The locks of this Canal are to be enlarged to 200 feet between the gate quoins with 45 feet width and 9 feet water on the sills.

The canal itself to be deepened to 10 feet, the present width being retained with periodical crossing basins.

New locks Nos. 9 and 10 were completed in 1874 and were brought into operation on the opening of navigation this season.

A large amount of excavation has been performed and much material delivered and prepared.

Since the opening of navigation, a large force has been engaged on the several sections. (Appendix 3, pages 17, 37, 38.)

 CULBUTE RAPIDS, UPPER OTTAWA.

The work, designed to overcome the Culbute and L'Islet Rapids, consists of two combined locks, each 200 feet in length and 45 feet in width, with 6 feet water on the sills, with a lift of 18 to 20 feet; the dams have a total length of 520 feet.

This work is being satisfactorily carried on, and fair progress has been made. (Appendix 3, pages 18, 39, 43.)

 RIDEAU NAVIGATION.

Length of navigation.....	126 $\frac{1}{4}$ miles.
Number of locks in going from Ottawa to Kingston.	{ 33 ascending. 14 descending.
Total lockage.....	446 $\frac{1}{4}$ feet. { 282 $\frac{1}{4}$ rise, and 164 fall } at high water.
Dimensions of locks	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through canal.....	4 $\frac{1}{2}$ feet.
Breadth of canal at bottom.....	{ 60 feet in earth. 54 feet in rock.
“ at surface of water.....	80 feet in earth.

The Rideau navigation connects the River Ottawa at the City of Ottawa, with the eastern end of Lake Ontario, at Kingston.

The following table gives the distances of the intermediate stations between the Cities of Ottawa and Kingston:—

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each station in miles.	
			No.	Lift at Low Water.	No.	Length.		Height.
				Rise. Ft. In.		Feet. 230		Feet. 18
1	Ottawa.....	0	8	82 0	3	1,320	33	4.00
						1,616	14	
2	Hartwell's.....	4 $\frac{1}{4}$	2	22 0		100	28	0.13
3	Hogsback.....	5 $\frac{1}{2}$	2	13 6	1	320	60	
4	Black Rapids.....	9 $\frac{1}{2}$	1	10 0	1	300	12	0.13
5	Long Island.....	14 $\frac{3}{4}$	3	27 0	3	850	68	
6	Burritt's.....	40 $\frac{3}{4}$	1	10 6	1	240	14	1.50
7	Nicholson.....	43 $\frac{3}{4}$	2	15 2	1	500	9	0.50
8	Clowes.....	44 $\frac{1}{2}$	1	10 6	1	481	16	0.05
9	Merrickville.....	46 $\frac{3}{4}$	3	25 0	1	150	6	0.33
10	Maitland's.....	55	1	4 9	1	270	8	0.13
11	Edmonds.....	59 $\frac{1}{2}$	1	10 10	1	343	8	0.06
12	Old Slys.....	60 $\frac{1}{2}$	2	15 6	1	250	20	0.25
13	Smith's Falls.....	61 $\frac{1}{2}$	4	33 9	2	600	24	0.13
14	First Rapids, or Poonamalie.....	64	1	7 9	1	260	5	1.25
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	0.06
	Total rise at low water.....			292 3				
				Fall.				
16	Isthmus.....	87 $\frac{1}{2}$	1	4 0				1.25
17	Chaffey's.....	92	1	12 6				0.13
18	Davis.....	94 $\frac{1}{4}$	1	9 0	1	300	15	0.06
19	Jones' Falls.....	97 $\frac{1}{4}$	4	60 0	1	300	60	0.25
20	Brewer's Upper Mills.....	108 $\frac{1}{4}$	2	19 0	1	200	20	1.75
21	do Lower Mills.....	110	1	14 2	1	200	12	4.25
22	Kingston Mills.....	120 $\frac{1}{4}$	4	46 8	1	6,042	14	0.25
23	Kingston.....	126 $\frac{1}{4}$						
	Total fall at low water.....			165 4				
	Total.....		47		24	15,472		16.46

The navigation closed at Kingston Mills 26th November 1874, and opened 29th April 1875.

At Ottawa, navigation closed the 26th November 1874, and opened 5th May 1875.

The summit level of the Ottawa is at upper Lake Rideau. But several of the descending reaches are also supplied by the waters which have been made tributary to them. The following description gives the sources of supply.

The route to the east, passes by the River Rideau. Within this extent no reservoirs of supply are found, so that the whole duty of keeping the navigation to its level, is thrown upon the reserves, which are given in detail below.

They may be divided into three systems, viz:—

The waters supplying the summit level.

The waters supplying the eastern descending level.

The waters supplying the south-west descending level.

SUPPLYING SUMMIT.

Lake Wolfe system, discharging into Summit Level.

SUPPLYING EASTERN DESCENDING LEVEL.

River Tay system, discharging into Lake Rideau.

SUPPLYING SOUTH-WEST DESCENDING LEVEL.

Lake Devil system, discharging into Lake Mud.

Lake Buck system, discharging into Lake Mosquito, and thence into Lakes Mud and Indian.

Lake Rock system, discharging into Lake Openacon.

Lake Loughboro' system, discharging into Lake Openacon.

Round Tail system, discharging into Lake Cranberry.

THE FOLLOWING ADJACENT WATERS ARE TOTALLY DISTINCT FROM THE

RIDEAU NAVIGATION.

The River Mississippi, which discharges into the River Ottawa, in the Township of Fitzroy.

The River Napanee, Mill Haven Creek and Lake Collins, which discharge into Lake Ontario.

At the following stations, the fences have been repaired and the swing bridges restored, and the works generally maintained :

Kingston Mills.

Lower Brewer's.

Upper Brewer's.

Newboro'.
 Narrows.
 Burritt's Rapids.
 Becket's.

At the following stations, gates have been maintained and general repair performed :

Jones' Falls.
 Davis' Mills.
 Chaffey's.
 Black Rapids.

At the following, the lock-masters' houses have been repaired and some minor works of maintenance performed :

Smith's Falls—Detached.
 Old Slys.
 Merrickville.
 Hogsback.
 Hartwell's.

At the undermentioned stations, some general repairs have been made :

Smith's Falls.
 Nicholson's
 Long Island.

Four pair of reserve gates are in course of construction.

OTTAWA.

It has been necessary to clean the canal basin owing to the deposits from the Slater Street sewer. Works are in progress by the Corporation of Ottawa to carry away the sewerage from the canal. It is anticipated they will be completed by spring of 1876.

A survey was made during the season of the drowned lands of the Devil Lake system of waters.

(Appendix 8, pages 50-52.)

TABLE showing the dimensions of the locks on the present canals in the Montreal, Ottawa and Kingston line of navigation; also the size of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of Water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville....	106½	19	5½	95	18½	5	100
Rideau.....	134	32	5	110	31½	4½	250

RICHELIEU AND LAKE CHAMPLAIN.

This navigation, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, forty-six miles below Montreal, and one hundred and fourteen miles above Quebec, continues along the River Richelieu to the Basin of Chambly, where it takes the Chambly Canal to St. John's and again follows the River Richelieu to Lake Champlain, of which the Richelieu is an outlet. The distance of eighty one miles is in the territory of the Dominion.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and a connection obtained with the River Hudson, by which the City of New York is directly reached. The distance of three hundred and thirty miles is in the United States' Territory.

The artificial works in the Dominion are the St. Ours' Lock and Dam and the Chambly Canal.

The following table shows the distances, total and intermediate, into which the navigation from Sorel to New York is divided.

Sections of Navigation.	Intermediate distances in Miles.	Total Distances.
Sorel to St. Ours' Lock.....		14
St. Ours' Lock to Chambly Canal.....	32	46
Chambly Canal.....	12	58
Chambly Canal to Province Line.....	23	81
Boundary Line to Champlain Canal.....	111	192
Champlain Canal to Junction with Erie Canal.....	66	256
Erie Canal from Junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS' LOCK AND DAMS.

Length of canal.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	5 feet.
Depth of water on sills.....	7 feet at low water.
Length of dam in Eastern Channel.....	300 feet.
“ “ Western Channel.....	600 feet.

At St. Ours', fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours' Lock of cut stone and an earthwork dam are in the eastern channels; in the western channel a large dam has been built of cribwork, filled with stone.

These works give a navigable depth of 7 feet between St. Ours' Lock and Chambly Basin, a distance of thirty-two miles.

Closed 25th November, 1874; opened 16th April, 1875.

The navigation was interrupted 9 hours.

The lock gates have been repaired.

The mooring piers above and below the lock, and the anchor piers above dam proper have been repaired and strengthened.

Dwellings and out-houses were repaired. (Appendix 3, page 14.)

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks:—	
Guard Lock, No. 1, at St. John.....	122 feet by $23\frac{1}{2}$ feet.
Lift “ No. 2.....	124 “ $23\frac{7}{12}$ “
“ “ Nos. 3, 4, 5, 6.....	118 “ 23 to $23\frac{7}{12}$ feet.
“ “ Nos. 7, 8, 9, combined.....	125 “ $23\frac{3}{4}$ feet.
Total rise of lockage.....	74 “
Depth of water on sills.....	7 “
Breadth of canal at bottom.....	36 “
“ “ surface of water....	60 “

Succeeding the thirty-two miles of free navigation between St. Ours' Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu—is the Chambly Canal, built to avoid the rapids between St. John's and Chambly, a distance of 12 miles.

This canal was closed 15th November, 1874 ; and was opened 1st May, 1875.

Navigation was uninterrupted.

The banks and towing path were repaired, ditches cleaned out, slope wall maintained, the lock walls generally pointed and the walls of Locks Nos. 1 and 9 partially rebuilt.

The lock gates generally were repaired and new gates placed to lock No. 1.

The swing and towing path bridges maintained.

Some additional scows built.

The house of bridge-tender lock No. 8 was repaired. (Appendix 3, page 13.)

NEW WORKS.

The macadamized road at St. Thérèse and the railing to St. John have been completed.

New houses for lock-master and tender have been constructed at Chambly, (Appendix 3, pages 14, 31.)

RIVER RICHELIEU WORKS.

These works consist of piers and booms for improving the channel of Belœil bridge. Likewise the extension of the mooring pier at the entrance of the Chambly Canal.

The works at Chambly were successfully completed in December 1874.

The works at Belœil were brought to a close early in May 1875. (Appendix 3, pages 14, 31, 32.)

TABLE showing the sizes of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessel which may pass through them.

Name of canal.	Dimensions of Lock in feet.			Dimensions of Vessel in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal.....	110	18	7	102	17½	6	210
U. S.—Champlain Canal	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	230

ST. PETER'S CANAL.

Length of canal, about 2,400 feet.

Breadth of canal at bottom, 26 feet.

One tidal lock, 4 pair of gates.

Dimensions, 26 by 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This work connects St. Peter's Bay, on the southern coast of Cape Breton, with the Bras D'Or Lakes. It crosses an isthmus half a mile long, and gives access to and from the Atlantic Ocean.

Closed 15th December 1874 ; opened 10th May 1875.

Traffic was uninterrupted.

The prism of canal is reported as being much filled with wash from the slopes so that deep laden vessels have much difficulty in passing through. (Appendix 9, page 53.)

BAY VERTE CANAL.

By order of Council 16 June 1875, a commission was appointed "to investigate the nature and extent of the commercial advantages to be derived from the construction of the Bay Verte Canal to connect the waters of the Bay of Fundy and the Gulf of the St. Lawrence."

The Commission was composed of

Hon. John Young, Chairman.

Hon. W. P. Howland, C. B.

J. W. Lawrence, Esq.

Peter Jack, Esq.

F. Braun, Esq, Secretary.

The investigation will be immediately commenced and will be continued during the season so that a report of the Commission can be presented at the next meeting of Parliament.

RIVER ST. FRANCIS.

This improvement consists of dredging a channel 50 feet wide with a depth of 16 feet at low water from Pierreville Mills to the river's mouth at Lake St. Peter, a distance of $3\frac{1}{4}$ miles.

Operations were commenced in August 1874 and continued till the close of navigation. In 1875 work was resumed on 16th June and it is anticipated that the channel will be thoroughly completed in the working season of the present year. (Appendix 3, pages 14, 32.)

 WORKS ON NAVIGABLE RIVERS.

DOMINION RIVERS.

The following rivers are under the control of the Dominion Government :—

The St. Lawrence (to the head of Lake Superior.)

- “ Ottawa.
- “ St. Croix, New Brunswick.
- “ Restigouche. do
- “ St. John, do
- “ Tidnish, Nova Scotia.
- “ Missiguash, boundary line between New Brunswick and Nova Scotia.
- “ Fraser, British Columbia.
- “ Red, Manitoba.

 DEEPENING CHANNEL OF RIVER ST. LAWRENCE BETWEEN QUEBEC
AND MONTREAL.

By the order in Council 31st May 1873, the Harbor Commissioners of Montreal were authorized to perform this work under the direct superintendence of the Department, and since that period they have been principally occupied in providing the necessary plant to carry on the work. Consequently but little dredging has been performed.

By the 1st June of this year, the whole dredging fleet was complete and is reported as follows:—

- 7 Elevator dredges,
- 1 Side wheel steamer,
- 6 Steam screw tugs,
- 15 Scows,
- 2 Coal barges,
- 1 Store ship,
- 1 Stone lifter, with other plant that can be made available.

The dredges have been placed along the river, commencing at the lower end, as follows:—

Cap Charles and Cap à la Roche.....	1 dredge.
Lake St. Peter.....	2 “
Contrecoeur.....	3 “
Varennnes and Pointe aux Trembles.....	1 “

When the water falls during the latter part of the summer, the dredges at Contrecoeur will be removed to Lake St. Peter.

The Secretary of the harbor commission reports the organization in every way complete, and that the work will be vigorously pushed on during the present season.

Two of the superior Engineers of the Department have been instructed to inquire into the arrangements made by the Harbor Commissioners and report at length the result of their examination.

RIVER ST. JOHN (NEW BRUNSWICK.)

The channel between Fredericton and Grand Falls has been much improved by the removal of rocks and boulders and by clearing out and straightening the channel.

Between St. John and Fredericton, 114 "snags" of various lengths were taken out (Appendix 15, pages 80, 81.)

PROTECTION OF NAVIGABLE STREAMS.

I have again to draw the attention of your Excellency to the necessity of the enforcement of the law for the protection of streams, Cap. 65, 36 Vict., which provides that under certain penalties no sawdust, edgings, slabs, bark or rubbish shall be thrown into any navigable stream either above or below the point at which it ceases to be navigable. At the same time it is provided, that the Governor in Council shall have power to suspend the operation of the Act with regard to casting sawdust into any stream.

The importance of maintaining the depths of harbors throughout the Dominion can scarcely be overrated. When reduced in depth, the commerce of the district proportionately suffers, and the ill effect recoils not simply on the shipper of wheat, but on every producer, the market for whose produce lies at the port.

On the seaboard and on the Western Lakes, impediments have periodically to be removed by dredging, at a great cost to the Dominion.

The only true remedy is the rigid enforcement of the law, so that the harbors be kept free from deposit.

Although the condition of the harbor should be a matter of primary consideration to the entire district, it occasionally happens that petitions are numerously signed for leave to the mill owners to deposit sawdust in what are called the "sap streams," while the Municipality is contributing funds to improve the naviga-

* Sap stream is a term applied to a tributary on which saw-mill can only be worked during the fall and spring freshets and which is almost entirely dry in summer. During this period from being exposed to the heat of the sun, the sawdust and rubbish become exceedingly dry and consequently exceedingly light. Hence at the period of the freshet they are carried downwards by the current for miles, finally to be deposited in the harbor.

tion of the harbor at which the agriculturist ships his produce : proposing as it were to replace by fresh sawdust, the excavation the dredge is removing, in itself frequently a compound of sawdust and sand.

Thus in one of the rivers falling into the Bay of Quinté, the obstructions in which were cleared away in 1874, a new obstruction has been created, consisting of 2 feet of sawdust already covered with several inches of sand.

The neglect of lumberers also causes serious obstructions in navigable streams.

The subject is one which may require the attention of Parliament.

If the present Acts were thoroughly enforced many of the difficulties complained of would cease to be felt. But the provisions of the present law in no way restrain the careless and irresponsible lumberer who permits his timber to float in streams till it becomes water-logged and dangerous, he himself being to a certain extent protected, as his property cannot now be interfered with either by individuals or by a municipality.

In the words of the last report "as the commerce of the Dominion is increasing year by year, it is the more imperative that the navigation of Rivers be kept free and unimpeded."

HARBORS AND PIERS.—WESTERN LAKES.

ONTARIO.

KINGSTON.

The requisite plant was constructed in winter and operations were commenced on the opening of navigation for the removal of the Carruthers' shoal. Although in itself an outcrop of rock, much of the obstruction consists of boulders. The work will be carried on during the season. (Appendix 14, page 64.)

NAPANEE.

The harbor of Napanee is twenty-six miles from Kingston, and twenty-two miles from Belleville. It is the commercial centre of the counties of Lennox and Addington.

It is approached from the Bay of Quinté by the River Napanee.

It is proposed to obtain a channel 50 feet wide with 9 feet depth of water from the first obstruction, the middle ground, to the Diamond Mill, North of the town.

Arrangements have been made to carry on the work this season.

Dredging was commenced on 16th June.

A chart will be made of the entire length of the river. (Appendix 14, page 64.)

RIVER SALMON.

The harbor of Shannonville which is thirty-nine miles from Kingston is about 3 miles from the mouth of the River Salmon. At the debouchure of this river with the Bay of Quinté, obstructions existed which impeded navigation.

The improvement required, was carried out in the fall of 1874. (Appendix 14, pages 64, 74.)

BELLEVILLE.

Belleville is an important town on the Bay of Quinté, forty-eight miles from Kingston, and 113 miles from Toronto.

Its harbor, naturally shallow, has been much filled by the sawdust and slabs brought down from the Upper Moira.

Dredging to a limited extent was carried on in the season of 1874, the cost being divided between the Department and the Municipality.

Orders have been given for a survey of the whole harbor. (Appendix 14, page 65.)

TRENTON.

Trenton is situated at the head of the Bay of Quinté, 60 miles from Kingston and 12 miles above Belleville. It is an important shipping place.

Orders have been given for a survey of the harbor and the obstructions which interfere with it. (Appendix 14, page 65.)

PICTON.

This town on the Bay of Quinté, is about forty miles from Kingston. It is the commercial centre of the rich farming district of the County of Prince Edward.

The harbor has been improved over a considerable extent, being dredged to a depth of 9 feet.

The work was completed in the fall of last year.

Some desirable improvements are yet required. (Appendix 14, page 65.)

COBOURG.

Is situated on Lake Ontario, seventy-two miles east of Toronto. The improvement is the construction of a pier 1500 feet long, 30 feet wide, carried out on the line of Hibernia street; two thirds of the cost to be borne by the Department, and one third by the Harbor Commissioners.

This work is being energetically pushed on: material was delivered during winter and the sinking of cribs commenced on the opening of navigation. (Appendix 14, page 65.)

PORT HOPE.

Port Hope is situated 7 miles to the west of Cobourg on Lake Ontario.

The improvements consist in the prolongation of the west pier for a length of 150 feet on a width of 30 feet and of the east pier 120 feet on a width of 40 feet.

Materials were delivered during the winter and the work, which was commenced on the opening of navigation, is now being vigorously pushed on. (Appendix 14, page 65.)

PORT DARLINGTON

Is about 40 miles east of Toronto on Lake Ontario.

An appropriation of \$5,000 has been voted to obtain the depth of 10 feet in the harbor, which has been filled up by the deposit from the creek running into it.

Dredging operations will be immediately commenced. (Appendix 14, page 66.)

OSHAWA.

Is 4 miles east of Whitby and about 33 miles from Toronto.

An appropriation of \$5,000 has been voted for the improvement of the harbor.

As the Harbor authorities are about expending a large sum of money, the work of the Department will be carried on in connection with the harbor expenditure. (Appendix 14, page 66.)

WHITBY.

Whitby is 30 miles from Toronto.

This harbor was thoroughly surveyed. (Appendix 14, page 66.)

FRENCHMAN'S BAY.

Is 21 miles from Toronto.

This harbor has been thoroughly surveyed.

Some negotiations have been carried on by the Township of Pickering to obtain control of it.

It possesses many natural advantages. (Appendix 14, page 67.)

TORONTO.

This harbor has been surveyed and a preliminary report has been made by the Engineer in Charge to the effect that the examination shows that the harbor is not filling up as was popularly supposed and that no special steps are required for its preservation.

A supplemental report will be given on completion of the examination now in progress. (Appendix 14, page 67. Appendix 18, page 94.)

LAKE ERIE.

PORT BURWELL

Is situated between Rondeau and Long Point, being distant from the former 62 and from the latter 22 miles.

The sum of \$10,000 has been appropriated for the improvement of the west pier and for dredging the harbor to a depth of 10 feet.

Workmen will be immediately placed on the restoration of the western pier and tenders will be called for dredging. (Appendix 14, page 67.)

PORT STANLEY

Is about eighty-five miles from the entrance to the Welland Canal, one hundred and twelve miles from Erie, and eighty-five miles from Cleveland, State of Ohio.

The work designed—consisting of an addition to the west pier of eighty-five feet, thirty feet in width—will be immediately advertised for letting. (Appendix 14, page 68.)

EAGLE.

Eagle is on the north shore of Lake Erie, twenty-four miles above Port Stanley.

Instructions have been given to survey the harbor. (Appendix 14, page 68.)

MORPETH.

Morpeth on the north shore of Lake Erie is west from Port Stanley forty four miles.

The harbor will be surveyed during the ensuing season. (Appendix 14, page 68.)

RIVER DETROIT.

Instructions have been given for a survey of the River Detroit, near the terminus of the Canada Southern Railway, to determine the practicability of a Railway tunnel under the river. This work has been conceived in the general interest of all Railways having connections in the State of Michigan, but specially with the view of avoiding the obstruction to navigation arising from Railway Bridges or from the erection of prolonged and extensive piers.

OBSTRUCTIONS TO NAVIGATION NEAR AMHERSTBURGH.

These obstructions have lately attracted attention, owing to the increased draught of vessels engaged in the trade of the upper lakes.

They extend southerly about 900 feet, having their commencement about 300 feet below the Canada Southern Railway dock. Here the shoals are thirty nine in number thirty six only require removal.

Shoals again appear at the head of Bois Blanc Island; only two interfere with the navigation.

These shoals vary in extent from mere apices of rock to surfaces extending over large areas.

The examination has established that there are but few boulders on the surface, and that the obstructions to be removed mainly consist of rock *in situ*.

The shallow spots vary from 12.5 feet upwards at low water.

As the navigation of this part of the river is entirely in Canadian waters and it is not possible to improve the American channel without an immense expenditure, there are few localities in the Lakes of greater importance, and it has been resolved to obtain a depth of 14.5 feet at ordinary lowest water.

Early in the year, the necessary plant was constructed and the work was commenced at the opening of the navigation.

Some difficulty was experienced at the commencement, but the work is now under control. The design is to remove the points of rock where the least depth is found. It is anticipated that sufficient progress will be made in the work when the season of low water arrives, that ample depth will be obtained on the line of navigation to prevent any accident to vessels passing up and down.

The deepening of this portion of the River Detroit is now the subject of a diplomatic correspondence between the Governments of the Dominion and the United States. (Appendix 14, page 68-70.)

LAKE ST. CLAIR.

RIVER SYDENHAM.

The River Sydenham discharges into Mitchell's Bay which is connected with the waters of Lake St. Clair. Passing through the Townships of Camden and Chatham it is navigable as far as Dresden.

The navigation however was obstructed in the first eight miles and it was determined to remove the several shoals forming the impediments.

Dredging was carried on last fall, and only a few days' work was required at the close of the fiscal year to complete a channel 50 feet wide and 10 feet deep. Vessels can now pass equally to Wallaceburgh or Dresden.

The river has been thoroughly surveyed from Simpson's Bend to Dresden, the extent in which the obstructions were met. (Appendix 14, page 70.)

LAKE HURON.

PORT FRANKS.

Port Franks is situated in the Township of Bosanquet and is about 30 miles from the entrance to the River St. Clair and 26 miles from Bayfield.

It was surveyed during the season of 1874. (Appendix 14, page 71.)

BAYFIELD

Is situated on Lake Huron, twelve miles south of Goderich, in the Township of Stanley.

The improvement consists in the prolongation of the northern pier 110 feet with an arm turned to the south west of 110 feet, together with the construction of a new southern pier 620 feet in length, connected by cribwork turned to the south east to the escarpment ; the intervening space being filled in with boulders. The cribwork throughout to be 30 feet wide. The southern pier being parallel to the upper portion of the north pier and generally 140 feet distant from it.

Further, dredging the harbor to a depth of 9 feet.

The contract was awarded and during the winter some material was delivered, but no cribs have been sunk at the close of the fiscal year. (Appendix 14, page 71.)

GODERICH.

Situate at the mouth of the River Maitland, on the east coast of Lake Huron, sixty eight miles from Sarnia. It is also the terminus of the Buffalo Branch of the Grand Trunk Railway.

The southern pier damaged in 1872 has been restored.

The northern breakwater, nearly half a mile in length, designed to change the course of the River Maitland, turning it entirely from the two piers through which it has hitherto passed, is in course of construction. It will be doubtless so far completed this season that the water will be turned into the new channel and cease entirely to take the direction it has hitherto followed. Thus the harbor proper will be relieved from the influence of the descending stream.

A narrow cut has to be made across the spit of sand in front of this portion of the harbor.

A considerable amount of dredging for the seat of the pier work has been necessary.

PORT ALBERT.

Is about eleven miles north of Goderich at the foot of the Nine Mile Creek in the Township of Ashfield.

The works have been satisfactorily completed. (Appendix 14, page 71.)

KINCARDINE.

Tenders will be immediately called for with regard to the contemplated work of the prolongation of the piers each one hundred feet, so constructed that the entrance to the harbor will be increased in width. (Appendix 14, page 72.)

INVERHURON

Is situated nine miles north of Kincardine.

These works were satisfactorily brought to a close in September 1874. They consisted of the entire restoration of the superstructure. (Appendix 14, page 72.)

PORT ELGIN

Is in the County of Bruce, four miles from Southampton, fifteen from Inverhuron and twenty from Kincardine.

The harbor has been surveyed. (Appendix 14, page 72.)

CHANTRY ISLAND.

Chantry Island is situated at the mouth of the River Saugeen, on the east of Lake Huron, about 133 miles above the foot of the lake at Sarnia.

The work consists of a breakwater carried from the northern point of the island, 1,600 feet easterly on a slightly curved line, with a stone talus on each side.

A beacon, an octangular structure of timber 50 feet across, carried up 40 feet above water-line, has been placed in 16 feet of water on the extreme point of the shoal running south-west from the island, "the south shoal," with a distinguishing drum.

A breakwater from the main shore, two thousand feet in length in a slightly curved line, is in course of construction. It will be carried to within 400 feet of the pier from the island. This interval forms the north entrance to the harbor.

A landing pier within the harbor has been completed and is now in use.

A stone talus will be placed on each side of the breakwater and landing pier where the depth is greater than 12 feet.

The work has been carried on satisfactorily during the year.

GEORGIAN BAY.

OWEN SOUND.

Owen Sound is situated at the discharge of the River Garafraxa.

The dredging has been satisfactorily carried on and will be completed by the end of September. There will be a depth of water in the harbor of ten feet with a channel from 100 feet to 150 feet wide to deep water. (Appendix 14, pages 72, 76).

MEAFORD.

Meaford is situated on the Georgian Bay, nineteen miles from Owen Sound and twenty-two from Collingwood.

This work has been satisfactorily performed.

It consists of the extension of the pier 140 feet with an arm to the north east of 200 feet, together with a breakwater on the east side of the outlet of the River Big-head: three-fifths of cost have been defrayed by the Department and two fifths by the municipality.

Some dredging is yet required to carry out the original scheme. (Appendix 14, pages 72, 75.)

COLLINGWOOD.

Collingwood is situated on the Georgian Bay, and is distant ninety four miles from Toronto. It is important from being the principal terminus of the Northern Railway.

These works were finished in October 1874. They consist of a breakwater 700 feet long with a light-house, the lantern being 40 feet from its base, to replace the structure carried away by ice in 1872.

One half of the cost was paid by the Department, one quarter by the Northern Railway Company and one quarter by the town of Collingwood. (Appendix 14, pages 72, 74).

NEEBISH RAPIDS.

These rapids are met in the River St. Mary about mid-distance between the Bruce Mines and Sault St. Mary.

An order has been given for a survey of these waters. (Appendix 14, page 72.)

QUEBEC.

COTEAU LANDING.

At the foot of Lake St. Francis opposite the entrance of the Beauharnois Canal. The stone filling and plank covering to the new pier were finished in September last.

The work is now complete. (Appendix 3, page 13.)

BAY ST. PAUL.

On the north shore of the St. Lawrence sixty miles below Quebec.

The pier is in course of being extended a length of 159 feet.

The work will be continued this season.

LES ÉBOULEMENTS.

On the north shore of the St. Lawrence, 63 miles below Quebec.

A new wing, 50 feet in length, 45 feet wide, is now being constructed on the north side of the pier.

The necessary repairs will be carried on this season.

MALBAIE.

On the north shore of the St. Lawrence, 81 miles below Quebec.
The end wing has been extended 110 feet on a width of 30 feet.
The repairs required will be immediately commenced.

BAGOTVILLE.

On the River Saguenay, 66 miles from its mouth.
A new pier, south of the old structure, is in course of construction, 53 feet long,
30 feet wide, 30 feet high.
It will be completed this autumn, together with the repairs of the old pier, which
has also been raised 3 feet.

CHICOUTIMI.

On the River Saguenay and seventy-five miles from its mouth.
The open spaces between the piers are being filled with crib-work. The job
will be completed by the close of the navigation.

BERTHIER (EN BAS.)

On the south shore of the St. Lawrence, twenty-four miles below Quebec.
No repairs were necessary.

L'ILET.

On the south shore of the St. Lawrence, 47 miles below Quebec.
The repairs commenced last winter were completed on the opening of the navigation.

RIVER OUELLE.

On the south shore of the St. Lawrence, 75 miles below Quebec.
No work performed.

RIVER DU LOUP (EN BAS)

On the south shore of the St. Lawrence one hundred and eight miles below Quebec.
The connection of the Grand Trunk and the Intercolonial Railways is made at
this place.
No repairs this season.

RIMOUSKI.

On the south shore of the St. Lawrence, 72 miles below River du Loup.
No repairs necessary.

 MARITIME PROVINCES.

 NEW BRUNSWICK.

RICHIBUCTO.

On the Straits of Northumberland, forty miles north of Shediac.

A breakwater 1,200 feet in length to extend from the north pier beach is under construction. (Appendix 15, page 77.)

POINT DU CHÊNE.

One of the termini on the Gulf of the St. Lawrence of the Intercolonial Railway at Shediac Harbor.

A breakwater is under construction to protect the wharf and harbor from easterly storms; about two thirds of the work is finished. (Appendix 15, page 77.)

DIPPER HARBOR.

Eighteen miles west of St. John.

The breakwater was finished in November 1874.

A few days later, the outer end of the structure was destroyed by a severe gale. (Appendix 15, page 77.)

ST. JOHN BREAKWATER.

Extends south easterly from Negro Point at the western entrance to the Harbor of St. John.

It will extend a distance of 2,250 feet, leaving a channel of 1,000 feet at Partridge Island.

It is designed as a protection against the south west gales in the Bay of Fundy. (Appendix 15, page 77.)

TYNEMOUTH CREEK.

Twenty one miles east of St. John Harbor.

Some cribwork has been constructed to improve the entrance of the inside basin. (Appendix 15, page 79.)

HILLSBORO'.

On the River Petitcodiac, thirteen miles below Moncton.

The breakwater has been completed with light-tower. (Appendix 15, page 79.)

SACKVILLE.

At the head of the Bay of Fundy, thirty nine miles from Moncton.

Some work has been performed to prevent the River Jantrammar from cutting through the neck of land, protecting the harbor. (Appendix 15, page 79.)

DREDGING.

The public landings at Fredericton were dredged.
 The Oromocto shoals have been partially removed.
 The dredge is now at work at the entrance of the River Jemseg.
 At Richibucto the North channel has been dredged out.
 The shoals at Bathurst have been dredged.
 At Point du Chêne the slip of the Railway wharf has been deepened.

NOVA SCOTIA.

BROOKLYN

One hundred and ten miles south of Halifax on the Atlantic Ocean.
 The addition to the breakwater was finished in November 1874.
 It was damaged by the gale of that month. (Appendix 15, page 78.)

JORDAN BAY.

On the south west coast of Nova Scotia, thirty-six miles south west from Liverpool Harbor and 25 miles north west from Cape Sable.
 A breakwater 550 feet in length at the head of the Bay about 6 miles from the Atlantic is under construction. One quarter of the work is completed. (Appendix 15, page 78.)

OAK POINT.

Is now known as Kingsport in the Minas Basin, King's County, three miles east of the town of Canning.
 The breakwater is in course of being extended 270 feet. One third of the work is finished. (Appendix 15, page 78.)

INGONISH.

On the Gulf of the St. Lawrence, about twenty miles south of North Cape, Cape Breton.
 A pier 500 feet in length has been constructed.
 The entrance to the harbor has been widened and deepened. (Appendix 15, page 78.)

COW BAY.

About thirty miles south east of Sydney, Cape Breton.
 This breakwater has become the property of the Dominion Government, having been purchased from its owners under the provisions of 38 Vict., chap., 3.
 A contract has been entered into to make the necessary repairs.
 The work is in progress. (Appendix 15, page 78.)

MABOU.

Forty miles from north entrance of Gut of Canso

Nothing was done last season to the works at this place (Appendix 15, page 78.)

MC NAIR'S COVE.

On the west side of St. George's Bay, about five miles south of Lake George.

The breakwater which had in some degree settled, has been raised. (Appendix 15, page 79.)

BIG TRACADIE.

On the southern shore of St. George's Bay, forty miles east of Pictou Harbor.

The breakwater has been rebuilt and extended. (Appendix 15, page 79.)

PORT MEDWAY.

On the southern side and about three miles from the mouth of Port Medway Bay, open to the Atlantic.

The pier has received additional protection. (Appendix 15, page 80.)

SISSIBOO.

Empties into the St. Mary's Bay, Digby County.

Two shoals of rock have been removed. (Appendix 15, page 80.)

MAITLAND.

West of the mouth of the River Shubenacadie.

The pier has been completed. (Appendix 15, page 80.)

BIG POND.

On the south of East Bay, Bras d'Or Lake, Cape Breton.

The parliamentary vote was supplemented by a vote from the Local Legislature. The cribwork protecting the channel has been completed. (Appendix 15, page 80.)

PORT GEORGE.

South side of the Bay of Fundy, about twenty-five miles east of Digby Gut.

The breakwater has been repaired. (Appendix 15, page 80.)

METEGHAN COVE.

On eastern side and at the mouth of the St. Mary's Bay, about twenty five miles north of Yarmouth.

The breakwater has been extended and repaired. (Appendix 15, page 80.)

YARMOUTH.

South west coast of Nova Scotia, one hundred miles from St. John, N. B.

The wing dams have been constructed. (Appendix 15, page 80.)

PLYMPTON.

Situated on south side of St. Mary's Bay.

The breakwater has been completed. (Appendix 15, page 80.)

DREDGING.

The public landings at Pictou have been dredged.

Herring Cove has been dredged.

Chezetcook : some dredging was performed here.

PRINCE EDWARD ISLAND.

NEW LONDON.

On the north eastern coast; about the centre.

The old breakwater has been strengthened.

It is designed to lengthen it 650 feet.

About three fifths of the work has been performed. (Appendix 15, page 79.)

TIGNISH.

Near northern extremity of the Island.

The breakwaters damaged by gales are being restored. (Appendix 15, page 79.)

DREDGING.

The River Vernon has been deepened.

The channel of the railway wharf at Charlottetown has been deepened. (Appendix 15, page 82.)

SURVEYS.

Several harbors in the Maritime Provinces have been surveyed. (Appendix 15, page 82.)

SLIDES AND BOOMS.

The Government slides were constructed to effect the passage of lumber, where impediments to the navigation exist, and where no canal connects the reaches of natural navigation. The booms form artificially closed bays at the entrance and discharge of the slide, to retain the timber.

The principal lumbering districts of the Provinces of Ontario and Quebec are situated on the Saguenay, St. Maurice, Ottawa, Trent, Georgian Bay, and on the tributaries of those waters.

RIVER SAGUENAY.

The works on this river consist of one slide 5,840 feet in length, with a boom of 1,314 feet, and dams, piers and bulkhead. They avoid the rapids which occur where Lake St. John passes into the River Saguenay.

The works cover a distance of about six miles, and are built on *La Petite Décharge*, the less of the two affluents of Lake St. John. Commenced in 1856, they were completed in 1860.

These works have been maintained. (Appendix 13, page 63.)

RIVER ST. MAURICE.

The slides and booms on this river and the Vermillion, one of its tributaries, occur in the order here given, and at the following distances from the town of Three Rivers :—

STATIONS.	FROM THREE RIVERS.
<i>River St. Maurice</i> :—	
Booms at mouth.....	0 miles.
Grés Falls.....	16 “
Shawenigan	20 “
Grand'Mère	29 “
Little Piles	31½ “
La Tuque.....	100 “
Plamondon Eddy.....	106 “
<i>River Vermillion</i> :—	
Mouth of river.....	116 “
Iroquois Falls.....	121 “

The principal tributaries of the River St. Maurice are the Shawenigan, Mekinak, Matawan, Petit Bostonais, Grand Bostonais, Croche, Vermillion, Tranche, Grand Pierriche and Manouan.

BOOMS AT MOUTH.

These works have been repaired.

SHAWENIGAN FALLS.

The piers have been raised, repaired and strengthened. A stone talus has been placed at the foot of each pier.

LITTLE PILES.

The dam has been maintained. (Appendix 12, page 61.)

 THE OTTAWA DISTRICT.

The Government works for the descent of timber in this district are as follows:

On the Ottawa, main river.....	11 stations.
“ Gatineau	1 “
“ Madawaska	15 “
“ Coulonge	2 “
“ Black	1 “
“ Petewawa.....	31 “
“ River du Moine.....	12 “

The following is a table of distances from St. Anne's Lock at the outlet of the River Ottawa to the mouth of its principal tributaries; also to the stations where slides or other works have been constructed :

PLACES.	DISTANCE FROM ST. ANNE.
Carillon	27 miles.
Grenville	40 “
River Nation.....	63 “
“ du Lièvre.....	79 “
“ Gatineau	96 “
Chaudière Falls.....	98 “
Little Chaudière.....	100 “
Remous	102 “
Lac Deschênes.....	105 “
River Quio.....	129 “
Chats Station.....	131 “
Head of Chats.....	134 “
River Mississippi.....	134 “
“ Madawaska	136 “
“ Bonnechère.....	148 “
Les Chenaux.....	152 “
Portage du Fort.....	156 “
Mountain Station.....	161 “
Calumet	163 “
River Coulonge.....	184 “
“ Black	193 “
“ Snake.....	204 “
“ Petewawa	218 “
Les Joachims.....	236 “
River du Moine.....	244 “

Rocher Capitaine.....	253	“
Deux Rivières.....	266	“
River Matawan.....	286	“
“ Antoine.....	293	“
“ Beauchêne	315	“
“ Porc-épic	326	“
“ Grand Opemiconne.....	333	“
“ Keepawa.....	349	“
“ Montreal	355	“
Fort Temiscamingue.....	367	“
River Ottetail	384	“
“ Blanche	386	“
“ des Quinze.....	389	“

RIVER OTTAWA.

LIST OF SLIDE AND BOOM STATIONS ON THE RIVER OTTAWA.

The distances given are measured on the latest maps, following the channel by which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa at St. Anne.
1. Carillon	27 miles.
2. Chaudière.... { north side, Hull, } { south side, Ottawa. }	98 “
3. Chaudière (Little).....	100 “
4. Remous.....	102 “
5. Deschênes Rapids.....	104 $\frac{3}{4}$ “
6. Chats Station.....	131 “
7. Head of Chats.....	134 “
8. Chenaux	152 “
9. Portage du Fort.....	156 “
10. Mountain.....	161 “
11. Calumet.....	163 “
12. Joachim Rapids.....	249 “

The works of these twelve stations consist of:—

2,000	lineal feet of canal,
3,835	“ slides,
29,855	“ booms,
8,656	“ dams,
346	“ bulkheads,
1,981	“ bridges,

- 52 piers,
- 3 slide-keeper's houses,
- 3 store-houses.

No difficulty was experienced in passing timber at the various stations.

Repairs and improvements were executed at the following stations:—

- The Joachim slide reconstructed.
- Portage du Fort slide reconstructed.
- Projecting reef at Chenaux Rapids removed.
- Chats slide and dams repaired.
- Chaudière slide repaired and improved,
- Hull slide repaired and improved. (Appendix 11, page 59, 60.)

RIVER DES PRAIRIES.

This river leaves the Ottawa near the Lake of Two Mountains, and discharges into the St. Lawrence below the Island of Montreal, it is properly speaking, a continuation of the River Ottawa.

The boom pier damaged by the shoving of the ice at Sault au Récollet has been repaired. (Appendix 11, page 60.)

RIVER GATINEAU.

The River Gatineau flows from the north, and discharges into the Ottawa at a point about ninety-six miles above the junction of that river with the Saint Lawrence and two miles below the City of Ottawa. The length of the Gatineau is 400 miles, and it drains an area of about 9,000 square miles.

The Government works are centred at one station, about a mile from its confluence with the Ottawa.

They consist of:—

- 3,071 lineal feet of canal,
- 4,138 " " booms,
- 52 " " bridge,
- 10 piers,
- 1 slide-keeper's house.

The booms have been lengthened. (Appendix 11, page 60.)

RIVER MADAWASKA.

The length of the River Madawaska is 240 miles. It drains an area to the south of about 4,100 square miles, and discharges into the River Ottawa 136 miles above St. Anne.

Slide and boom stations on the Madawaska, numbered from the mouth of the river upwards, are as follows:—

- | | |
|---------------------|----------------------|
| 1. Mouth of River. | 9. High Falls. |
| 2. Arnprior. | 10. Ragged Chute. |
| 3. Flat Rapids. | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck's Island. |
| 5. Burnstown. | 13. Bailey's Chute. |
| 6. Long Rapids. | 14. Chain Rapids. |
| 7. Springtown. | 15. Opeongo Creek. |
| 8. Calabogie Lake. | |

The works at these stations consist of:—

1,750	lineal feet of slides,
18,179	“ booms,
4,080	“ dams,
182	“ bridges,
43	piers,
1	slide-keeper's house,
1	work shop.

The dam at the Flat Rapids has been rebuilt and the works kept in repair.

RIVER COULONGE.

This river drains an area of about 1,800 square miles, and its length is 160 miles. It discharges into the River Ottawa, 184 miles above St. Anne, on the north shore.

The following is a list of the Government works on this river :

Boom at mouth.....	300 feet long, and 1 support pier.
Booms at Romain's Rafting-ground	400 “ 3 “ piers.
Booms at head of High Falls slide	1,848 “ 6 “ “

The works have been maintained.

BLACK RIVER.

This river empties into the Ottawa at a point 193 miles above St. Anne. Its length is 128 miles, and the area to the north drained by it is about 1,120 square miles.

The works consist of:—

1,139	lineal feet of single-stick booms,
873	“ slide,
346	lineal feet of glance pier,
135	“ flat dam.

The works have been kept in repair.

RIVER PETEWAWA

The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers about 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above St. Anne. Seven miles from its mouth, the Petewawa separates into two branches. On these seven miles there are five stations, on the north branch eighteen stations and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur from the mouth upwards :—

- | | |
|------------------------|-----------------|
| 1. Mouth of the River. | 4. Third Chute. |
| 2. First Chute. | 5. Bois dur. |
| 3. Second Chute. | |

NORTH BRANCH.

- | | |
|---|---|
| 1. Half-mile Rapid. | 11. Devil's Chute. |
| 2. Crooked Chute. | 12. Elbow of Rapids. |
| 3. Between High Falls and Lake Traverse
(a slide and a series of dams and booms) | 13. Foot of Long Sault. |
| 4. Thompson's Rapids. | 14. Middle of Long Sault. |
| 5. Sawyer's Rapids. | 15. Head of Long Sault. |
| 6. Meno Rapids. | 16. Between Long Sault and
Cedar Lake (south shore.) |
| 7. Below Trout Lake. | 17. Between Long Sault and
Cedar Lake (north shore.) |
| 8. Strong Eddy. | 18. Cedar Lake. |
| 9. Cedar Islands. | |
| 10. Foot of Devil's Chute. | |

SOUTH BRANCH.

- | | |
|------------------|-------------------|
| 1. First slide. | 5. Fifth slide. |
| 2. Second slide. | 6. Sixth slide. |
| 3. Third slide. | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide. |

The works at these 31 stations are as follows :—

ON THE MAIN RIVER.

2,963 lineal feet of slides,
8,469 " booms
2,077 " dams,
7 piers.

ON THE NORTH BRANCH.

480 lineal feet of slides,
2,671 " booms
1,131 " dams,
23 piers.

 ON THE SOUTH BRANCH.

2,134 lineal feet of slides.
 388 " dams.

Necessary repairs have been made.

 RIVER DU MOINE.

The length of this river is 120 miles, and it drains to the north an area of about 1,600 square miles. It flows into the river Ottawa at a point about 256 miles above, St. Anne.

The present works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz :—

300 lineal feet of slide,
 800 " booms,
 1,324 " dams.
 6 piers.

The works have been maintained.

The gross revenue from tolls during the year is \$104,225.16. (Appendix 11 page 60.)

 SLIDES AND BOOMS.

THEIR COST AND REVENUE.

The tributary streams, on which works have been constructed for the passage of timber, in the opinion of the writer, call for consideration, viz :

PROVINCE OF QUEBEC.

Slides and Booms, River Saguenay.
 do St. Maurice.

PROVINCE OF ONTARIO.

What is known as the Trent Navigation.

The revenue derived from the works being less than the cost of maintenance and repairs, the Dominion Government has hitherto been held to make up the deficiency.

During the last fiscal year, the Revenue and Expenditure have been as follows:—

	Revenue.	Expenditure.
River Saguenay Works.....	\$ 2,038 09	\$ 2,305 61
River St. Maurice do	15,363 80	44,385 65
Trent Navigation.....	—————	5,559 13

For the preceding two years, the Revenue and Expenditure were

	Revenue.	Expenditure.
River Saguenay, 1873.....	\$4,522 62	\$1,225 55
do 1874.....	1,677 59	4,139 47
	<u>\$6,200 21</u>	<u>\$5,365 02</u>
	Revenue.	Expenditure.
St. Maurice, 1873.....	\$12,187 91	\$57,046 33
do 1874.....	11,108 12	58,899 30
	<u>\$23,296 03</u>	<u>\$115,945 63</u>

In the matter of the Trent Navigation no revenue has been received by the Dominion, but the cost of maintenance and staff for the last three years has been—

1873.....	\$ 6,163 41
1874.....	11,958 40
1875.....	5,559 13

These waters are to some extent under the direct control of the Province of Ontario, and additional works have been constructed by that Province to extend the local traffic. Accordingly there is a divided responsibility in these waters, which seldom as a principle recommends itself. In this case it entails an annual expenditure on the Dominion, without conferring any general benefit apart from the local interests of the Province.

The conclusion therefore suggests itself, that it may be advisable to transfer to the two Provinces, the responsibility of maintaining and developing improvements which now inure to the benefit of the Provinces where the works are situated.

A large expenditure has been made on the Trent waters, with the original design of perfecting a communication from Lake Ontario to the waters of Nottawasaga Bay. The scheme was ultimately abandoned for the natural line of navigation of the Continent, the River St. Lawrence.

The locks which were then constructed still extend some limited local communication and in the opinion of the writer they can with propriety be transferred to the control of the Province of Ontario.

The slides and booms on the River Ottawa and its tributaries come within a different category. The main stream being for a great part of its extent the boundary between the Provinces of Ontario and Quebec, it may be considered to fall legitimately under Dominion control. Hitherto the revenue has been in excess of the expenditure as follows :—

	Revenue.	Expenditure.
1873.....	\$110,462 14	\$ 62,096 62
1874.....	117,989 39	108,028 64
1875.....	104,225 16	82,137 63
Total	<u>\$332,676 69</u>	<u>\$252,262 89</u>

I have therefore to bring under the notice of your Excellency the advisability of considering whether it may not be desirable to transfer to the Provinces of Quebec and Ontario the slides and booms of the rivers within their boundaries.

RIVER TRENT AND NEWCASTLE DISTRICT.

The River Trent discharges into the Bay of Quinté, Lake Ontario, at Trenton, sixty-seven miles above Kingston. Proceeding inland to Lake Scugog, a chain of rivers and lakes connecting with each other is met in the following order:—River Trent, Lake Rice, River Otonabee, Lake Clear, Lake Buckhorn, Lake Pigeon, Lake Sturgeon, River Scugog, Lake Scugog.

The distance from the mouth of the Trent to Port Perry, at the head of Lake Scugog, is 190 miles.

The difference of level between Lake Ontario, at the mouth of the Trent and the head of Lake Scugog, is 570 $\frac{1}{4}$ feet. Of the whole distance between these two points, only 152 $\frac{1}{4}$ miles is navigable, while 37 $\frac{1}{4}$ miles is not even practicable for boats.

Within this distance, various works have been constructed.

The following is a table of distances from the Bay of Quinté:—

STATIONS.		Distance in miles from Mouth of Trent.
On the River Trent, at Nine Mile Rapids (Widow Harris').....		9
“ Chisholm's Rapids.....		15 $\frac{1}{2}$
“ Ranney's Falls.....		33 $\frac{1}{2}$
“ Campbelford.....		34 $\frac{3}{4}$
“ Fiddler's Island.....		36
“ Middle Falls.....		37 $\frac{1}{2}$
“ Crow Bay.....		38
“ Heeley's Falls.....		42 $\frac{3}{4}$
“ Hastings (Crook's Rapids).....		54 $\frac{1}{2}$
On the River Otonabee—Whitlas' Rapids.....		93
“ Little Lake.....		94
At the foot of Lake Buckhorn—Buckhorn Rapids.....		125
At the foot of Lake Sturgeon—Bobcaygeon Rapids.....		140 $\frac{3}{4}$
On the River Scugog—Lindsay.....		161 $\frac{1}{4}$

CHISHOLM'S RAPIDS.

The slide and booms are maintained by the lumber committee.

The lock is not in operation.

MIDDLE FALLS.

Some slight repairs have been executed.

HEELEY'S FALLS.

Dam requires some repair. The work will be performed this season.

HASTINGS.

The swing bridge has been repaired.

Side walls of lock have been pointed.

WHITLAW'S RAPIDS.

The lock gate has been arranged, wing dam renewed and store house for tools constructed.

LITTLE LAKE.

The broken booms have been repaired.

The bulkheads of slide have been planked with oak.

The dam will be repaired at the season of low water.

BOBCAYGEON.

The walls of lock have been pointed.

A leak in one of lower wing walls stopped.

Gates repaired and new gearing placed.

Swing bridge slightly repaired and will be further repaired during the season.

The upper dam has been repaired.

RIVER FÉNELON.

New snubbing posts have been placed on west pier.

LINDSAY.

The lock and dam are reported as requiring repair. (Appendix 10, pages 54-56.)

ROADS AND BRIDGES.

The roads under the control of the Dominion Government are :—

THE MÉTAPÉDIAC—with the exception of 14 miles at each end.

THE TEMISCOUATA.

THE HUNTINGDON AND LAKE ST. FRANCIS ROAD.

MÉTAPÉDIAC ROAD.

This road begins at St. Flavie, 201 miles below the city of Quebec, on the south shore of the Lower St. Lawrence and extends to a point on the River Restigouche, about 10 miles from the Bay of Chaleurs, where it connects with the New Brunswick coast road.

The necessary repairs have been made. On the completion of the Intercolonial Railway, its maintenance will be left to the local authorities.

TEMISCOUATA ROAD.

This road connects the Provinces of Quebec and New Brunswick. Its length from River du Loup to the boundary line between the two Provinces is 67 miles.

Some repairs have been made to this road. For the future, this road will be left to the charge of the local authorities.

HUNTINGDON AND LAKE ST. FRANCIS ROAD.

This road extends from Port Louis, on Lake St. Francis, to Huntingdon, in the Province of Quebec. It is eight miles long, and being necessary for defensive purposes was assumed by the Dominion Government in 1869.

By Proclamation bearing date 8th January 1875, this road was abandoned by the government, and therefore fell "under the control of the municipal or other authorities of the localities in which it is situated and the Road Officers thereof."

UNION SUSPENSION-BRIDGE, OTTAWA.

Some trifling repairs have been performed.

PUBLIC BUILDINGS.

PROVINCE OF ONTARIO.

OTTAWA.

HOUSES OF PARLIAMENT.

New boilers have been placed in position.

Division walls with iron doors dividing attics into sections have been built.

Fire service mains with hydrants for hose have been laid.

Ordinary repairs have been executed.

LIBRARY.

The roof is complete.

It is designed to fresco the ceiling.

The floor to be laid in parquetry of Canadian woods.

The necessary fittings are in course of preparation.

DEPARTMENTAL BUILDINGS.

East Block.—A new iron staircase has been constructed.

West Block.—The new wing has been commenced. The excavation was proceeded with during the winter and contracts for masonry given in the spring.

The lowering of the level of the grounds having been carried out, several rooms hitherto insufficiently lighted have been brought into use.

Ordinary repairs have been executed throughout.

WORKSHOPS.

The building was occupied last fall.

A portion of the enclosure wall has been constructed and coal sheds built.

GROUNDS.

The gates of central fence wall, steps to canal and sidewalks on Wellington and Bank streets have been completed.

A contract for the terrace in front of the Houses of Parliament and for the central fountain has been allotted and the work commenced.

The avenues have been adapted to the new level: gas and water pipes relaid.

POST-OFFICE, CUSTOM-HOUSE AND INLAND REVENUE OFFICE.

Alterations have been made in the design of the roof to obtain additional effect.

The building is now ready for plaster work.

The building will be warmed by steam apparatus. (Appendix 17, page 86-88.)

LONDON.

POST-OFFICE.

The additions have been completed. (Appendix 17, page 88.)

TORONTO.

POST-OFFICE.

A striking clock connected with 8 electric dials has been provided.

NEW CUSTOM-HOUSE.

The work is being carried on.

Tenders will shortly be asked for warming apparatus.

EXAMINING WAREHOUSE.

It is anticipated the building will be ready for occupation at the close of the year.

REVENUE OFFICES.

The building is finished and partially occupied. (Appendix 17, page 88.)

KINGSTON.

FORTIFICATIONS.

A large amount of work has been done to various forts, barracks, etc.

The Frigate building has been adapted to the requirements of a Military school and is ready for occupation.

TÊTE DU PONT BARRACKS.

Repairs have been made to Officers' Quarters and boundary wall. (Appendix 17, page 89.)

PROVINCE OF QUEBEC.

MONTREAL.

NEW POST-OFFICE.

It is anticipated this building will be completed next fall.

EXAMINING WAREHOUSE.

Contracts for this building have been awarded. The foundation walls are now being constructed. (Appendix 17, page 90.)

QUEBEC.

MARINE HOSPITAL.

The building has been thoroughly repaired.

THE CITADEL.

Richmond Bastion casemates have been repaired.
The prison and Jebb's Redoubt put in good order.
The water tanks cleaned.
The drainage made good.

LÉVIS FORTS.

Essential repairs have been made.

QUARANTINE STATION, GROSSE ISLE.

The works constructed have not yet been accepted by the Department. (Appendix 17, pages 90-91.)

THREE RIVERS.

CUSTOM-HOUSE AND INLAND REVENUE OFFICES.

The building is ready for occupation. (Appendix 17, pages 90-91.)

 PROVINCE OF NEW BRUNSWICK.

SAINT JOHN.

POST-OFFICE.

It is anticipated the building will be ready for occupation at the close of the year.

CUSTOM-HOUSE.

A further portion of this building has been converted into offices. (Appendix 17, page 91.)

 PROVINCE OF NOVA SCOTIA.

HALIFAX.

DOMINION BUILDING.

Extensive repairs have been done to this building.

PICTOU.

CUSTOM-HOUSE.

The building will probably be roofed in by the fall. (Appendix 17, page 92.)

 PROVINCE OF MANITOBA.

WINNIPEG.

CUSTOM-HOUSE, POST-OFFICE, LANDS AND REVENUE OFFICES.

It is anticipated these buildings will be ready for occupation at the end of the year.

PENITENTIARY.

The progress of this work has been satisfactory. (Appendix 17, page 92.)

 PROVINCE OF BRITISH COLUMBIA.

VICTORIA.

CUSTOM-HOUSE AND INLAND REVENUE OFFICES.

The contract work is finished.

PENITENTIARY.

The contract has been awarded and the work is commenced. (Appendix 17, page 93.)

 LANDS AND LEASES.

A statement with full detail is given (Appendix 19, page 101), of the water power and other property on the canals, leased by the Department during the fiscal year, and of all property purchased and sold, setting forth the names of the parties interested, the prices paid, and the circumstances under which each transaction took place; likewise of the property declared to be no longer under the control of the Department.

 ARBITRATIONS.

During last season, twenty four disputed claims were referred to arbitration; of these, three were withdrawn; six have not been reported upon. Of the remaining fifteen, the sum demanded was \$100,178.51, the amount awarded was \$34,225.20. (Appendix 19, page 111).

 RAILWAYS.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway may be subdivided as follows :

		Miles.
PROVINCE OF QUEBEC.		
River du Loup to River Restigouche.....	175	175
PROVINCE OF NEW BRUNSWICK.		
River Restigouche to Moncton.....	199	
St. John to Point du Chêne (Shediac).....	108	
Painsec to Amherst.....	41	348
PROVINCE OF NOVA SCOTIA.		
Amherst to Truro.....		
Truro to Halifax.....		6
The Pictou Branch from Truro to Pictou.....	52	
The Branch from Windsor Junction, (13 miles from Halifax) to Windsor, being the Eastern terminus of the Windsor and Annapolis Railway.....	32	222
Total.....		745

In October last, the line from River du Loup to St. Flavie, which had hitherto been temporarily under the management of the Grand Trunk Railway, was taken charge of and worked by the Government, except for a short period during the severe weather of last winter.

The portion in operation for traffic is as follows :

PROVINCE OF QUEBEC.

River du Loup to St. Flavie..... 83 miles.

PROVINCES OF NEW BRUNSWICK AND NOVA SCOTIA.

St. John to Shediac..... 108 "

Painsec to Truro..... 118 "

Halifax to Pictou..... 113 "

—
42 "

In addition, the line from Windsor Junction to Windsor is maintained by the Government but leased to the Windsor and Annapolis Railway Company.... 32 "

—
Total..... 454 "

The line is amply supplied with rolling stock.

The change of gauge between Halifax and St. John was carried out on 8th May last.

The gauge of the Windsor and Annapolis line connecting at Windsor with the main line was likewise changed at this time.

Arrangements are made for track to be laid during the ensuing summer : viz.

Between St. Flavie and River Restigouche..... 92 Miles.

Bathurst to Miramichi..... 43 135

On the completion of the above work, arrangements for track laying will be made : viz.

From River Restigouche to Bathurst..... 75 "

From Miramichi to Moncton..... 81 " 156

—
Total..... 291

The above 291 miles represent the total amount of track to be laid.

A new ferry boat for Pictou has been ordered. (Appendix 25, pages 192, 197.)

During the year 15 new sidings have been constructed, the total length being 2.87 miles.

New coal drop sidings have been laid—total length 0.79 miles.

The following structures have been erected :—

- 3 Passenger station houses.
- 1 “ and freight house combined.
- 2 Freight houses.
- 4 Coal sheds.
- 1 Paint shop.
- 1 Tank house.
- 3 Blacksmiths' shops.
- 1 Custom Examining warehouse.
- 1 Messenger's house.

Scales have been provided at Point du Chêne.

Night and day semaphore signals have been erected and are in use at the principal booking stations.

To have an abundant supply of water at St. John, cast iron pipes are being laid from that station to Lake Lilly. Three fourths of the pipes are in position.

An engine will be provided and pipes and hydrants laid down at Moncton workshops as a protection against fire in the ensuing season.

Grading on the Halifax extension from Richmond station to North street is in progress; the deep water wharf is finished and in use.

The work of extension through the Courtney Bay ship-yards at St. John is completed.

Most of the locomotives have been renewed, and the car stock newly trucked.

Thirty eight miles of steel rails have been laid.

Seventy one thousand sleepers laid.

The fences generally repaired.

The road is reported to be in efficient condition. (Appendix 16, pages 83, 85.)

The gross earnings of this year in the Province of Quebec from River du Loup to St. Flavie, 83 miles, were \$18,319.68.

The working expenses were \$47,574.50.

The gross earnings in Nova Scotia and New Brunswick for the year were \$861,593.43, and the working expenses and renewals \$850,775.27.

The casualties during the year consist of 6 killed. In all cases the officers of the Railway were exonerated from blame by the verdicts of the Coroners' inquests.

(Appendix 25, pages 83, 192.)

PRINCE EDWARD ISLAND RAILWAY.

In the Act by which the Provinces were federally united into one Dominion, provision is made (clause 146) for the admission of Prince Edward Island on such terms and conditions as are in the addresses expressed and as Her Majesty the Queen may think fit to approve.

By Order of Council dated Windsor, 26th June, 1873, Her Majesty thought fit to approve the terms and conditions set forth in the addresses from the Houses of Parliament of Canada and from the Legislative Council and House of Assembly of Prince Edward Island (May, 1873), and it was declared by Her Majesty "from and after the 1st day of July, 1873, Prince Edward Island should be admitted and become part of the Dominion."

By the resolutions which formed the basis of Union it was provided that "the railways under contract and in course of construction for the Government of the Island shall become the property of Canada."

To carry out the above provision, it was agreed that the cost of the work should be borne by the Dominion, and the money, so paid, charged as a debt against the Island; the colony, on entering, being entitled to incur a debt equal to fifty dollars per head of its population, as shown by the census returns of 1871, that is to say four millions seven hundred and one thousand and fifty dollars, (\$4,701,050.)

In the month of May, it having been represented that the railway was completely equipped and in working order, and a final certificate given by the Engineer in Charge, under instructions dated 16th May Mr. Thomas Swinyard was commissioned to examine and report upon the condition of the Railway. Accompanied by his Assistants, Mr. Swinyard examined the line and reported it was in many respects exceedingly deficient; but subject to reservation which he made as to the rights and interests of the Dominion Government, he assumed possession on the 29th December, and advertised that the Railway would be open for public traffic on Monday, the 4th January, 1875, weather permitting.

It may be stated that owing to the severity of the snow storms, the line could not be opened till the month of April, the track having been completely blocked up by snow of unusual depth. (Appendix 24, page 190.)

Mr. Swinyard's report was not accepted by the Island Government as final, on the ground that previous to Confederation the contract had been modified, and that the Dominion Government was bound by the contract as it existed when Prince Edward Island became a part of the Dominion. It was eventually agreed to refer the whole matter to Mr. F. Shanly, as a referee on this basis.

Prince Edward Island Railway is on the 3 ft. 6 in. gauge constructed as a cheap railway. Certain governing points in view of the general interest were set forth by Orders in Council which determined the location, totally independent of any question of directness of route. A limit was imposed on the expenditure per mile. The minimum

curve admitted is 600 feet radius, the maximum grade per mile not to exceed 60 feet. The rails are 40 lbs. per lineal yard with fish joints.

The work therefore has to be judged according to the contract and any omissions which may be found must be entirely considered by its provisions.

Mr. Shanly reported that the "contract on the whole has been fairly carried out, and that as good value has been had for the money expended as could reasonably be expected."

He however estimated that the the sum of \$4,550 should be deducted from the amount claimed as the value of the work necessary to complete the contract.

By Order of Council, dated 13th October, 1875, authority was given for a settlement to be made with the Contractors on the above basis.

The length of line is as follows :

Main line—Casumpec to Georgetown.....	146.2 miles
Western extension—Tignish to Alberton.....	13.3 "
Eastern extension—Mount Stewart to Souris.....	39.0 "
Total length.....	<u>198.5</u> "

The alignment consists of :—

Total straight line, 132.51 miles or 66½ per cent of whole length.

Total curvature 65.99 miles or 33½ per cent of whole length.

The following is an analysis of the curves :—

Curves of a radius 955 feet and over.....	41.65 miles
" " 604 feet to 955 feet.....	23.72 "
" " 400 feet to 573 feet.....	00.62 "
Total.....	<u>65.99</u> "

The grades are as follows :—

Level.....	28 miles
Under 40 feet to the mile.....	56.51 "
From 40 to 50 feet.....	14.30 "
" 50 " 60.....	33.64 "
" 60 " 66.....	62.88 "
Above that grade.....	3.17 "
	<u>198.50</u>

The total cost is \$2,862,766 being at the rate of \$14,400 per mile exclusive of right of way, damages and general expenses, which, it is estimated, will be covered by \$1,900 per mile,—making the total cost \$16,300 per mile, the amount originally appropriated.

Trains are now running regularly on the line.

No casualties are reported since its opening. (Appendix 24, pages 175–191).

 NORTH-WESTERN COMMUNICATION.

The line of communication between Fort Garry and Prince Arthur Landing is now generally recognized as the summer route to the Province of Manitoba. Although its capabilities have been only developed in a limited degree, it has, nevertheless, extended considerable facilities to the transmission of freight and immigrants proceeding to the Red River country.

Until these navigable waters were improved and made accessible, there was no connection between British America and the Valley of the Assiniboine through British Territory, except at an expense practically impossible; and the whole travel to Red River—from the South to Fort Garry—passed, as a necessity, through the State of Minnesota.

There are two routes in the United States open to the choice of the traveller. The one from Detroit entirely by railway, *via* St. Paul to Duluth; the second by steamboat from Detroit, ascending Lake Huron and entering by the St. Mary Canal, follows the longest distance on Lake Superior to Duluth on the westmost bay of that lake.

The distances on the two United States routes may thus be detailed:—

	Miles.
By Railway from Toronto to Detroit.....	225
“ “ Detroit to Chicago.....	284
“ “ Chicago to St. Paul.....	408
“ “ St. Paul to Duluth.....	150
“ “ Duluth to Morehead.....	252
	<hr/>
By Railway.....	1319
By Stage from Morehead to Fort Garry.....	250
	<hr/>
Total.....	1569

The distance by the water route is:—

	Miles.
By Railway from Toronto to Detroit.....	225
By Steamer from Detroit through Lakes Huron and Superior to Duluth.....	773
By Railway from Duluth to Morehead.....	252
By Stage from Morehead to Fort Garry.....	250
	<hr/>
Total.....	1500
	<hr/>
Being by Railway.....	477
“ Steamer.....	773
“ Stage.....	250
	<hr/>
Total.....	1500

The Dominion route is as follows :—

By Railway from Toronto to Collingwood.....	94 Miles.
By Steamer from Collingwood to Prince Arthur Landing through Lake Superior.....	532
From Prince Arthur Landing to Lake Shebandowan	45.00
From Lake Shebandowan to North West Angle, Navi- gable water and Portages.....	312.05
Fort Garry Road from North-West Angle to Fort Garry	95.00
	<u>452.05</u>
Total.....	1078.05

The following table gives the intermediate distances on the Dominion Route between Prince Arthur Landing, Lake Superior, and Fort Garry, on Red River, showing the extent of navigable water, the number and length of portages, and the length of the terminal roads :—

Description of Route.	Passage by Land.		Passage by Navigable Water.
	Road.	Portage.	
	Miles.	Miles.	Miles.
From Prince Arthur Landing to Lake Shebandowan.....	45		•
Lake Shebandowan.....			18-00
Portage No. 1.—To Lake Kashabowie.....			
do 2.—Lake Kashabowie.....		0-75	9-00
do 2.—Height of Land Portage to Lac des Mille Lacs, water running to north-west, and south and east Lac des Mille Lacs		1-00	18-50
do 3.—Baril Portage.....		0-25	8-00
do 4.—Lake Baril.....			
do 4.—Brulé Portage.....		0-25	12-00
do 5.—Lake Windigoostegan.....			
do 5.—French Portage.....		1-75	15-00
do 6.—Lake Kaogas-ikok.....			
do 6.—Pine Portage.....		0-38	1-22
do 7.—Lake Deux Rivières.....			
do 7.—Deux Rivières Portage.....		0-40	16-00
do 8.—Lake Sturgeon.....			
do 8.—Maligne Portage (lift.) No horse kept here.....			10-00
do 9.—River Maligne.....			
do 9.—Island Portage.....		0-06	17-00
do 10.—Lake Nequaquon.....			
do 10.—Nequaquon Portage.....		3-25	15-00
do 11.—Lake Namenkan.....			
do 11.—Kettle Falls Portage.....		0-12	44-00
do 12.—Rainy Lake.....			
do 12.—Fort Frances Portage.....		0-12	120-00
do 12.—Rainy River and Lake of the Woods.....			
From North-west Angle Lake of the Woods to Fort Garry.....	95		
	140	8-33	303-72

RECAPITULATION.

Terminal Roads.....	Miles. 140.00
Portages.....	8-33
Navigable Water.....	303-72
Total Distance.....	<u>452.05</u>

Owing to the resignation of the Engineer in Charge of the line, a Superintendent was appointed in May last to supervise the contract for passengers and freight.

Although the arrangements, on the opening of the navigation, were found insufficient owing to the unexpected increase in the number of passengers, as the season advanced all matters of complaint were rectified.

The total number of passengers carried was 1,590.

THUNDER BAY HARBOR.

The wharf has been constructed.

Preparations have been made for the construction of a wharf on the River Kamistiquia, at the Railway terminus.

ROADS.

The roads injured by the heavy rains were placed in good order during the season.

EMIGRANT HOUSES.

A substantial frame building at the Height of Land has been constructed to replace the house destroyed by fire.

A board house has been constructed at Fort Frances and additional shelter has been given at the North West Angle of the Lake of the Woods. Additional buildings are recommended.

DAMS AT ISLAND PORTAGE.

A dam has been constructed with a flood gate. Additional works are required at the low spots above the dams.

The design of these dams is to flood the rapids of the Maligne.

FORT FRANCES.

A line of cribwork has been constructed in the proximity of the Falls so that a steamer can run up and down the rapids at the outlet of Rainy Lake.

Although the work is not completed to the extent proposed, sufficient work has been performed to attain the result desired.

LAKE OF THE WOODS ROAD.

A contract has been given out for the bridging of the Cariboo Muskeg; the work is not yet completed. (Appendix 26, pages 211, 216.)

FORT FRANCES LOCK.

The expediency of constructing a lock 200 feet by 40 feet in the chamber to connect the waters of Lake Rainy with River Rainy is under consideration. The mean difference of level is twenty-three feet.

 PACIFIC RAILWAY.

This work is divided into three main sections :

- 1st. From Ottawa to the Province of Manitoba,
- 2nd. From Manitoba to the Eastern Slopes of the Rocky Mountains,
- 3rd. From the Eastern Slopes of the Rocky Mountains to the Pacific.

I.—THE EASTERN OR WOODLAND REGION.

The line from Fort William to Lake Shebandowan, a distance of 45 miles, having been located, has been given out on contract; likewise the line from Selkirk, Red River to Cross Lake, 77 miles.

During the last season, the Lake Region between Lake of the Woods and Lake Superior was further surveyed.

Exploratory surveys were made from Nepigon Easterly to Pic River and thence easterly towards the terminus.

A *reconnaissance* was made between French River and the Valley of the Ottawa at Renfrew.

The Georgian Bay Branch, extending from Georgian Bay to the Eastern terminus, a distance of 85 miles, has been placed under contract on the condition of payment being made of \$10,000 per mile and an annual grant for 25 years of \$25,500 together with a transfer of 1,700,000 acres of land.

A subsidy has further been granted to the Canada Central Railway for a line from the neighbourhood of the Village of Douglas to a point which is regarded as the Eastern terminus of the Georgian Bay Branch, 120 miles.

II.—CENTRAL OR PRAIRIE REGION.

The crossing of Red River has been selected.

The distance from Red River by the narrows of Lake Manitoba, River Mossy and River Swan to Livingstone near Fort Pelly, about 260 miles, has been located. Much of this distance passes through forest land, over ground favorable for railway construction.

Surveys have been made of the Portages between the Lakes to the North West of Red River and tenders have been called for steamers on these waters.

Pembina Branch.

The grading of this branch has been given out by contract. Half of its length has been located.

III.—THE WESTERN OR MOUNTAIN REGION.

An exploration was made from Lac la Hache *via* River Blue to the North Thompson, which established that the height of summit to be overcome rendered this route objectionable.

The examination from Clear Water to River Fraser has shown that much heavy work can be thrown out and the gradients generally improved.

A direct route from Tête Jaune Cache to Bute Inlet has been found to be impracticable, the intervening summit rising 7,000 feet above the sea.

It has been established that a route can be obtained from Tête Jaune Cache by the River Fraser to Fort George, about 245 miles, with comparatively light work and good gradients.

A good route may be obtained from Tête Jaune Cache to the entrance of the Homathco Pass about 400 miles. Serious difficulties will however be met in the descent to tide water of the Pacific.

The lower Fraser from Yale for an ascending distance of 15' miles has been minutely examined.

The distance from Yale to Burrard's Inlet has been surveyed.

An examination eastwardly from Fort Hope has established that there is no pass in that direction lower than the Coquihalla.

Much of the mainland north of the latitude of Vancouver Island has been explored.

Examinations have shown that the route by the Smoky Pass is not to be recommended.

Engineering parties have been organized to prosecute future surveys.

It is believed that in the course of the ensuing year it will be possible to establish approximately the location of the line between Lake Superior and the Pacific.

Steel rails, sufficient for 550 miles of line, have been purchased at prices considered unprecedentedly low. (Appendix 22, pages 161-164).

TELEGRAPH LINE.

Contracts have been entered into for the construction of a line of telegraph on the route of the Railway from Lake Superior to British Columbia.

The conditions embrace the clearing through forest land to a width of 132 feet and the formation of a trail for pack animals. (Appendix 22, page 163).

BRITISH COLUMBIA.

The telegraph is in operation as follows:—

	Distance Miles.
From Victoria, Vancouver's Island to Saànich, V. I.....	15
From Saànich, Vancouver's Island to Swinomish, Washington Territory, including five submerged cables.....	60

These cables are each $\frac{5}{8}$ of an inch in diameter, with seven conducting No. 19 copper wires, twisted together and insulated with two coverings of gutta percha $\frac{3}{8}$ inch diameter, with armour of twelve No. 8 galvanized iron wires. The total length of the cables is 16 $\frac{1}{2}$ miles. Weight about 5,000 lbs. to the mile.

From Swinomish to Matsqui, on the River Fraser.....	68
Matsqui to New Westminster, River Fraser.....	36
Matsqui to Hope	59
Hope to Yale	14
Yale to Lytton	57
Lytton to Quesnelle	271
Quesnelle to Barkerville, Cariboo "	52

There is also a branch of ten miles from New Westminster to Burrard's Inlet, constructed by Messrs. Moody & Co.

The exceeding severity of the winter caused frequent interruption to communication.

A break in the submerged portion between Sydney and Sallas Islands occurred in July, 1874.

The cable is $4\frac{1}{2}$ miles long, only $2\frac{3}{4}$ miles of it was recovered.

A second break occurred between the Islands in the Rosario and Cordova Channels in January 1875. The cable is $6\frac{1}{2}$ miles long, $1\frac{1}{8}$ mile of new cable was laid.

In conformity with the agreement, notice has been given that the subsidy of \$4,000 paid the Western Union Telegraph Company to maintain the line from Swinomish, Washington Territory, to Portland in Oregon, will cease on 30th June 1875.

The expenditure during the year has been \$42,430.78, the revenue \$8,245.73. (Appendix 23, pages 172, 173).

PUBLIC WORKS.

VICTORIA HARBOR.

The removal of Beaver Rock has been slowly proceeded with. (Appendix 23, page 172)

RIVER FRASER.

A survey has been made to determine the cost of removal of obstructions between the Big Bar and Soda Creek. (Appendix 23, page 173).

Respectfully submitted,

A MACKENZIE,

Minister of Public Works.

Department of Public Works,

Ottawa,

31st December, 1875.

APPENDICES OF THE REPORT
OF THE
MINISTER OF PUBLIC WORKS
FOR THE FISCAL YEAR ENDING 30TH JUNE, 1875.

TABLE OF APPENDICES.

Appendix No.		PAGE.
	1.—Statement of Expenditure during fiscal year.....	9
“	2.—Table of Distances, (A) St. Lawrence Navigation, from Straits of Belle-Isle to Duluth, (B) from Prince Arthur to Fort Garry.....	44
“	3.—Report on Lachine, Beauharnois, St. Ours, Chambly, Ste. Ann, Carillon, Chute à Blondeau, Grenville, Culbute Canals, by J.G. Sippell, Engineer in charge.....	45
“	4.—Report on Cornwall Canal, by D. A. McDonell, Superintendent.....	46
“	5.—Report on Williamsburgh Canals, by Duncan McDonell, Superintendent.....	49
“	6.—Report on Welland Canal, by E. V. Bodwell, Superintendent.....	50
“	7.—Report on Burlington Bay Canal, by E. V. Bodwell, Superintendent.....	53
“	8.—Report on Rideau Canal, by F. A. Wise, Engineer, Superintendent.....	54
“	9.—Report on St. Peter's Canal, by H. F. Perley, Engineer in charge.....	59
“	10.—Report on River Trent and Newcastle District Works, by Thomas D. Belcher, Superintendent.....	61
“	11.—Report on River Ottawa Works, by Geo. B. Brophy, Superintendent.....	63
“	12.—Report on St. Maurice District Works, by H. R. Symmes, Superintendent.....	64
“	13.—Report on Saguenay District Works, by D. Boulanger, Superintendent.....	77
“	14.—Report on Harbors, &c., Western Lakes, by William Kingsford, Engineer in charge.....	83
“	15.—Report on Harbors, &c., Maritime Provinces, by H. F. Perley, Engineer in charge.....	86
“	16.—Report on Intercolonial Railway (New Works), by Collingwood Schreiber, Engineer.....	94
“	17.—Report on Public Buildings, by Thomas S. Scott, Chief Architect.....	101
“	18.—Report on Toronto Harbor, by William Kingsford, Engineer in charge.....	111
“	19.—General statement shewing:.....	
	1st. Water power and other Public property leased on Canals, etc.	
	2nd. Property purchased or sold by the Department.	
	3rd. Property declared to be no longer under the control of the Department.	112
“	20.—Statement of claims and awards by the official Arbitrators.....	112
“	21.—Report on the River St. Lawrence between Lake Ontario and Montreal, by John Page, Chief Engineer.....	161
“	22.—Report on the Pacific Railway Survey, by Sandford Fleming, Engineer in Chief.....	166
“	23.—Report on Public Works in British Columbia, by B. W. Pearse, Resident Engineer.....	175
“	24.—Report on Prince Edward Island Railway, by W. McKechnie, Superintendent.	192
“	25.—Report on the Intercolonial Railway, by C. J. Brydges, General Superintendent.....	214
“	26.—Report on North West Communication, by S. J. Dawson, Engineer in charge.	217
“	27.—Report on the progress of works of the Intercolonial Railway, by C. J. Brydges, General Superintendent.....	227
“	28.—Closing and opening of Canals and Harbors.....	227

APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Public Works,
Dominion of Canada, during the Fiscal Year ended 30th June, 1875.

Name of Work.	Construction.		Repairs.		Staff and Maintenance.
	\$	cts.	\$	cts.	\$ cts.
<i>Canals.</i>					
Lachine	197,420	52	30,057	34	28,592 01
Beauharnois	36	00	12,253	01	14,399 32
Cornwall	1,780	00	7,097	34	13,351 91
Williamsburg			4,110	29	6,730 96
St. Lawrence	22,611	36			
Welland	1,046,714	91	87,079	49	54,131 50
Burlington Bay			369	05	
St. Anne's Lock	32,627	71	4,506	68	1,859 20
Carillon and Grenville	249,512	37	18,520	44	10,378 57
Carillon Canal and Dam	90,352	39			
Culbute Rapids	63,659	29			
Rideau	9,310	85	20,279	81	26,553 37
St. Ours Lock			1,245	69	1,362 22
Chambly	2,415	00	16,306	91	12,201 99
St. Peter's	20	97	773	56	675 79
Baie Verte	443	00			12,047 43
Tug Service, Upper St. Lawrence					
<i>Slides and Booms.</i>					
Saguenay			1,372	81	932 80
St. Maurice	17,497	18	9,036	51	17,851 96
Ottawa			60,310	93	21,826 70
Newcastle	572	35	2,716	26	2,270 52
<i>Harbors, Piers, &c.</i>					
Liverpool Harbor, Nova Scotia	17,897	80			
McNair's Cove, do	5,004	00			
Maitland Pier, do			1,061	69	
Yarmouth Harbor, do	1,000	00			
Ingonish, South, do	35,891	10			
Big Pond, do	500	00			
Port George, do			5,000	00	
Mabou Harbor, do	2,092	25			
Sissiboo, do	2,500	00			
Meteghan, do	5,000	00			
Plympton, do	1,200	00			
Big Tracadie, do	6,690	67			
Chedabucto Bay, do	119	09			
Oak Point, do	5,042	70			
Cow Bay, do	25,000	00			
Port Medway, do	4,513	50			
Jordan Bay, do	5,103	79			
Port Greville, do	4	50			
Herring Cove, New Brunswick	3	75			
Shippegan, do	16	50			
River St. John, do	10,478	28			
Dipper Harbor, do	11,960	72			
River Petitcodiac, do	1,194	00			
Richibucto Harbor, do	16,077	50			
do Tug Service, do					2,500 00
Hillsboro Harbor, do	1,500	00			
Sackville do	900	00			
St. John Harbor Survey, do	1,500	00			
Bathurst, do	3,876	43			
Pointe du Chêne, do	7,354	87			

APPENDIX No. 1.—Continued.

Name of Work.	Construction.	Repairs	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Harbors, Piers, &c.—Continued.</i>			
St. John Harbor, New Brunswick	10,533 70		
Tynemouth, do	2,500 00		
L'Islet, Quebec		1,289 85	
Landing Piers, do		50 00	
Baie St. Paul, do	7,085 13		
Saguenay Pier, do	2,065 35		
Coteau Landing Pier, do	1,603 00		
River Richelieu improvements, Quebec.....	21,119 96		
River St. Lawrence	269,000 00		
do removal of chains and anchors	25,000 00		
Sault au Récollet.....	2,917 34		
New London, Prince Edward Island.....	3,810 69		
Tignish, do	2,010 60		
Colville Bay, do	8 00		
Collingwood, Ontario.....	13,030 77		
Meaford, do	18,464 16		
Owen Sound, do	3,840 89		
Inverhuron, do	5,093 60		
Kincardine, do	3,674 61		
Port Albert, do	6,000 00		
Bayfield, do	1,917 98		
Goderich, do	49,510 97		
Chantry Island, do	61,261 64		
Rondeau, do	30,965 08		
Port Stanley, do	31 64		
Port Hope, do	6,945 93		
Cobourg, do	15,861 68		
Shannonville, do	2,992 94		
Presqu'île, do	10,365 39		
Kingston, do	4,407 56		
Pictou, do	6,000 00		
Toronto Survey.....	1,019 05		
Dredge Vessels.....	73,801 47		
Dredging, Maritime Provinces.....	33,010 26		
do Ontario and Quebec.....	41,914 74		
River Detroit.....	200 00		
Red River Improvements	200 00		
<i>Surveys.</i>			
Pacific Railway.....	474,529 89		
Generally	35,579 24		
Arbitrations			5,620 17
<i>Roads.</i>			
Temiscouata.....		3,600 00	
Metapedia.....		400 00	
Red River Route	28,242 93	21,757 07	126,581 44
<i>Public Buildings.</i>			
Ottawa Parliament Departmental Buildings.....	189,630 17	118,736 15	
do do Heating.....			40,071 49
do do Gas.....			6,323 20
do Rideau Hall.....		45,027 73	
do Post Office	69,167 60		
Toronto Immigrant Station.....		475 74	
do Post Office	6,402 66		
do Custom House.....	65,357 64		

APPENDIX No. 1.—Continued.

Name of Work	Construction.	Repairs.	Staff and Maintenance.
<i>Public Buildings.—Continued.</i>	\$ cts.	\$ cts.	\$ cts.
Toronto Inland Revenue and Savings Bank.....		14,009 60	
do Examining Warehouse.....	40,579 42		
Kingston Military Buildings.....		29,514 10	
do Custom House.....		136 13	
Hamilton Post Office.....		6,757 49	
London Custom House.....		105 25	
do Immigrant Sheds.....	1,989 34		
do Post Office.....		3,500 00	
Montreal Custom House.....		3,821 82	
do Post Office.....	129,490 57		
do Immigrant Station.....	7,543 30		
do Examining Warehouse.....	203 41		
do Inland Revenue Office.....		16 80	
Quebec Custom House.....		3,221 69	
do Post Office.....	5,348 80		
do Observatory.....	1,798 87		
do Marine Hospital.....		7,004 86	
do Citadel Buildings.....		621 04	
do Fortifications.....		16,406 72	
do Durham Terrace.....		201 20	
Grosse Isle Quarantine Station.....	1,661 85		
St. Vincent de Paul Penitentiary.....		649 13	
Three Rivers Custom House.....	7,981 73		
St. Helen's Island Magazine.....		97 60	
St. John, New Brunswick, Post Office.....	78,651 30		
do Custom House.....		3,901 65	
do Quarantine Station.....	392 13		
do Barracks.....		396 78	
do Savings Bank.....		387 82	
Middle Island Quarantine Station.....	10 50		
St. Andrews Marine Hospital.....	1,022 86		
Westcock, do.....	216 93		
Chatham Custom House.....	1,393 07		
Halifax Dominion Building.....		2,944 51	
do Quarantine Station.....		528 20	
Sydney Marine Hospital.....	140 50		
Yarmouth Quarantine Station.....	3,000 00		
do Marine Hospital.....	3,213 90		
Pictou Custom House.....	3,330 33		
do Quarantine Station.....	250 00		
Manitoba Public Buildings.....	27,503 59		
do Lt. Governor's Residence.....			8,500
do Penitentiary.....	35,752 28		
do Finance Office.....		228 08	
Souris Marine Hospital.....	3 00		
Charlottetown Dominion Buildings.....		282 49	
Public Buildings generally.....		13,083 07	
Fort Pelly Barracks.....	29,320 91		
British Columbia, Custom House.....	20,311 86		
do Post Office.....	2,036 15		
do Marine Hospital.....	2,978 86		
do Penitentiary.....	1,571 98		
do Telegraph Lines.....	9,044 00		
do Fraser River.....	5,739 08		
do Dredging.....	16,858 17		
do Dredge Vessels.....	7,697 96		
			37,774 21

APPENDIX No. 1.—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
<i>Railways.</i>	\$ cts.	\$ cts.	\$ cts.
Intercolonial	2,645,460 92	.....	.....
do Nova Scotia and New Brunswick.....	283,942 41	341,857 70	1,143,157 42
do Northern Division .....	.....	.....	47,574 50
Prince Edward Island	46,086 63	.....	49,344 62
Pacific.....	1,052,306 68	.....	.....
Fort Garry and Pembina.....	19,405 10	.....	.....
	8,008,707 91	923,107 98	1,692,613 30
Total, \$10,615,429 19.			

J. BAINE,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
30th June, 1875.

APPENDIX No. 2

ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence	240	240
Cape Whittle.....	West Light, Anticosti.....	do do	201	441
West Light, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	do do	6	649
Rimouski.....	Bic.....	do do	12	661
Bic.....	Isle Verte.....	do do	39	700
Isle Verte (opp. Saguenay)	Quebec.....	do do	126	826
Quebec.....	Three Rivers.....	do toTidewater	74	900
Three Rivers.....	Montreal.....	do do	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	15 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois.....	St. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{2}$	1,021
St. Cécile.....	Cornwall.....	Lake St. Francis.....	32 $\frac{3}{4}$	1,053 $\frac{3}{4}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{2}$
Farran's Point.....	Upper end of Croyle's Island...	Farran's Point Canal.....	3	1,071
Upper end Croyle's Island	Williamsburgh or Morrisburgh	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburgh.....	Rapid Plat.....	Rapid Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapid Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'île.....	Point Iroquois Canal.....	3	1,093
Presqu'île.....	Point Cardinal, Edwardsburgh	Junction Canal.....	2 $\frac{3}{4}$	1,095
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{1}{2}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{3}{4}$	1,105 $\frac{3}{4}$
Prescott.....	Kingston.....	do do	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,332
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	28	1,364
Port Colborne.....	Amherstburgh.....	Lake Erie.....	232	1,592
Amherstburgh.....	Windsor.....	River Detroit.....	18	1,617
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,630
Foot of St. Mary's Island.	Sarnia.....	River St. Clair.....	33	1,670
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,944
Foot of St. Joseph's Island	Foot of Sault St. Mary.....	River St. Mary.....	47	1,987
Sault St. Mary.....	Head of Sault St. Mary.....	Sault St. Mary Canal.....	1	1,995
Head of Sault St. Mary.....	Point aux Pins.....	River St. Mary.....	7	1,988
Point aux Pins.....	Duluth.....	Lake Superior.....	390	2,385

Of the 2,385 miles from the Straits of Belle-Ile to the Head of Lake Superior, 70 miles are artificial navigation, and 2,312 $\frac{1}{2}$ open navigation.
 Straits of Belle-Ile to Liverpool, 1,942 geographical, or 2,234 statute miles.
 The total fall from Lake Superior to Tide-water is about 600 feet.

APPENDIX No. 2.—*Continued.*

TABLE OF DISTANCES.—B.

FROM PRINCE ARTHUR LANDING (LAKE SUPERIOR), TO FORT GARRY (WINNIPEG), BY THE CANADIAN ROUTE.

	Statute Miles.	
	Inter- mediate.	Total.
Prince Arthur Landing to Shebandowan Lake.....	45	45
Shebandowan Lake to North West Angle.....	312	357
North-West Angle to Fort Garry (Winnipeg).....	95	452

The Steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

APPENDIX No. 3.

LACHINE, BEAUHARNOIS, ST. OURS, CHAMBLY, ST. ANNE, CARILLON,
CHUTE A BLONDEAU AND GRENVILLE CANALS.CANAL OFFICE,
MONTREAL, July, 1875.

SIR,—I have the honor to submit the following report on the works under my charge for the year ended the 30th June last.

These works may be classified as follows:—

- 1st. The Lachine and Beauharnois Canals, on the River St. Lawrence route.
- 2nd. The St. Ours and Chambly Canals, on the River Richelieu and Lake Champlain route.
- 3rd. The River St. Francis improvement.
- 4th. The St. Anne, Carillon, Chute à Blondeau and Grenville Canals, on the Lower River Ottawa route.
- 5th. The Culbute Canal now being constructed on the Upper River Ottawa.

These works have been efficiently maintained throughout the year, but the navigation has suffered more or less from the delay and inconveniences caused by the low water in the river reaches during the entire autumn.

The progress made in constructing new works on the St. Lawrence and Ottawa river routes, was not such as to warrant their completion at the time specified by the contracts.

Details will be found in the appended reports of the Local Engineers.

LACHINE CANAL.

This Canal was closed by ice on the 4th December 1874, and was opened for navigation on 1st May 1875; the navigable season being 218 days. During this period no interruption to traffic occurred.

New upper gates were placed in Locks 2, 4 and 5; and the old ones hauled out and repaired. The wharves and floors of flour sheds were planked and otherwise repaired. All the swing bridges and the fixed bridges in connection with them and those over the weirs were repaired.

Three hundred snubbing posts were placed; slope wall, towing path and road approaches repaired; off-take drains cleaned; and a considerable amount of repairs done to the Wing Dam at Lachine.

During the winter, timber for lock gates was prepared and the following works done on bridges. No. 3 on St. Gabriel's received new longitudinal stringers, new toe piece, new rollers and some new truss braces. Wrought iron straps were placed on the first beam to support the ends. No. 4 on Brewsters' Bridge had new longitudinal stringers, new toe piece, new truss braces, new suspension cables and the pivot beam trussed with an iron rod.

The whole of the woodwork of Bridge No. 6 at Lachine was removed, straps placed on the pivot beam and new suspension cables furnished. These three bridges were all thoroughly painted. All the bridges are now in good repair, except No. 5, on Côte St. Paul Bridge, the swing portion of which must be renewed from the pivot back to the heel.

The supply of water for driving the mills on this Canal was short during the entire winter, caused by the unusually low level of the river at Lachine. The water was drawn off for repairs on the 17th April and let in again on 28th of that month. During this time, all the lifting gates of the weirs at Basin No. 2 were repaired and the wicket gates of the weirs at Locks 3 and 4 adjusted. The small waste weirs above the Grand Trunk Railway Bridge and at Côte St. Paul had their walls thoroughly pointed and grouted and the gates repaired.

Portions of the weir and retaining walls at Locks Nos. 3 and 4 were rebuilt in cement mortar.

New braces were put in fender posts of Lock No. 3 and various other repairs made to the mechanical structures.

The slope wall was in great part rebuilt, having been very much displaced during the winter by frost and ice.

The wharves and docking at Wood Basin, Brewster's Bridge and Côte St. Paul, were partially replanked and supplied with additional new mooring posts.

Early in May, Bridge No. 1 received new segment plates and a new pivot socket. The planking was also renewed and the machinery for working the bridge was thoroughly repaired.

New upper gates have been built and placed in Locks Nos. 1 and 3, and the old ones in both cases hauled out for repair. During May and June, the laborers have been employed scowling stone and repairing slope walls; replacing snubbing posts; grading and repairing banks, towing paths, ramps and approaches to wharf at Basin No. 1; all of which are now in good order.

All the lock gates now in use in this canal are either new or have been recently repaired and are in excellent order, except two pair, viz: the lower gates in Locks Nos. 1 and 5.

There is, however, a spare pair for Lock No. 5 which will be placed in position this month and the old gates hauled out and repaired.

There are five pair of spare gates built of solid timber and one pair of old framed gates on this canal, four pair of which must receive a large amount of repairs to fit them for use. They are intended for the following works: Lock No. 5, either end; Lock No. 3 or 4, upper or lower gates; Lock No. 2, spare upper and lower gates; Lock No. 1, spare pair of upper gates. There are no spare lower gates for Lock No. 1; a new pair must be built for this Lock.

The lock gates on this canal are now all suspended from the top of the lock wall. By this system, the large friction rollers are dispensed with, the gates are easily adjusted and when properly in place remain so the entire season.

A new working apparatus has also been placed on the upper gates of Locks Nos. 1, 3, 4 and 5 which does away with the use of chain holes in the walls and drag chains in the bottom. It consists of a piece of spruce timber 28 feet in length, 6 x 9 inches square; one end of which is attached to the gate, three feet from the mitre, with the other end resting and working on rollers placed on the coping and bank. Two pieces of $\frac{3}{4}$ in. chain are fastened to the ends of this bar and to a crab which is placed over it, and this single crab opens or closes the gate by reversing the motion. This gearing is so arranged that each gate when closed is correctly mitred and held in place until both gates are brought into position. In construction it is very simple, and by its use in combination with the suspension gearing, the gates work much easier and quicker than formerly and the actual time now required for a lockage is reduced fully one third, which gives general satisfaction to the trade.

The walls of Locks 1, 2 and 5 are in good order, but the upper portion of the chamber walls and the entire wing walls of Locks 3 and 4 have for years been in a leaky and dilapidated condition and are now so much broken that it will be necessary to rebuild them to about two feet below surface water of the lower reach.

If it should be decided to rebuild these walls, it will be necessary to provide new face stones for that purpose; the face stones of the present walls are so much broken and damaged as to be fit only for backing. It is also necessary to make extensive repairs to the wing dam at the Lachine entrance; a large portion of the stone

face of which has been displaced and broken by ice and water. Stone for these repairs are now being got out from the spoil banks below Lock No. 5.

Steam Dredge.

At the close of the previous fiscal year, this dredge was employed deepening the approaches of the St. Gabriel Basin; the work was completed on 1st August 1874. From 1st August to 15th September, the dredge was employed in the old canal, above St. Gabriel Lock. From that date to 1st November, it worked in Mr. Cantin's Basin and the approach to it, the expenses being paid by Mr. Cantin. From 1st to 24th November, it was employed in deepening the canal opposite the Montreal Transportation Company's Island and it was removed from there into winter quarters.

During the winter, two new scows were built. In March and April, the hull and machinery of dredge were thoroughly repaired and on the 4th May it commenced working on the slope of canal between the St. Gabriel Basins. On 10th May, it was set to work to remove the toe of slope on south-west side below Brewsters' Bridge, where it is still employed.

NEW WORKS OF ENLARGEMENT.

Section No. 1 includes the construction of a new harbour entrance, two locks and an intervening basin, with a regulating weir and bridge abutments. The locks will be 270 feet in length between gate quoins, 45 feet in width at bottom and have a depth of 18 feet of water on the mitre sills. The basin will be 540 feet long by 240 feet wide at the north end and 280 feet at the south end, and have a depth of 19 feet of water, being one foot below top of lower mitre sills in Lock No. 2.

Section No. II embraces the enlargement and deepening of the present basin No. 2, and the construction of Wellington basin, which is to be 1250 feet in length, 225 feet in breadth, with 19 feet of water and surrounded by a dock wall of ashlar masonry. Basin No. II is to be enlarged at its upper end, and deepened to 19 feet.

In March, the original contracts for these two sections were cancelled and the work relet at the same rates to Messrs James Worthington and Company.

The excavation in pits of Locks No. 1 and 2 and basin No. 1, which had been suspended in consequence of high water, was resumed on the 17th July and carried on until 12th December, when work was suspended by the usual winter rise of the River St. Lawrence, which flooded the entire work on the 16th. Nothing more could be done at this point until the 9th June 1875, when the water of the river having sufficiently fallen, the contractors got their steam pumps to work and after two or three days pumping, the pits were laid dry and the work resumed.

A large quantity of the face stone for Basin No. 1 and Lock No. 2 was prepared during the winter at the Terrebonne quarry. The masonry of the dock wall of Basin No. 1 has been commenced and the pit of Lock No. 2 is nearly ready for the foundation timbers. The old bridge at the head of this lock pit has been removed and a substantial temporary bridge erected.

Excavation for enlarging Basin No. 2 was carried on during the winter months.

At the Wellington Basin, fair progress has been made; the excavation is mainly done by a steam shovel and is well advanced.

The masonry of dock walls was commenced on 16th July 1874 and is now up to full height at south-west end and for a considerable distance on both sides, and the work of building is progressing in a very satisfactory manner.

The stone required for these works is procured at Terrebonne, where the contractors keep a large force of men employed in quarrying and dressing them. They also have steam tugs employed to deliver them on the work.

In compliance with instructions from the Chief Engineer, additional surveys with plans and estimates for enlarging the canal throughout, to an average width of 150 ft., with a new entrance at Lachine were made and submitted for approval in January.

These plans have been approved and preparations are being made for placing the works under contract.

ST. GABRIEL BASINS.

The construction of roads between these basins and on the west side of Basin No. 2, was let by public tender in June 1874.

The work of grading and macadamizing was proceeded with in a slow and unsatisfactory manner until the end of November, when the work was abandoned.

The flour shed on north-west side of Basin No. 2, was destroyed by fire on the 9th August; portions of the docking and wharf were also badly burned. A contract to rebuild the shed and repair the wharf was given to Mr. James Howley on 14th September, who immediately began work and had the whole completed in May 1875.

RIVER ST. PIERRE.

The work of forming a new channel for this river and the construction of road and farm bridges over it, which was nearly completed at the end of the last fiscal year, was not finished until the 17th November.

ST. PATRICK STREET.

The work of grading and macadamizing the extension of this street, from the pipe track of the Montreal Water Works to Côte St. Paul Lock is now about finished. 1800 feet at the Côte St. Paul end was completed and brought into use in September.

BEAUHARNOIS CANAL.

The navigation closed on this Canal the 25th November, 1874, and re-opened the 3rd May, 1875, being a navigable season of 207 days. An interruption to traffic of 42 hours, was caused by the Propeller "Lake Ontario" carrying away all the gates of Lock 6 in September last.

The piers at lower entrance were repaired, and 3 posts and 4 mooring hooks renewed.

At the upper entrance, 420 lineal yards of slope wall were rebuilt. The lower dam at Grande Ile, and the dam at Cat Island were repaired, and several bad leaks stopped in each.

The Dyke at Hungry Bay was faced with stone for a length of 260 yards on the north side and 320 yards on the south side. Three miles of it used as a road, were raised with stone and gravel and otherwise repaired.

The main banks have been carefully attended to, and the north bank raised adjoining Locks 8, 9, 11 and 12. The public roads fronting on Canal property were repaired, and the roads leading to the workshops and storehouse and to the Superintendent's dwelling graded and gravelled.

A large number of snubbing posts were removed and reset.

A quantity of stones and rubbish washed into Lock 7, when the gates of Lock 6 were carried away, was removed. The new gates in the supply Weir at Lock No. 14 were freed from an accumulation of stumps, roots, &c., which obstructed the flow of water.

A bad leakage of water under the upper mitre sill of Lock No. 14 was stopped, by filling the hole with sand bags, and fine loose gravel.

The culverts are in good order; a bridge and road were built over the outlet of culvert on south side of Canal, near Lock No. 8.

The ditches and surface drains were cleared of ice and snow as usual in March and April, and the bridges over these ditches have been kept in good repair.

The gates at lot No. 6 which had been repaired and inserted in August were carried away in September. They were replaced by spare gates, and those damaged hauled out for repairs.

The upper gate on south side of Lock 8 received a new pine bar; the knee quoins of lower gates of Lock 10 were repaired, and all the gates of Locks 13 and 14 received slight repairs.

A new pivot was placed under one of the gates of Lock No. 6 and new iron rollers under lower gates of Locks 9 and 12; also 3 nut boxes and regulating rods at the latter.

Three new valves were inserted in gates of Lock No. 7, and one in a lower gate of No. 9. At Lock 11, two cast iron chambers were placed and 1 valve and 1 regulating rod repaired. The hand rails on lower gates of Lock 10 were renewed, and the foot bridges on upper gates of Locks 10 and 12 were raised and iron knee supports inserted under them.

New bumping posts were erected at Locks 7, 8, 9 and 11, one at each lock.

Wing walls on both side of Lock No. 6 and on north side of Lock No. 10 were repaired. Coping 60 feet long on north side at lower end of Lock 13 was taken up and relaid. The retaining walls, on north side of raceway from weir at Lock 7, was rebuilt for 120 feet in length.

There are 3 pair of spare gates on hand in the basin. Timber for 2 new gates is prepared; also timber to repair 2 of the gates damaged at Lock No. 6. Eleven bumping posts were prepared during the winter.

At each weir, except that at Lock 14, the small pier on breast wall was repaired and strengthened by an iron collar bolted to the masonry beneath. The foot bridges and platforms over the weirs were also renewed.

The swing bridge at St. Timothy is now being rebuilt, and those at Locks 8, 11, 12 and 14 received extensive repairs. At Valleyfield 3 large bridges over the raceway and those over the head race and weir, at east end of dam were also rebuilt. The bridges over head race and weir at west end of dam received new floors.

The ferry scows were hauled out, caulked and repaired in April.

The building, occupied as a dwelling and office by the Collector, was thoroughly repaired and a new stable and outhouses built. The fence was repaired and partially renewed.

A storehouse was built near the Superintendent's residence, for oils, tools, &c. Repairs have also been made to the Lockmaster's dwelling, and a new watch-house built at Lock No. 12.

A few of the lock gates work hard; it is therefore proposed to suspend them in the same manner as those now in use on the Lachine Canal. Gearing for this purpose has been prepared for the lower gates of Lock No. 6, which will be put on during low water.

PIER AT COTEAU LANDING.

Work was resumed on this pier in September, and the stone filling and plank covering, in an unfinished state at the date of my last annual report, has been finished, and the work completed on the 31st of October.

CHAMBLY CANAL.

The navigation of this Canal was maintained without interruption during the season, which consisted of 209 days. It was closed by ice on the 25th November, 1874, and reopened the 1st May 1875.

The banks and towing path were repaired; slope wall rebuilt in many places, and ditches cleaned out. Fifty-two snubbing posts were set up. A slide near Lock No. 6 was removed and about 300 feet of the towing path on St. Thérèse Island lowered.

The walls of all the locks were pointed and a portion of a recess wall of Lock No. 9 and the lower wing wall of Lock No. 1, taken down and rebuilt; the masonry of bridge No. 1 was also repaired, and new fenders placed in Locks Nos. 3 and 4.

A pair of upper gates were built, and placed in Lock No. 1. All the other gates were overhauled, and 10 sluice gates taken out and replaced by new ones.

Four towing path bridges on St. Thérèse Island, and swing bridges 7 and 8 were repaired.

A large scow for general repairs; 2 small scows, and a ferry scow for St. Thérèse were built.

The house for the Tender of bridge No. 8 was repaired and 7 acres of fence built on the line between Canal property and that of Mr. Maurice.

New Works.

The macadamized road on the west bank of the Canal at St. Thérèse was completed in July 1874.

The "Railing" or "Garde Corps," [extending from St. Thérèse to St. John] along the west bank of the Canal was finished on the 31st May last.

The dwelling houses for a Lockmaster at Chambly and a Bridge Tender at Hatt's Mills were completed on 30th September.

RIVER RICHELIEU WORKS.

These works consist of an extension of the mooring pier at the lower entrance of Chambly Canal and of piers and booms at Belœil Bridge.

At the date of the last annual report sufficient timber for these works had been delivered at each point. The framing of cribs was commenced at Chambly on the 3rd September, and the work was completed on 20th December.

At Belœil the carpenters commenced work in the last week of August and at the close of navigation the booms had been completed and moored in a safe place below the bridge. Seven of the supporting piers were also finished, and the balance of the work completed during the winter.

The booms were brought up and moored in position on the 7th May, thus completing the work.

These improvements give general satisfaction to the carrying trade on this route.

ST. OURS LOCK AND DAM.

In August last, the valves of lower gate on west side were taken out and replaced by new ones. The east gate had a new top bar put on, and the platforms of both gates were renewed. The upper gates were also repaired during the winter.

The mooring piers above and below the lock were repaired, and the landing at end of upper pier was also repaired.

The anchor piers above the dam were repaired, and the dam itself strengthened and protected with 60 toises of stone, which were placed below the dam, and around the water side of the abutments. The scows kept for this purpose were overhauled and caulked.

The Superintendent's dwelling and outhouses were also repaired.

The navigation was closed by ice from the 25th November 1874 until the 16th April 1875. The open season for navigation, consisted of 225 days. During that time a delay of 9 hours was unavoidably caused to the traffic, while new valves were being placed in the lower gates.

RIVER ST. FRANCIS.

It having been decided to improve the channel of this river, from its mouth in Lake St. Peter to the Pierreville Mills, a distance of about $3\frac{1}{2}$ miles, arrangements were made with the Pierreville Mills' Company to do the work by dredging, so as to give a navigable channel of 50 feet wide with a depth of 6 feet at low water.

Operations were commenced by a steam dredge on 25th August, 1874; and at the close of the season, a channel of the above width and depth had been formed connecting deep water in Lake St. Peter with the deep water channel above the shoal at the mouth of the river.

This portion of the improved channel was used during the month of November.

The dredge resumed work on the 16th June, and at the end of the month such progress had been made as to insure the completion of the work during the present season.

ST. ANNE'S LOCK AND DAM.

The navigation closed on the 26th November, 1874, and reopened on the 3rd May, 1875, thus giving a navigable season of 206 days, during which period the traffic was uninterrupted.

After the close of the navigation the upper gates were taken out and rebuilt, and mounted with the new suspension gear.

The long pier below the lock received extensive repairs, and a foot path of plank was placed along its entire length to enable boatmen to walk from post to post along the pier, while mooring their vessels.

New Works.

To avoid the present intricate channel, a canal is being formed across the shoal below the lock, to connect with the deep water channel on the Isle Perrot side. It will be about 1,200 feet in length by 120 feet in width, excavated to a depth of 10.05 feet at low water.

The sides of the new channel are formed of continuous crib-work which supports a bank formed of clay, and the excavated material which consists of clay, boulders and solid rock.

At the beginning of the fiscal year, 24 cribs had been sunk, 12 on each side of the channel. As soon as the water was low enough, work was resumed on cribs and superstructure. On 13th November, 300 lineal feet of the channel was unwatered by a steam pump. The excavation was then commenced and successfully prosecuted until the 16th January, when owing to an accident to the pump, the pit filled with water, and work was suspended and had not been resumed at the close of the year.

The building and sinking of cribs were discontinued on 18th November; but work on the superstructure was recommenced on 19th January and carried on till the 22nd March, when the unsafe condition of the ice prevented further operations.

Work on the superstructure was resumed in June, and preparations made for unwatering the works, as soon as the high water of the season had sufficiently subsided.

Mr. Becker, the contractor, has been successful in the management of this work, and there is now a fair prospect of its being vigorously prosecuted, during the summer and autumn months.

CARILLON CANAL.

After the close of navigation, the chamber walls of Lock No. 2, which were in a ruinous condition, were taken down. During the winter, stone was prepared and other materials provided for rebuilding them. This work was commenced on the 27th March and completed on 1st May.

The walls of the three Locks on this Canal are now in fair working order except the upper wing wall on north side of Lock 3.

The north upper gate of Lock No. 1 was removed and replaced by a new one, an old gate taken out and a new one inserted on south side of No. 3, and all the other gates repaired. The upper gates of Lock 2 and lower gates of Lock 3 must be repaired next winter.

The prism of this Canal was cleaned and the banks, towing path, and fences were kept in good order; about 500 feet of crib docking above lock No. 2, was taken down and rebuilt, before opening of navigation; the mooring pier above the entrance of Lock No. 3 was also repaired and raised in height.

The usual amount of labor has been expended on the North River Dams and Feeder.

CHUTE À BLONDEAU CANAL.

Owing to the very low water in the River Ottawa last autumn, it became necessary to remove as far as practicable obstructions in the rock cut above this lock, which was a work of considerable difficulty, having to be done by a diver and assistants, who were liable to frequent interruptions from passing vessels.

NEW WORKS.

These works, for which Messrs R. P. Cooke & Co., are contractors, consist of a Flat Dam, about 1800 feet in length, extending across the River Ottawa in the Carillon Rapids, three quarters of a mile above the Village of Carillon; a slide 600 feet long and 120 feet wide, for the passage of timber, &c., on the south side; and a Canal, three quarters of a mile long, with two locks on the north side.

When completed, the entire fall in the Carillon and Chute à Blondeau Rapids will be concentrated in these works and thus supersede the small canals now in use.

In July and the early part of August the water was unseasonably high, and the contractor's operations were confined to the delivery of materials, plant, &c.

The coffer dams were repaired and the works generally resumed about the middle of August, and fair progress made until the end of November, when winter set in, and further operations were suspended.

During this time the excavation for Lock No. 2 was nearly finished, the mitre sill platform and recess timbers laid and the mitre sills placed.

The toe cribs, earth filling, and protection wall, which together form the river embankment, were commenced below the second lock; and some excavation was done in the prism of Canal. Very good progress was also made in placing the sills for the dam and skeleton bulkhead in shallow water, and a portion of the cribs for supporting the bulkhead sunk in the deep water channels.

Work on the slides was commenced in September, after which the sill timbers at the dam were placed, and the side cribs forming the upper entrance and ice breaker carried up to over line of high water.

During the winter a large quantity of ice and *frazil* adhered to the dam and bulkhead timbers, which formed a dam 4 or 5 feet in height across the entire width of the river, which prevented further operations, except for a few days before the ice broke up in March, when three bulkhead cribs were sunk and the ice breakers on the slide piers raised and sheeted with timber.

After the spring freshets had sufficiently subsided to admit of an inspection of the works, it was found that the damage done by the ice and floods was comparatively trifling, and consisted mainly in displacing 3 small bulkhead cribs and 3 or 4 sills.

The work of quarrying stone for the Locks was suspended on the 23rd September and had not been resumed at the end of the year, when the quantity of stone delivered, and at the quarry, was about sufficient to build one half of Lock No. 2, but the dressed stone would not form full courses. There is but little prospect of any lock masonry being built this season.

From the beginning of April to the end of the fiscal year, high water prevented active operations, the entire works being flooded, but a large quantity of timber was delivered during the month of June.

GRENVILLE CANAL.

The old Locks Nos. 5, 6, 7 and 8, although in a dilapidated condition, have been kept in working order during the year. A portion of the recess walls, hollow quoins and piers of combined Locks 5 and 6 were taken down and rebuilt in March and April.

It will also be necessary to repair and renew the middle piers and quoins in Locks 7 and 8 before the opening of navigation next season.

At Lock No. 9, the old lock was used during the first half of the year. New Locks Nos. 9 and 10 were fully completed and brought into use on the opening of navigation on the 1st May, and the old locks used as supply weirs.

At Lock No. 11, nothing of consequence was required to be done to either lock or bridge.

The prism from Lock 5 to Lock 9 was cleaned out, and the locks, lock and sluice gates, banks, towing path and fences were repaired.

No interruption to the trade occurred on these canals, during the year, except such as was caused by the overloading of vessels during the low water season.

These canals were closed by ice on the 25th November 1874. The Carillon Canal was opened on the 1st May 1875 and the water let into the Grenville Canal on the 7th May.

STEAM DREDGE.

From 1st to 10th July the dredge was employed at the upper entrance of the Grenville Canal. On the latter date it was taken over to Hawkesbury to dredge a channel across the sand bar in front of that town, and remained in that service until the 24th October when the dredge was laid up for the season at Grenville. During the winter the dredge and dumping scows were repaired, and after being thoroughly fitted up in the spring, were handed over to Messrs Ross, Ritchie & Co. of Three Rivers, on the 20th May, who removed them to the mouth of the River St. Maurice, where they were employed at the end of the year.

NEW WORK.

This, as originally designed, was to consist in widening and deepening the largest portion of this canal, and rebuilding Locks 9, 10 and 11. The portion above the Guard Lock to be widened to 50 feet on bottom, and below that lock to 40 feet, the depth from the entrance to Lock No. 10 was to be 6 feet or two feet below the level of the mitre sill of the then existing Guard Lock.

Some modifications of this design were made, during the progress of the work, the principal of which was the increasing the size of the locks to a length of 200 feet between gate quoins, 45 feet bottom width, and 9 feet water on the sills; and deepening the canal from 6 feet to 10 feet, or 1 foot below top of sills of enlarged locks, the bottom widths remaining the same; but basins are to be formed in the sides at certain points where vessels can meet and pass each other.

Section No. 1 which includes the Guard Lock at Grenville, and a waste weir near Lock No. 10 is $1\frac{40}{100}$ mile in length. A large amount of rock excavation was done in the bottom of this section which has now an available depth of 6 feet throughout, with short stretches at lower end, and above Guard Lock, which have a depth of 10 feet or 1 foot below sills of new locks.

Section No. 2 extends from Station No. 200 above Lock 10, to station 48, above Lock 9 and is $2\frac{40}{100}$ miles in length.

New Lock No. 10 was completed in 1874 and brought into use on opening of navigation last May; two bridges were built to connect the lock with the towing path. During the winter, about half mile in length had been widened and deepened

to 10 feet, the remainder having 6 feet in depth; rubble and slope walls were built at the upper entrance of the Lock.

Section No. 3 extending from station 48 above Lock No. 9 to the upper end of Lock No. 8, is in length 0.83 miles.

The masonry of Lock No. 9, three courses of which had been laid at date of last report, was completed during the autumn. The excavation of the approaches was also finished, the slope walls built; and the gates hung. The lock was ready for use on the opening of navigation in May.

Two bridges were also built, to connect this lock with the towing path on the North side of the Canal.

The swing bridge over this lock, for which Mr. Thomas Redmond of Montreal is contractor, was prepared and delivered last year. It is now being put together and will soon be completed and ready for use.

Since the opening of navigation, the section contractor has had a large force of men employed, enlarging section No. 1 above surface water, and preparing for widening and deepening the bottom as soon as the water is shut out next autumn.

CULBUTE CANAL, UPPER RIVER OTTAWA.

These works are situated in the Culbute or North Channel of the Ottawa River, at the Allumette Island, and consist of a dam 520 feet long, 2 combined locks each 200 feet in length by 45 feet wide, with 6 feet of water on the sills; and mooring piers at the upper and lower entrances to the locks; the whole being constructed with timber filled with stone.

The contractors are Messrs Wm. Davis and Sons, of Ottawa.

At the end of the last fiscal year a good commencement had been made. The necessary coffer dams having been erected in the fall of 1873, the side of the locks was unwatered and excavation of lock pits and foundation of pier dam begun and carried on during the winter of 1873-74. A considerable portion of the mooring pier at lower end of Lock No. 1 was also built, the mitre sills framed, other materials prepared, and a large amount of timber, iron &c. delivered.

Work, which had been stopped by high water in the spring of 1874, was resumed on the 8th July, and at the end of that month, excavation of foundations had been finished for pier dam on L'Islet, Flat dam across middle channel and Lock No. 2. The pit of Lock No. 1 was pumped out, and its excavation resumed on 3rd August.

On 28th July the contractors began to build the crib work foundation of that portion of the flat dam which crosses the middle channel. On 9th September this crib work having reached the proper height, the flat dam portion was commenced and finished during the season.

The construction of the pier dam on the L'Islet was proceeded with at the same time, and it is now nearly completed. Its height is 10.05 feet above the crest of the flat dam, and the same level as the walls of Lock No. 2, with the upper wing wall of which it is connected and forms continuous work; at the other end the lower portion of it is built into, and incorporated with the flat dam.

On account of the treacherous nature of the materials in the bottoms of the lock pits, great precautions had to be taken in laying and anchoring the foundation timbers, the first of which was laid in the bottom of Lock No. 2 on the 5th September; the upper mitre sill was laid on 20th October and the Lock walls commenced.

At Lock No. 1 the laying of floor timbers was commenced on 14th November and continued till 1st December, on which date operations were suspended for the season on account of frost and snow and not resumed till the 14th June 1875 when the pumping out of lock pit No. 1 was begun.

During the latter half of the year, considerable work was done on the walls of Lock No. 2, the recess walls at upper end of lock having been raised to a height of 20 feet, and those of the chamber to a height of 18 feet for a length of 30 feet below the recess on both sides. The wing walls are nearly finished, 80 feet in length being coped and sheeted with double planking, and the pier walls are well advanced. The

upper breast wall has also been finished, and the cast iron segments for upper gates placed in position.

The timber structures were filled with stone as the work progressed, and the excavated material placed in embankment behind them.

Plans and specifications of the gates have been prepared and submitted for approval, and as there is now every prospect of this canal being completed at an early date, no time should be lost in their construction. Fuller details of the contractor's operations in constructing the new works will be found in the report of the local officers.

Statements of the amounts collected for fines and damages, and of the extreme depths of water on each of the canals, are also enclosed.

I have the honor to be, Sir,

Your most obedient servant,

JOHN G. SIPPPELL,

Engineer in Charge.

F. Braun, Esq., Secretary
Department of Public Works,
Ottawa.

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1874.			\$ cts.	\$ cts.	\$ cts.
July 9	Barge Leeds	McLennan	10 00		
21	Raft Saw Logs .....	.....	4 00		
23	Barge C. Hain	Sauvageau	10 00		
27	do Fuller	Taylor	4 00		
27	do Flood	Riely	4 00		
27	do Wooden	Taylor	4 00		
28	do " B "	Bougie	4 00		
Aug. 4	Steamer Lucorn	Paquette	4 00		
8	Barge Toledo	M. T. C	10 00		
14	Propeller Dominion	Norris & Co.	20 00		
Sept. 5	Barge Rock City	Delisle	4 00		
9	Schooner M. McRae .....	.....	5 00	8 00	
19	Steamer Paul	Robillard		10 00	
22	Barge Ora	Smith, Geo	5 00		
Oct. 1	do St. Maurice	McDougall	10 00		
6	do Orme	Smith, John	4 00		
14	do Clyde	Jas. Wood	2 00		
14	do Ernest	do	2 00		
14	do Iona	do	2 00		
28	do J. Oliver	Butt	5 00	20 00	
Nov. 11	do F. G. Préfontaine	Préfontaine	20 00		
18	do M. Délima	Arcand	4 00	4 00	
19	do Adélaïde	Thibaudeau	4 00		
1875.					
May 5	do Hansa	Acker	4 00		
29	Steamer Manitoba	L. St. F. N. Co	5 00	10 00	
June 2	Barge Burden	Flemming	10 00		
19	4 Sticks Timber	Collins, Bay Co.	16 00		
30	Barge Hon. J. Young	O. & R. F. Co.	4 00		
		Totals	180 00	52 00	232 00

Lachine Canal Office,
Montreal, July, 1875.

M. CONWAY,
Superintendent.

LACHINE CANAL.

STATEMENT of Amounts collected for Wood, Rent and Wintering Vessels during the Fiscal Year ended 30th June, 1875.

—	Number of Vessels.	No. of Cords.	Rate.	Amounts.
	456	27,751	\$ cts. 4	\$ cts. 1,110 04
	Wintering Vessels			997 50
	Total			2,107 54

Collector's Office,
Montreal, July, 1875.

JOHN O'NEIL,
Collector Canal Tolls.

LACHINE CANAL.

STATEMENT of Fines, Basin, Firewood and Bank dues collected at Lachine for the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Master or Owner.	Amounts.	Remarks.
1874			\$ cts.	
Sept. 30	Crib of Timber.....	Murphy.....	2 00	
do	do	do	2 00	
October	Barge No. 5.....	Captain.....	5 00	
1875				
June 7	Barge No. 2.....	McKenzie.....	10 00	
do 15	Steamer Carillon	Captain.....	5 00	
			24 00	
	Basin dues.....		658 41	
	Bank dues.....		84 00	
	Firewood dues		45 79	
		Total.....	812 20	

COLLECTOR'S OFFICE,
LACHINE, July, 1875.JOHN DYDE,
Collector.

BEAUHARNOIS CANAL.

STATEMENT of Amounts collected for Fines and Damages during the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Master or Owner.	Amounts.	Remarks.
1874			\$ cts.	
July 2	Propeller Africa.....	T. Patterson.....	4 00	Damage.
7	Steamer Manitoba.....	Gillespie & Ross	20 00	Fine.
14	Steamer Bohemian.....	Richelieu & Ont. Nav. Co..	11 30	Damage.
23	Barge Lorne.....	Montreal Transport Co....	4 00	do
Aug. 10	Drain of Timber.....	R. W. Corrigan.....	5 00	Fine.
29	Barge Prince Albert.....	J. Bte. Elie.....	9 30	Damage.
Sept. 29	Steamer Canadian.....	R. & Ont. Navigation Co..	8 00	do
Oct. 7	Steamer Lake Ontario.....	L. & River Navigation Co..	1,250 00	do gates.
26	Barge America.....	D. Torrance & Co.....	3 00	do
31	Barge Nebraska.....	McFee.....	7 00	do
1875				
June 18	Propeller Dominion.....	S. Neelon.....	20 00	do
25	Tug Joe Mac.....	Symour & Gardener.....	10 00	Fine.
28	Barge G. T. Clark	L. Ball.....	8 00	Damage.
		Total.....	1,359 60	

CANAL OFFICE,
Melocheville, July, 1875.J. F. BÉRIQUE,
Superintendent.

CHAMBLY CANAL.

STATEMENT of Amounts collected for Fines, Damages and Tolls, &c., during the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Master or Owner.	Amounts.	Remarks.
1875.	B. Stephen.....	Capt. G. Gauthier.....	\$ cts. 10 00	
			10 00	
	Wharfage	6 75		
	Tolls collected at St. Johns	13,904 38		
	do Chambly.....	7,627 97		
	Total	21,549 10		

C. PRÉFONTAINE,
Superintendent.

Chambly Canal Office,
Chambly, July, 1875.

ST. OURS LOCK.

STATEMENT of Fines and Damages, collected during the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Master or Owner.	Amounts.	Remarks.
1874.			\$ cts.	
July 14.	Barge W. M. Warner.....	Capt. S. Smith.....	4 00	
July 15.	Barge Canada	M. B. Cooper.....	4 00	
Sept. 24.	Barge M. W. Wilson	D. Desjardins	1 00	
		Total.....	9 00	

LÉVI LABUE,
Superintendent.

St. Ours Lock Office,
St. Ours, July, 1875.

CARILLON AND GRENVILLE CANALS.

STATEMENT of amounts collected for Wood Rents during the Fiscal Year ended 30th June, 1875.

Where deposited.	Owner.	Cords.	Rate.	Amounts.
			cts.	\$ cts.
Lock No. 2	John Lennon	250	2	5 00
do 5 & 6	T. & W. Owens.....	470	2	9 40
do 7 & 8	Jos. Derrick	400	2	8 00
do 9	A. Cameron	270	2	5 40
do 9	T. W. Owens	175	2	3 50
		Total.....		\$31 30

CARILLON & GRENVILLE CANALS OFFICE,
Carillon, July, 1875.

WM. B. FORBES,
Superintendent.

GRENVILLE CANAL.

STATEMENT of amounts collected for Fines and Damages during the Fiscal Year ended 30th June, 1875.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
1874.			\$ cts.	
Oct. 8....	W. Cardinal.....	J. Ross	4 00	
		Total.....	\$4 00	

COLLECTOR'S OFFICE,
Grenville, July, 1875.

G. SCHNIEDER,
Collector of Canal Tolls.

LACHINE CANAL.

STATEMENT showing the depths of River Water on the Mitre Sills of Lock No. 1 at Lower Entrance, and Lock No. 5, at Upper Entrance, during the Fiscal Year ended 30th June, 1875 (From Lock Master's Returns.)

Months.	Lock No. 1, Lower Sill.		Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July	22 2	19 4	13 7	11 7
August	19 7	17 5	11 11	10 6
September	17 6	17 0	10 7	9 11
October	17 1	16 5	10 3	9 8
November	16 8	16 2	10 0	9 2
December	29 7	16 2	10 9	8 11
1875.				
January	30 0	25 9	10 5	8 0
February	27 11	23 0	9 1	6 3
March	26 9	23 10	9 10	7 8
April	30 9	23 5	11 1	8 8
May	24 10	20 4	14 7	10 11
June	22 11	18 9	13 5	11 2

BEAUHARNOIS CANAL.

STATEMENT showing the depths of River Water on the Mitre Sills of Lock No. 6 at Lower Entrance, and Lock No. 14, at Upper Entrance, during the Fiscal Year ended 30th June, 1875 (From Lock Master's Returns.)

Months.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July	13 2	11 5	12 10	12 1
August	11 5	10 6	12 10	12 1
September	10 6	10 0	12 2	11 9
October	10 0	9 7	12 0	11 6
November	9 7	9 5	11 10	10 10
December	13 0	9 6	11 10	11 3
1875.				
January	17 6	13 0	12 4	11 4
February	24 0	17 6	11 2	9 6
March	23 0	16 6	11 10	10 8
April	16 6	11 4	12 0	10 11
May	14 8	11 0	12 6	11 8
June	13 6	11 1	11 11	11 8

CHAMBLY CANAL.

STATEMENT showing the depths of River Water on the Mitre Sill of Lock No. 9 at Lower Entrance and Lock No. 1 at Upper Entrance during the Fiscal Year ended 30th June, 1875. (From Lock Master's Returns.)

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	13 8	11 9	10 3	9 2
August.....	13 2	10 11	10 11	9 0
September.....	10 8	9 4	9 4	8 1
October.....	9 5	8 8	8 9	7 9
November.....	8 10	7 5	8 10	7 2
December.....	9 9	7 4	7 9	7 5
1875.				
January.....	12 4	9 0	7 8	7 5
February.....	11 0	8 10	7 9	7 5
March.....	11 1	10 8	7 11	7 5
April.....	18 3	11 9	10 11	8 3
May.....	16 4	14 0	11 6	10 6
June.....	14 2	11 5	11 0	9 5

ST. OURS LOCK AND DAM.

STATEMENT showing the depths of River Water on the Mitre Sills of the St. Ours Lock during the Fiscal Year ended 30th June, 1875. (From Superintendent's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	14 7	10 7	11 3	9 8
August.....	11 10	9 3	10 7	9 3
September.....	9 5	8 0	9 1	8 5
October.....	8 5	7 3	8 9	8 2
November.....	8 0	6 8	8 6	7 7
December.....	10 4	7 2	7 9	7 2
1875.				
January.....	9 7	8 4	7 9	7 2
February.....	9 3	7 8	7 5	7 2
March.....	10 10	9 0	8 9	7 6
April.....	18 9	10 10	14 7	8 10
May.....	17 8	13 9	13 8	11 6
June.....	15 5	10 2	11 9	9 8

ST. ANNE'S LOCK.

STATEMENT showing the depth of River Water on the Lower and Upper Sills of St. Anne's Lock during the Fiscal Year ended 30th June, 1875. (From Lock Master's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July	11 2	9 1	12 0	8 2
August	9 0	7 10	8 1	6 5
September	7 9	7 5	6 5	5 9
October	7 6	7 1	5 11	5 8
November	7 1	6 11	6 0	5 10
December	9 0	7 0	6 5	6 6
1875.				
January	8 9	7 6	6 9	6 1
February	7 11	5 11	8 7	6 9
March	8 4	6 11	8 7	7 0
April	9 2	7 0	10 8	7 3
May	13 0	8 5	16 2	10 1
June	11 5	8 6	14 4	10 4

CARILLON CANAL.

STATEMENT showing the depths of River Water on the Mitre Sill of Lock No. 1, at Lower Entrance, and Lock No. 3 at Upper Entrance, during the Fiscal Year ended 30th June, 1875. (From Lock Master's Returns.)

Months.	Lock No. 1, Lower Sill.		Lock No. 3, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July	12 9	8 1	13 9	8 6
August	10 9	7 0	8 0	5 9
September	6 8	5 10	5 9	4 10
October	6 2	5 11	5 2	4 10
November	6 5	5 10	5 4	4 6
December	7 0	6 3	6 8	4 9
1875.				
January	7 3	6 9	7 6	6 3
February	9 2	6 7	8 4	7 0
March	9 2	7 6	8 0	5 10
April	11 1	7 6	10 0	6 6
May	16 4	9 5	18 3	10 0
June	14 5	9 6	15 9	9 9

CHUTE A BLONDEAU CANAL.

STATEMENT showing the depths of River Water on the Lower and Upper Mitre Sills of Lock No. 4 at Chute à Blondeau, during the Fiscal Year ended 30th June, 1875. (From Lock Master's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	15 0	9 8	14 11	9 7
August.....	9 10	6 3	9 7	6 0
September.....	6 2	5 7	6 0	5 6
October.....	6 2	5 7	6 0	5 5
November.....	7 0	5 8	6 11	5 6
December.....	8 5	6 6	8 10	6 5
1875.				
January.....	12 5	7 6	15 6	8 2
February.....	11 10	9 2	19 9	12 10
March.....	12 0	9 6	20 0	14 6
April.....	10 2	9 0	14 6	11 5
May.....	9 7	11 6	19 4	12 0
June.....	17 2	11 0	17 0	10 9

GRENVILLE CANAL.

STATEMENT showing the depths of River Water on the Mitre Sills of Lock No. 5 at Lower Entrance, and Lock No. 11 at Upper Entrance, during the Fiscal Year ended 30th June, 1875. (From Lock Master's Returns.)

Months.	Lock No. 5, Lower Sill.		Lock No. 11, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1874.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	15 0	9 6	19 8	14 6
August.....	9 4	7 3	14 6	11 1
September.....	7 3	5 0	11 3	10 0
October.....	6 3	5 10	10 4	10 9
November.....	6 5	5 11	10 9	10 2
December.....	7 8	6 5	10 8	10 5
1875.				
January.....	10 9	9 0	10 5	9 10
February.....	19 0	9 6	10 0	9 9
March.....	20 6	9 0	9 10	9 9
April.....	12 0	9 0	15 2	9 9
May.....	19 0	9 6	23 8	15 0
June.....	16 9	10 8	21 5	15 3

LACHINE CANAL ENLARGEMENT.

MONTREAL, July, 1875.

SIR,—I have the honor to report on the progress of work on the Lachine Canal enlargement for the year ended 30th June, 1875.

SECTION No. 1.

At the commencement of the year, the Lock pits and Basins were flooded by the high water of the St. Lawrence which hindered the progress of the work until the 17th July:

The work was then resumed and continued until the 12th December when the river again rose so rapidly that the contractors were obliged to suspend operations.

On the 1st June, 1875, the river having subsided, the contractors replaced their engines, pumps and other plant; and on the 9th the pumps commenced unwatering the works.

On the 14th June, operations were resumed in Basin No. 1 and on the 22nd in the pits of Locks Nos. 1 and 2.

During the season of 1874 the entire section from the head of Lock No. 2 to the foot of Lock No. 1, including the Basin was drained through the pit of Lock No. 1 to a pump situated at the foot of the lock and the large quantity of water there collected, materially hindered the progress of the excavation.

Two fifteen horse-power engines working a fifteen inch centrifugal pump were employed to unwater the works during the season of 1874.

At present a small engine and pump are used to unwater Basin No. 1, but the water from Lock No. 2 is still drained through Basin No. 1 to the pump situated at the lower end of the first lock.

The fifteen inch pump, above mentioned, having been removed in December, was replaced by one of ten inches in diameter, set at a lower level, which is driven with greater speed.

The water is now under better control than during the last season's operations and the whole of the works are energetically pushed forward.

Lock No. 1.

The excavation of the pit for Lock No. 1, has been carried down within about 11 feet of foundation level, but the pump will have to be still further lowered before all the excavation can be taken out.

Were the pit properly unwatered it might soon be ready for the foundation timbers. But the timber is not yet provided and it should be on hand to be placed in position as soon as the excavation can be removed.

Basin No. 1.

The contractors commenced laying the timber in foundations for dock walls on the 24th June, 1875, and on the 30th of this month the first stone was laid.

There is no room for the deposit of material from the body of the Basin except on banks in rear of the dock walls as they are carried up. But excavation for foundation timbers is being continued so as not to interfere in any way with the construction of the foundations and masonry. There is a good prospect that the whole work will be in a forward state at the close of the season.

Lock No. 2.

This lock and its upper entrance occupy the sites of the three combined locks built in 1822, extending about sixty feet below the lowest lock, the foundation being about the same level.

The south wall and a portion of the foundation of the old Locks are being removed, but the north wall is retained in place.

At the upper end of the new Lock, for a distance of about 50 feet, the foundation will be eight feet lower than that of the old central lock. The excavation, at the side of the old wall and about one foot in depth over a large portion of the lock bottom, remains to be removed.

The removal of the old masonry was nearly completed last season.

The work was then discontinued and resumed at the same time as at Lock No. 1. The lock pit will soon be ready for the laying of the foundation timbers.

The temporary bridge near the head of the lock was completed in the month of July, 1874, and has been in use since that time.

A cast iron pipe eighteen inches in diameter has been laid to drain the water from the turbine wheel, used for turning the swing-bridge at the head of the present Lock No. 2.

It runs by the south side of the present lock and discharges into the basin at its foot.

SECTION No. 2.

Wellington Basin.

The excavation at the west end of the Basin having been completed to the required level and a portion of the foundation put down, the first stone was laid on the 16th July 1874, at the north-west corner of the Basin.

Good progress was made on the dock walls during the remainder of the working season which closed on the 21st October, 1874.

The excavation at the early stage of the work was carried on by men and horses. The largest portion of the material so removed has been deposited in embankment around the Basin; about 1,200 cubic yards, however, have been placed on private property in the vicinity.

On the 15th August, 1874, the contractors procured a large steam excavator, which they have since worked in connection with cars and engines on a railway track. This track is connected with the Grand Trunk Railway at the Point St. Charles Station. Two gravel trains are in use to remove the material excavated. The latter is placed on the station grounds in the vicinity of the Victoria Bridge to raise track.

The work with the excavator was discontinued on the 16th December owing to heavy snow storms, but men and horses continued working until the 26th following.

Excavation was resumed on the 26th April, 1875, and masonry on the 1st May.

Good progress is now being made on the whole work.

From the commencement of the work to 17th August, 1874, a small portable engine was used for unwatering the Basin. Having been found insufficient to keep the work thoroughly drained during the heavy falls of rain, it was removed and an engine of 20 horse power with a larger pump was substituted.

Since that time the unwatering has been satisfactorily performed.

BASIN No. 2.

The enlargement of this Basin was commenced on the 28th November, 1874, by excavating in the point of land south of the present Basin. Operations were continued during the winter and closed on the 13th March. The work has not since been resumed.

The material excavated was disposed of to private parties and deposited on the south side of Mill street.

MATERIAL.

A large quantity of stone for the Locks and Basins has been prepared at the Terrebonne quarries situated about $1\frac{3}{4}$ mile south from the village.

A Tramway with small platform cars is used to remove the stone to the wharf, a distance of about $1\frac{1}{2}$ mile whence they are taken by tugs and barges to Montreal.

ST. GABRIEL BASINS.

Previously to the 26th November under the contract with Messrs Campbell and Reiniger, the roads in rear of the west wharf between the flour-sheds were graded and about one third of the macadamizing put down. Since that time nothing has been done.

FLOUR-SHEDS.

On the morning of the 9th August, 1874, a fire broke out in the steam saw mill of Messrs Henderson & Co., situated directly opposite the north-west end of Basin No. 2. The fire speedily communicated with the flour-shed recently built. The flour-shed was totally destroyed together with the upper portion of the wharf on that side and end of the basin as well as a portion of the wharf on the opposite side.

On the 14th September a contract was made with Mr. James P. Howley to rebuild the flour-shed and repair the wharves.

The work was immediately commenced; it was fully completed in a good workmanlike manner in May, 1875.

During the months October, November and December a survey was made for an independent cut, diverging from the line surveyed in 1873 at about $\frac{1}{2}$ mile below the village of Lachine and running near the present canal to the guard lock, thence extending through the timber basin at Lachine and terminating in deep water.

Another survey was made on a line diverging from the one above mentioned about $\frac{1}{2}$ mile below the guard lock and running across the present canal, having an entrance into the river St. Lawrence on the south side of the present entrance.

Plans and estimates of these lines, also estimates for a greater enlargement of the present canal, and for a larger independent cut on the line previously surveyed, have been submitted.

I have the honor to be, Sir,

Your obedient servant,

H. R. JOSLIN,

Resident Assistant Engineer

John G. Sippell, Esq.,
Engineer in charge.

LACHINE CANAL, CHAMBLY CANAL, RIVER RICHELIEU.

CANAL OFFICE.

MONTREAL, 1st July, 1875.

SIR,—I have the honor to submit my report of operations during the fiscal year ended 30th June, 1875.

LACHINE CANAL.

River St. Pierre.

These operations embraced the excavation of a straight channel for a distance of 6,500 feet westward from the Culvert under the Lachine Canal; lowering the breast walls of the culvert 2 feet; widening and deepening the old channel for a distance of 500 feet east of the culvert; removing bars of hard pan and boulders at 6 different points to the tail race of the Water Works; and the construction of 1 turnpike road bridge and 4 farm bridges.

At date of last report but little remained to be done, being principally the trimming of slopes and spoil banks, the opening ditches and off-take drains. These works were completed on the 17th November.

ST. PATRICK STREET.

This work consisted in grading and macadamizing the extension St. Patrick street from Atwater Avenue or pipe track of Water Works to Côte St Paul Lock including the building of 2 bridges and a number of culverts. It is about 6,000 feet long. It is now completed, with the exception of blinding the macadam with sand, shouldering up at the sides with some ditching. A portion at the western end, about 1,800 feet in length, was finished last September and has since been in use.

CHAMBLY CANAL.

Macadamized Road.

This work extending about a mile southward from Fryer's Bridge on the west bank of the canal, was near completion at the end of the last fiscal year. It was satisfactorily finished on 21st July.

Railing or Garde-Corps.

This railing about 6 miles in length is erected on the west bank of the canal between St. Thérèse and St. Johns where the road passes close to the side of the canal.

At the close of the season of 1874, this work was completed with the exception of a number of post holes, but partially filled when the frost set in. The work was completed on the 31st May last.

Dwelling Houses.

Two brick cottages have been built for the master of Lock No. 8 and bridge keeper at Hatt's Mills. The foundations were laid at date of last report. The buildings were completely finished on the 30th September and were occupied shortly afterwards.

RIVER RICHELIEU WORKS.

Mooring Pier at Chambly.

The work under this contract consisted in extending the mooring pier at the lower entrance of the Chambly Canal, a distance of about 200 feet, further into the basin. Messrs Bonneville & O'Brien, contractors.

These parties commenced the delivery of material at the close of last fiscal year. Workmen were set at framing on the 3rd September; all the cribs were sunk by 30th October and the work was completed on the 20th December.

Piers and Booms at Bevel.

These works consist of guide and supporting piers and booms arranged in two lines to form an entrance to the channel on the upper side of the railway bridge. Messrs Bonneville & O'Brien, contractors. Some timber was delivered and other preparations made at the end of June last year. At the close of navigation the booms were completed and were moored in the bay below the bridge. The four piers forming the shore line and three on the line outside the channel were also finished. During the winter a fourth pier on the outside line was built at the end of the Grand Trunk Railway pier. This pier had been destroyed by the ice and would not serve as a support for a boom as was intended. An ice-breaker constructed opposite the upper pier of the outside row was completed on the 24th March. It protected the outside piers effectually on the breaking up of the ice.

The booms were brought up from winter quarters on the 7th May and moored in position, the water having fallen sufficiently for that purpose.

The work was completely finished on the 8th May. It admirably answers the purpose for which it was designed and gives great satisfaction to the trade on that route.

On the 24th May the lower boom of the outside line was broken, owing to a collision with the last two barges of a descending tow of ten loaded barges. It was replaced by one of the shore line of booms; a portion of the broken boom being sufficiently long to supply its place.

Fifty cords of stone filling, delivered during the spring of 1874, were placed in superstructure in September, after which the plank covering was laid and the work completed on the 31st October.

I remain, Sir,

Respectfully.

Your obedient servant

T. W. HARRINGTON,

Assistant Engineer.

John G. Sippell, Esq.,
Engineer in charge, Montreal.

RIVER ST. FRANCIS.

PIERREVILLE MILLS, 13th July, 1875.

SIR,—I have the honor to submit my report of work on the River St. Francis improvement, during the fiscal year ended the 30th June, 1875.

Further surveys were made in addition to the survey of August 1873. Dredging was commenced on the 25th August, 1874, at the mouth of the river and continued during the rest of the season. That portion of the work connecting deep water in Lake St. Peter with the same in the River St. Francis has been completed.

Dredging was resumed on the 16th June, 1875, at that point of the river known as "La Coupe" situated near the mouth. It is anticipated that the whole work will be completed during the present season.

On the 22nd June, I examined the channel excavated last fall and found that for about one hundred feet at the lake end, it had filled up to the extent of about

one foot. This deposit seems to have been caused by the cross-current, which in high water overlaps the new channel.

The amount of dredging done from the beginning of the work to the end of the fiscal year is about fifteen thousand cubic yards.

I have the honor to be, Sir,
Your obedient servant,

R. ROSAMOND,
Resident Assistant Engineer.

J. G. Sippell, Esq.,
Engineer in charge, Montreal.

ST. ANNE'S LOCK.

St. ANNE, 2nd July, 1875.

SIR,—I have the honor to report on the works at St. Anne, for the fiscal year ended 30th June, 1875.

At the close of the last fiscal year, 24 cribs had been sunk, 12 on each side of the channel.

Work was resumed at the commencement of the season.

In August, a trial excavation showed solid rock at 18 inches below the surface, and other borings indicated that while the upper half of the channel was solid rock, the lower half had a deposit varying irregularly from 2 to 6 feet above the rock, the whole covered densely with boulders of every size.

A large locomotive engine was placed in position at the end of September, and the cross dams were completed early in November. The engine with 15 inch pump was started successfully, but some trouble was experienced on account of the subsequent gradual settlement of the crib, which affected the gearing. On the 13th November, the water was pumped out and excavation begun; on the 20th snow fell; on the 30th the river was safe to cross. The work, however, continued though much interrupted by the weather. On the 16th January, 1875, after a frost of 19° below zero, a stone got into the pump and broke off all the flanges. This accident stopped the excavation for the season. At this time 1,750 cubic yards had been taken out.

On the 22nd December, leaks occurred in both the upper and lower cross dams, which did not appear to come from the bottom but from the middle of the banks. The river was at the time covered with a thick sheet of ice connected firmly with the top of the bank, itself frozen fast to the sheet piling. A rise of water had taken place the night before, and I assumed that the frozen part of the bank had been lifted and that the water had made its way through the *crevasse*. No indication, however, appeared and the adhesion to the sheet piling had not been disturbed. There was fortunately a small deposit of clay in the pit and by digging and punning, the leaks were stopped. Down to the 11th January, a continual succession of leaks appeared causing uneasiness and labor in stopping them, but on that day, in cutting down to stop one of the most formidable leaks, a cylinder of ice was cut through which proved by its contents to have been formed in a musk-rat hole, and, further on an unfrozen hole was found filled with straw and mussel shells evidently a temporary nest. Having found the cause, it became easy to remedy the difficulty. I understand it to be a habit of the musk-rats to burrow into a bank under water and then move upward until the water no longer follows them and there hollow out a nest. I suppose therefore that in burrowing upward and encountering the frozen top of the bank they continued through the bank to the sheeting and some distance down, so that on the rise of the water these holes were converted into syphons or frozen up. The rest of

the winter was a succession of frosts unusually severe and snow almost unbroken by thaws until March.

The building and sinking of cribs were carried on up to 16th November. On the 19th January carpenters resumed work on superstructure, which on the 5th March was completed as far as the cribs extended up to two courses from the top. On 12th March a crib was begun on the ice and on the 22nd sunk in the upper wing of the east pier; this closed the work for the season, the ice being unsafe for hauling timber or stone. At this time, 54 cribs in all had been sunk leaving only ten more, of which 6 belong to the channel and 4 to the wings to complete the work.

On the 8th April the river ice began to break up, and on the 11th it opened down to the works. On 1st May, the lake ice came down and on the 3rd the steamer "Prince of Wales" came up, being the first vessel to pass through the lock. The river then rose gradually until the 20th May when it reached its highest point at 13 feet on lower mitre sill of lock.

On the 14th June the upper courses of superstructure were begun on the enclosed part of the channel (section No. 1) and completed at date. For some days past the contractor has been at work repairing damages to the clay dams and they are now ready: a 6 inch pump is being fixed which will be in operation in a few days.

During the spring the contractor has put all his plant in good order with considerable additions and there is every reason to look forward to an early completion of the works substantially executed within the period named in the contract.

It should, however, be remembered that a certain amount of dredging at the entrance to the channel, particularly at the lower end, will be necessary in order to render it available in low water, on account of the existing spurs of shoal and the quantity of boulders scattered over the bottom. The dredging will be shallow and without difficulty.

The leakage of the old lock appears to have increased; and the difficulty of the present lower exit has been very apparent this spring, as several loaded barges were wrecked at the long pier or driven on the shoals below in giving too wide a berth to the dangerous rock at the lower end.

Respectfully

Your obedient servant,

GEO. H. HENSHAW,

Resident Assistant Engineer.

John G. Sippell, Esq.,
Engineer in charge.

CARILLON CANAL DAM AND SLIDE.

ENGINEER'S OFFICE.

CARILLON, July, 1875.

SIR,—I have the honor to report for the year ended 30th June, 1875, on the progress of the above works, for which Messrs R. P. Cooke & Co. are the contractors.

These works consist of a flat dam across the River Ottawa in the Carillon Rapids, three quarters of a mile above the village of Carillon; a large slide for the passage of timber on the south side; and a canal, three quarters of a mile long with two locks, on the north shore.

Hitherto, not much had been done at actual construction, but large quantities of material had been supplied.

During the month of July and the early part of August, the water was too high to work in the bed of river, but the contractors delivered a considerable quantity, of timber, plant, etc.

CANAL AND LOCKS.

On the 17th July, the work of repairing coffer dam, around the site of the second lock was begun. It was not however, till the middle of August that the site was laid dry and the excavation fairly started. The excavation was accomplished, the timbers of the bottoms of recesses nearly completed and the mitre-sills placed though not bolted down, when this work, so far satisfactory, was stopped by the severe weather at the end of November. Concrete was placed in the lower recess but no masonry was laid.

At the beginning of August, work at the embankment forming the south side of canal, and the cribwork along the outside of it, were resumed and carried on for a distance of 900 feet. The side of this embankment next the canal is to be lined with rubble masonry laid in hydraulic mortar. This wall was begun below the site of the upper lock on the 24th September and continued till stopped by cold weather, when 650 cubic yards of it had been laid. Some excavation was also done in the bed of canal.

Quarrying for stone for locks was carried on at Ross till 29th August, when the men were brought from the quarry to excavate lock pit. No more quarrying has since been done, but a large gang of stone cutters were employed till 23rd September. A few were afterwards employed during part of the winter. Nearly all the stone, cut and uncut, was during the winter, hauled to the work, where the uncut part has been since dressed. In the winter a large quantity of sand and a great part of the timber, which had been stored in a bay three miles above Carillon, was hauled to the works.

DAM.

To enable the dam to be properly and permanently put in place, the contract requires that a sort of temporary dam called "Skeleton Bulkhead" shall be built across the river above the site of the permanent structure; a portion of the temporary structure had been put in place during the previous season, and the work was resumed on both sides of the river in August. The cross and longitudinal sills were laid on the rock across the river where the water was shallow. Cribs, to carry the bulkhead, were placed in the north channel and across the "sickle" or middle channel except for about 180 feet; in the middle of the open space, one crib was placed. One crib was also sunk in the south or "Cauve" channel. This work was carried on with vigor till the cold weather compelled its abandonment in December. As much as possible of the temporary bridge which had been laid over sills of skeleton bulkhead, was removed in fall.

The contractors intended to complete the foundation of the skeleton bulkhead during the winter, but it was found to be impossible on account of the unusual severity of the weather.

In the latter end of March, the weather becoming warmer and the state of the river favorable they succeeded in putting three more cribs in the "Cauve" channel, thus practically carrying this work across the river, except the before mentioned open space in the "Cauve" channel. The above work was attended with difficulty and danger, two cribs were lost whilst being lowered into place, but no other accident happened.

DAM PROPER.

The first sills were laid on the 27th August, and the laying of them was continued until stopped by winter. The cross and longitudinal sills were laid on the rock in all parts of the site of dam when the water was shallow enough to allow of it, except

where old structures interfered, in all a length of 800 feet. This work was done in a substantial manner.

No cribs were sunk on site of dam in deep water and nothing further has since been done at this part of the work.

SLIDE.

On the 19th September, this slide 120 feet wide, was located. Shortly afterward, the contractors began clearing the site of the foundation of the piers, which proved to be a difficult and tedious job. It was not till near the middle of October, that any of the timber was laid and it then became evident that great exertion would be necessary to raise even the upper ends of the side piers above high water before the setting in of winter. In fact this was not accomplished at the beginning of December, when it became necessary to abandon the work, on account of *frazil* and ice having so raised the water as to prevent further operations. The contractors took every precaution to protect the work during the winter. In March, under favorable circumstances, the contractors succeeded in raising the upper ends of these piers above high water. They also carried up during the fall of 1874 a portion of the superstructure of dam between the piers of the slide.

The past winter, as before mentioned, was one of unusual severity. This circumstance and the low stage of water caused large quantities of ice to form on the various works. These masses of ice were moved up and down by the action of the water and consequently injured some of the works. In spring it was discovered that at least three of the cribs for carrying "Skeleton Bulkhead," including the detached one before mentioned, had been carried away, as well as some of the Skeleton Bulkhead sills, which had been bolted to the rock in shallow water, and that portion of the north slide pier which is below the dam. All must have stood a very severe test but what further damage was done, it has been impossible, up to this date, to determine owing to the high water. It is not, however, at all probable that any of the permanent works, except the portion of the slide pier before mentioned, have sustained any injury.

From April to date, nothing has been done on permanent work on account of the height of water.

In June about 150,000 feet of timber for the works was delivered.

The following statement is an approximation to the total quantities of work done and material on hand at the end of the year.

In place in works :

Earth excavations.....	5,600	cubic yards.
Rock "	6,100	"
Rubble masonry.....	650	"
Stone filling in cribs.....	5,250	"
Concrete	55	"
Timber.....	108,000	cubic feet.
Iron bolts.....	67,000	lbs.
Drilling bolt holes.....	3,400	lineal feet.

Materials on hand :

Timber.....	420,000	cubic feet.
Iron and iron bolts.....	200,000	lbs.
Cut stone for locks.....	940	cubic yards.
Rough stone	880	"
Sand.....	1,310	"
Stone for crib filling.....	2,200	"
Waterlime	300	barrels.

Besides a large quantity of plant, &c.:

Last fall, although the low water season came late, was unusually favorable for this work and it is to be regretted that the contractors were unable to take more advantage of it. It was no doubt difficult to obtain men of sufficient skill to do this work, and willing to labor in water, especially as permanent employment could not be offered to them.

I have the honor to be, Sir,
Your obedient servant,

ANDREW BELL,
Resident Assistant Engineer.

J. G. Sippell, Esq.,
Engineer in charge.

GRENVILLE CANAL ENLARGEMENT.

ENGINEER'S OFFICE,
30th June, 1875.

SIR.—I have the honor to report on the progress of works and materials delivered by Mr. James Goodwin, contractor for Grenville canal enlargement, during the year ended 30th June, 1875.

According to a contract dated 26th February 1875, some alterations took place in the mode of enlargement of this canal. Instead of limiting for the present, the excavation of bottom to six feet navigable depth, as intended originally, it was decided to deepen the whole canal to ten feet draught or one foot below the mitre sills of the new locks, the full depth contemplated.

The width of canal is not altered by this agreement, it remains forty feet in bottom below guard lock, and fifty feet above it.

But "meeting-basins" are to be made at convenient places, where boats forty feet wide and two hundred feet long may meet and pass.

Four of these basins are located in section No. 1. The first at foot of guard lock; the second at first bend or half a mile down stream; the third at second bend or one mile below guard lock and the fourth at the head of Lock No. 10.

It has not been considered necessary, for the present, to put a meeting-basin above guard lock, although this reach is about thirteen hundred feet long.

The location of "meeting-basins" in sections 2 and 3 has not yet been determined.

SECTION No. 1.

From entrance of canal at Grenville to Lock No. 10, extent of section, 1.60 mile a considerable quantity of rock excavation has been taken out; so that its whole extent has six feet navigable draught. From Lock No. 10 to a quarter of a mile above, the bottom was deepened to one foot below new guard lock mitre sill; the rest of the section was excavated more or less, giving nine to six feet in low water.

The widening to 40 feet at bottom with a slope of half to one in rock and two to one in earth was almost completed fifteen months ago for the depth of 2 feet below old guard lock mitre sill. The banks on this section being high there is a considerable quantity yet to come off the sides to meet the proper slope with the increased depth. The widening was not undertaken last winter because the deepening involved all the labor the contractor had at his disposal.

SECTION No. 2.

From Lock No. 10 to Lock No. 9.

Extent of reach, 2.88 miles.

The new Lock No. 10 and its approaches, although fit for navigation in the spring of 1874, were only thoroughly completed last spring, when they were opened for navigation.

The coping masonry has been finished, as also the filling behind lock walls and in rear of new waste wier, and puddle bank in the approaches. Guard timbers of pine were chained along the high rubble walls of the approaches and on the face of new waste wier as a protection against injury from boats, which had previously damaged the masonry.

Two bridges were built over the old canal above and below new Lock No. 10 to connect this lock with the tow path.

According to the agreement of the 26th February last, this section must be deepened four feet. A small portion of this excavation has been executed at the lower end of the section and near Dewey's Mills, in all, not much over half a mile in length. The bottom excavation of this reach runs through clay and rock covered with clay, one to two feet deep.

About 1,000 feet in length of a narrow portion of the Canal, a quarter of a mile below Lock No. 10, was widened to forty feet in bottom by removing a point of rock and clay. This portion has not been deepened below the old bottom of Canal i. e. six feet below water surface.

A few yards of rubble slope wall were built in several places with stone from the excavation.

SECTION No. 3.

The work done on this section consisted in finishing new Lock No. 9, and its approaches.

The masonry of the lock was all built this year with the exception of the three first courses and a breast wall built last year.

The sides of the approaches were protected with substantial, dry wall about four feet on its base, built of large boulders on a slope of half to one. In rear of these walls there is a puddle embankment eight feet thick resting against a wide and solid bank made out of the excavated materials.

Two towing path bridges were also built at this lock to connect it with the north side of the old canal.

SWING-BRIDGE OVER LOCK No. 9.

This bridge is framed and will probably be in working order by the end of July next. Mr. J. Redmond, of Montreal, is the contractor. It will be similar to the one built on Guard Lock at Grenville.

I have the honor to be, Sir,

Your obedient servant,

E. H. PARENT,

Resident Assistant Engineer.

J. G. Sippell, Esq., Engineer in charge,
Canal Office, Montreal.

WORKS AT L'ISLET RAPIDS.

ENGINEER'S OFFICE,

CHICHESTER, 30th June, 1875.

STR,—I have the honor to report on the works at L'Islet Rapids, Culbute Canal, during the past twelve months.

Operations were resumed on south end of L'Islet dam on 8th July 1874. On 3rd August the No. 1 Lock was cleared sufficiently to allow of excavation.

Meanwhile, foundation sites of L'Islet dam, Flat dam across middle channel and Lock No. 2 were completely excavated and the material excavated placed in position to cover rear of lock walls and L'Islet dam.

It was decided to place a crib 43 feet wide and 6 feet high in middle channel as a foundation for the flat dam, and on the 25th July the first timbers of this structure were laid; it was completed and filled with stone during the year.

A flat or rolling dam 5 feet in height, 6 feet wide at top and 21 feet at base was built on the crib—the level of its crest is 26.50 above datum, the lowest summer level of the upper Pembroke Lake.

This flat dam is 125 feet in length and was completed during the year.

The crib is sheet piled with 4 inch plank on both faces, puddled along its entire upper face and further protected by a bank of clay and gravel 30 feet wide on the up stream side. The dam and apron are shuted with 10 inch timbers.

L'Islet dam is connected with crib work, under flat dam and with south pier of Lock No. 2, of which it forms a part. Its level is 10 feet 6 inches above crest of flat dam, the same level as the walls of the lock into which it is built. It is 18 feet in width, 223 feet in length and of continuous crib work similar to the lock walls. It has been filled for 180 feet of its length with stone ballast, and puddled in front and rear.

This dam has been sheet piled on front, rear and southern end to a depth of 2 feet below its foundations. Sheeted in front (up stream face) with two courses of 2 and 3 inches plank; it is to be covered to within 16 inches of its top, with embankments in front and rear.

The foundations of Lock No. 2 are as follows: 6 longitudinal main sills were laid in carefully prepared puddle trenches,—their upper surfaces level with foundation site—one sill mislaid under the rear and one under the front of each lock wall—2 being laid in chamber dividing it into spaces 14 feet wide.

On these sills the foundation timbers were laid 1 foot apart and spiked down. The intervening spaces were then filled with concrete over the whole width of chamber and walls 75 feet. Two additional timbers were necessary in recesses, the extreme width being 92 feet.

Before concrete was filled in, an anchorage was put down across chamber of Lock No. 2, 109 feet in rear of upper main sill in the following manner. A trench 5 feet deep and the same width was excavated from rear to rear of lock walls. Two timbers 6 inches apart were laid in the bottom; to one of these 2 courses of 3 inch plank were spiked and the other timber bolted to it through the 6 inches of planking. A similar arrangement was made with the foundation timbers above, and thus a line of sheet piling 6 feet deep was placed across the lock, answering at once the purposes of a secure anchorage and a cut off to internal springs or future leakage.

The trench was carefully filled on both sides with concrete to the top of floor timbers.

By a similar method the front and rear of mitre sill platform, breast wall, and head of Lock No. 2 were secured.

The outer timbers of mitre sill platform, to which the sheet piling anchorages were attached, are laid on and bolted to sills corresponding with the braces of the mitre sill—the inner timbers being keyed by the one last laid. This was done so tightly that it was a work of difficulty to caulk the joints of the platform—the action of the screw bolts were not perceptible on the structure.

Shackle bolts were attached to the timbers in the trenches and 2 screw bolts, each 9 inches in length, passing through the same timbers, bolted the mitre sill at mitre and centre of main sill to platform and anchorage; it was also secured with ragbolts through mountings on braces &c. to the sills below platform.

The space that has been covered is 229 feet in length, 75 feet wide in chamber and 92 feet in recess, the lock walls are built on this first course.

The extraordinarily low water in the river Ottawa, at lower entrance 1 ft. 6 in. and at mouth of Culbute channel, 3 ft. lower than the corresponding period in 1872-73, was met by placing the mitre sill so as to give a depth of 6 feet at extreme low water, as called for by specification.

The work was continued until the 1st December when, owing to hard frost, operations were suspended.

On the 21st June 1875, the works were cleared of water and some portions of the banks having fallen in, men are now engaged in clearing Lock-pit No. 1.

During the latter half of the year, the walls of Lock No. 2, have been raised at head of chamber to a height of 18 feet at top.

Recess walls have been raised to a height of 20 feet, piers and wing walls to nearly full height and sheeted with 2 courses of 3 and 2 inches of plank. Piers are partly sheeted, but are yet unfinished.

Upper breast wall has also been raised to full height, sheet piled, and covered on top, upper and lower faces; cast iron segments for upper gates laid in front of mitre sill, and the structures partly filled with stone.

A large quantity of clay has been placed in rear of north wall and wing wall in order to prevent leakage as well as to fill up old channel of river; also to prevent accumulation of surface water from face of ravine and diminish risk by fire.

A quantity of stone filling has also been placed in mooring pier at lower entrance.

It was confidently expected that rock would be met at a small depth below the surface in the channel. A depth of 22 feet exhibits clay and loose gravel, which is the material throughout except about $\frac{1}{3}$ of Lock pit No. 1 in which decayed gneiss has been found of all shades and colour and of so unreliable a character as to hardly afford sure hold for a rock bolt.

The bottom of main or southern channel is of flat and apparently sound rock.

There has been expended in the construction of the works, as described, during the past year, the following materials:

Excavations (clay).....	13,433 cubic yards
“ (rock).....	5,272 “
Puddle.....	1,217 “
Concrete.....	815 “
Square and flat pine.....	70,766 cubic feet.
Plank, pine and tamarac.....	133,244 F. B. M.
Dam and crib shuting 10”.....	5,777 sup. feet.
Wrought iron of all kinds.....	60,708 lbs.
Cast iron.....	6,544 “
Stone filling for cribs.....	6,518 “
Gravel in front of dam.....	840 “
Oak &c.....	446 cubic feet.

Unexpended and now in hand:

Square and flat pine.....	97,186 “
Oak &c.....	2,417 “
Wrought iron of all kinds.....	58,893 lbs.
Cast “.....	13,016 “
Plank of all kinds.....	129,696 F. B. M.
Cement.....	403 brls.
Oak mooring posts.....	45 no.
Clay for puddle.....	583 cubic yards.
Stone for cribs filling.....	4,531 “

Detailed plans of works, so far as constructed, have been prepared.

The amount of labour expended on the works reduced to days' work would be as follows:

Carpenters'.....	3,095 days' work.
Blacksmiths'.....	600 " "
Labourers &c.....	7,320 " "
Horses.....	3,294 " "

Commendable energy has been displayed by the contractors in pushing forward the various operations which the construction of these works involved.

STATE OF THE RIVER.

The extraordinary lowness of the water in the River Ottawa during the summer and fall of 1874 deserves careful consideration.

Having conducted the surveys under Mr. Walter Shanly from the foot of Chats Lake to the Matawa in the years 1856-9, and having since kept a record of the rise and fall of the river, I am enabled to state what the lowest water has been over a period of 46 years.

In the month of August 1856 the late Mr. Joseph Rowan of Pembroke pointed out to me a flat rock north east of Pembroke bridge (across Indian River) then level with the water, and stated, that the water had been 1 foot lower in the year 1828 and that it had not to his knowledge been so low as at that time. This statement was confirmed by the late Mr. Alex. Moffat.

I preserved this important water mark by a peculiar mark of my own cut deeply in the rock, and on 1st October 1874 the water stood about 1 foot below it.

In the month of October, 1856, the water stood 1 foot 2 inches above it. This mark was assumed as datum level for the surveys then in progress.

In the month of May, 1857, the water stood 9 ft. 6 in. above low water of 1828, and in June, 1874, within 1 inch of the same level. But in this last year it presented the phenomena of extreme high and extreme low water.

Ordinary high water in the lakes and river above the Culbute to Des Joachims ranges from 7 ft. 6 in. to 9 ft. 6 in. above low water.

The periods of high water also vary. In 1857, the greatest height was attained on 28th May; in 1874, it attained its maximum on 18th June, and this year (1875), on 17th May.

On 13th July, 1874, the contractors at L'Islet works commenced pumping with the water at 14.37 above datum; this year it stood at 13.90 on 14th June. As a general rule it appears to subside more rapidly with high floods than in ordinary seasons.

In 1857, the period of lowest water was during the month of March, a rise of about 4 feet having occurred in the fall of 1856: the usual period however is during September.

The difference of rise and fall above and below the rapids is very great. In the lower reaches, owing to the narrowness of channel, the rise is most remarkable and the fall rapid owing to greater inclination in the bed of the river.

Low water at the mouth of the Culbute channel in October, 1874, was 3 ft. 4 in. lower than in the month of November, 1873, and 15 ft. 2 in. below high water on 18th June, 1875.

At L'Islet, this high water would be about 12 ft. above low water at foot of locks.

Such alterations of level materially affect the character of the navigable channel especially at way landings and on shoals.

From the junction of the Culbute channel with the main stream at the foot of the Allumettes Island to these works at L'Islet, there are the following points where navigation has been affected by extreme low water under the peculiar conditions of the channel during the past year.

A sand bar in main channel across mouth of Culbute had barely 5 ft. water in October last.

Four miles further up stream at Indian Point, a gravel shoal had only 4 ft. 6 in. water on it for a length of 150 feet.

The channel at this point is narrow and tortuous at extreme low water and cannot be easily navigated by the class of vessels on the river, owing to their draught and length.

The material of which the shoal is composed will be easily excavated to a depth of about 2 feet for a length of 600 feet, and a perfectly straight and clear channel can be obtained of 6 feet at the very lowest stage of water.

At Chapeau Rapid, $3\frac{1}{2}$ miles further up, the river is crossed by a bridge standing about 14 feet above surface of low water.

Immediately above the bridge, the channel is contracted by a reef of rocks to a width of about 50 feet; there is, however, 6 feet of water at the lowest stage.

The rock can be removed without difficulty; the bridge requires a navigable span and draw-bridge; both improvements can be effected at a moderate cost.

At Chichester, half way between the Chapeau and the locks, there is an ample channel, rendered tortuous by a few boulders.

Within $1\frac{1}{2}$ mile of L'Islet, there is a sand bar with 5 feet for a length of 150 feet at low water. About 1000 feet below the locks, there is a gravel shoal with 3 feet 6 in. at low water; its length is about 50 feet.

This latter can be easily removed during the progress of the works, and with the Chapeau constitute the only obstructions requiring immediate attention.

Between the foot of Allumettes Islands and the Locks at L'Islet, a distance of $13\frac{1}{2}$ miles, there is a fall in the channel of 3 feet, and as the temporary dam at head of Culbute Rapids shuts off a head of 4 ft. 6 in. of water at low water—it will be easily understood that during the summer of 1874 a very low stage of water was maintained in the Culbute channel.

The effect produced by the measures necessary to construct the works has been to reduce the level of water in this channel 2 ft. 6 in. at least, from its normal condition and what it will be when the works are completed.

In September, the steamer *Sir John Young* found it difficult to pass Indian Point and discontinued trips for the season, a course hastened by the greater difficulty found in passing the sand bars at Campbell's farm, 4 miles above Bryson, at Bernard's Creek, and the Grand Marais, in the Calumet channel which were not affected by the dams at L'Islet.

A close examination has been made of all the obstructions which the unusual state of the river developed.

With my assistant, Mr. H. B. Thomson, I examined the channel between head of Culbute and Fort William.

A detailed survey, of which plans have been completed, was made of the shoals at Indian Point, Chapeau Bridge, Chichester and the shoal below the locks.

From the head of Culbute to Fort William it will be necessary to trace out the channel by a similar process.

Last year's phenomena exhibited all the possible obstructions to be met in the Culbute channel; and the surveys shew they are of a character which presents no difficulties in removal and that it can be effected at little cost.

The most serious are those to be met with in the Calumet Channel, as previously noticed, and a comparison with the observations of the surveys of 1856-9 would lead to the inference that there was a probable wearing down of the metamorphic limestone reef that constitutes the Barrier at the Grand Calumet Falls.

The remedy is to place stop logs in the piers on the reef above the falls so as to maintain 6 feet of water at low water on the sand bars indicated.

For any obstructions which may occur at mouth of Coulonge and head of Coulonge Lake, they can be overcome by the construction of a rolling dam of a proper height at Oak Island Rapids in the Rocher Fendu channel.

In order to obtain all possible information relative to the rise and fall—as well

as other phenomena of the River Ottawa, I addressed circulars to several parties connected with its navigation and the Lumber Trade.

The only answer received was from C. Rankin, Esq., C. E., Hudson Bay Company's service at Lake Temiscamingue, and it is of such importance that a copy is appended to this report.

I am, Sir,
Your obedient Servant,

G. H. PERRY, C. E.,
Resident-Assistant Engineer.

J. G. Sippell, Esq.,
Engineer in charge.

TEMISCAMINGUE, 8th January, 1875.

DEAR SIR,—“I have to acknowledge the receipt of your letter of the 21st October regarding the *unusual* low state of the water in the Ottawa River during the past summer and have much pleasure in replying to your queries.

“1st. What is the relative height of water at your post, compared with former seasons, especially the past summer?”—R. Lower than for many years, fully two feet lower than last summer.

“2nd. Have the phenomena attendant on the rise and fall of water during the past 18 years, been affected by the operations of the lumber trade or any other known causes, such as improvements tending to pond or enlarge the discharge of lakes?”—R. None in the least.

“3rd. The period of high water generally, when it is first perceived in spring, the lowest in summer, and the time of the fall rise?”—R. From 1st to 15th June, if early spring 20th April to 1st May. End of August or early in September. End of September or early in October.

“4th. Has this year been exceptional or otherwise?”—R. Yes, for drought. The scarcity of snow last winter and the intense and continued drought of the summer is considered by the best authorities residing here, to be the cause or causes of the unusual fluctuation. I may mention that all the small tributaries of this lake were unusually low last summer. The Indians complaining of scarcity of water in streams, never found so difficult to navigate before. I have been rather long in answering your letter, but our mail arrangements up this way are not just as perfect as they might be, hence the delay.

“With best wishes.”

I am yours faithfully,
C. RANKIN.

G. H. Perry, Esq.,
C. E., etc., etc.

APPENDIX No. 4.

CORNWALL CANAL.

CORNWALL, 1st July, 1875.

SIR,—I have the honor to submit my Report on the Cornwall Canal, for the fiscal year ended 30th June, 1875.

The Canal was kept in good working order from 1st July, 1874, to 4th December following, when it was closed for the winter months. It was opened again on the 4th May, 1875, and has continued in good working order to the end of the year.

The repairs have been chiefly confined to the lock-gates; supply-weirs; rebuilding upper-gates of guard lock; making 6 new lock-gate foot bridges; 6 new knees; laying new segments in lower recess of lock No. 20; raising slope walls; opening ditches; macadamizing road-way through Milleroche Culvert and making new lower gates for lock No. 17.

The aggregate amount of pay-lists is \$6,589.34.

The Canal closed on 4th December, 1874, and opened for navigation on 4th May, 1875.

I have the honor to be, Sir,
Your obedient Servant,

D. A. McDONELL,
Superintendent.

F. BRAUN, Esq., Secretary
Department of Public Works.

 APPENDIX No. 5.

 WILLIAMSBURGH CANALS.

MORRISBURGH, 20th September, 1875.

SIR,—I have the honor to submit my Report on the Williamsburgh Canals, for the fiscal year ended 30th June last.

Farran's Point Canal.

The lock gates, having been put in repair this summer, are now in good order. The bank of the Canal requires some stoning. Some of the timbers of the Pier at the head of the Canal, having been burnt during the season of 1873-1874, require to be replaced. The wharf and pier at the foot require repairs.

Rapid Plat Canal.

The Locks and gates are in good order. The wharf at the foot of the Canal has been put in thorough repair. The banks are being stoned up, where the stoning has given away. The Pier at the head of this Canal requires repair.

Iroquois Junction and Galops Canal.

The gates at Iroquois Lock require some repairs. The gates at Locks Nos. 26 and 27 (Galops) call for a considerable amount of repairing. The banks and booms are in good state and need but slight repair. The pier at the head of the Galops want a good deal of restoration. The repairs of the gates and banks along the line are being attended to. Preparations should be made for the reparation of the piers during the winter season.

Spare gates are required in case of injury to any of the lock-gates.

I have the honor to be, Sir,

Your obedient Servant,

A. G. MACDONNELL,
Superintendent.

F. BRAUN, Esq., Secretary
Department of Public Works.

APPENDIX No. 6.

WELLAND CANAL.

WELLAND CANAL OFFICE,

ST. CATHARINES, 27th July, 1875.

SIR,—I have the honor to submit my Report for the fiscal year, ended the 30th June, 1875.

The Canal was closed on 10th December, 1874, at noon, and opened for navigation on 3rd May, 1875.

During the year there was but one serious accident. On the 6th July, 1874, the schooner "Louisa," of St. Catharines, carried away all the gates of Lock No. 21, causing a suspension of navigation for 48 hours.

The season of 1874, was almost unprecedentedly dry, and in consequence the water in the Canal, after the middle of July, was very low and continued so throughout the winter. The Canal was fed, for a large part of the winter, from Lake Erie.

The water supply from the Grand River through the Feeder, is becoming less reliable every year, owing no doubt to the extensive clearing away of the forests in the neighborhood of its sources, together with extensive drainage for the benefit of agriculturists in the same locality; such drainage diverting a portion of the water, formerly running through the Grand River. Some of the dams also above Dunnville, in the neighborhood of Indiana, having been carried away, are not rebuilt and in consequence there is no reserve here to come down during the season.

The water this season has kept up well; and general satisfaction seems to prevail, not only among shippers, but also manufacturers along the line.

There has been a great falling off in the traffic on the Canal since my last Report, attributable no doubt to the general stagnation of business in all parts of the country.

Freights have ruled low, and vessels generally lost money on the transactions of 1874, and many have not fitted out this season up to the present time; but I am happy to be able to report an improvement for the last few days, which, I have reason to believe, will continue through the remainder of the season.

I am pleased to be able to report careful attention and fidelity, in the discharge of their duties, on the part of the employes on the work, with remarkably few exceptions.

Some new works have been constructed, and extensive repairs made during the year, to which, with the works required to be kept up, I desire to call your attention.

Division No. 1 extending from Port Dalhousie to the foot of Lock 20, a distance of $8\frac{1}{2}$ miles, contains Port Dalhousie harbor and piers, 35 stationary bridges, 8 swing bridges, 11,398 feet of floating tow-path and floating slips, 3 shutes, hydraulic race and ravine 600 feet, 448 feet wooden aqueduct, hydraulic race, 18 waste weirs and 19 Locks.

Upon this Division, there are 17 dwelling Houses for officers, besides lock and bridge shanties.

Upon this Division, during the year, one new swing bridge across Canal at Port Dalhousie has been built.

Fences have been built around the lots upon which the government houses are situated at Locks 2, 3, 5, 10, 11, 16, 17 and 18.

The wall below Lock No. 5 has been rebuilt in a substantial manner. Important repairs were made in the spring of 1875 to waste-weirs at Locks 6 and 17.

All the Locks on this Division, except No. 1, were thoroughly cleaned out and gates repaired.

The bed of Canal was carefully cleared of sunken timbers: rocks and bars removed, locks and bridge shanties repaired and the whole put in good condition.

Division No. 2 extending from the foot of Lock No. 20 to the Junction, a distance of $11\frac{1}{2}$ miles, has 16 stationary bridges, 10 swing bridges, 1 float bridge across Chippawa Creek below Lock at Welland, 585 feet floating tow-path, aqueduct across Chippawa Creek, 8 waste-weirs, 9 locks, 6 trunk culverts and one culvert under Canal, 7 dwelling houses, besides lock and bridge shanties.

Upon this Division, two new swing bridges have been built, one at Hursts above Thorold and one at Welland, and three small stationary bridges. One small store-house has been built at Lock 22; 13 lock shanties rebuilt, one at each of Locks 19, 20, 21, 22, 23, 24 and 25; 2 at guard lock Thorold; 2 at Port Robinson; 1 at Allanburgh and 1 at Marlatt's bridge. One new house for lock-master at Lock 22 has also been erected.

Fences around lots, upon which government houses are situated, have been constructed at Locks 19, 20 and 21.

The Locks were all cleaned on this Division, in the spring of 1875, except at Ports Robinson and Welland, gates and waste-weirs repaired, and the Canal bottom, thoroughly cleaned out from the foot of Lock 20 to Marlatt's Pond and the guard lock at Allanburgh taken out and thoroughly repaired.

Division No. 3, extending from the Junction to Port Colborne, a distance of $7\frac{1}{2}$ miles, has Port Colborne harbor and piers, 5 small stationary bridges, 2 swing bridges, 5,675 feet double floats, 1,675 feet single floats, 17 culverts, 5 dwelling houses, besides lock and bridge shanties.

Upon this Division, during the year, one half of a mile of floats has been built and old floats repaired.

Hoisting scow (Patk. McCoy) has been rebuilt, gravel scow repaired; and ferry boat painted and caulked.

One lock shanty at Port Colborne Lock has been rebuilt, and repairs made to Lock and bridge shanties.

The Pier and Breakwater have been repaired, and the culvert on the East side of Port Colborne lock rebuilt.

Two kitchens to lock-tenders houses have been built, and repairs made to the main building of one of them.

Two bridges have been replanked.

Dunnville or Feeder Station, extending from Junction to Dunnville and thence to Port Maitland, a distance of $22\frac{3}{4}$ miles, has Port Maitland harbor and piers, 12 stationary bridges, 5 swing bridges, 8 culverts under canal, 3 stone waste-weirs, 26 gates for wasting water over dam, 2 sluices through feeder bank, 4 stop gates and 3 locks.

Upon this Division, there has been one swing bridge built at Stromness, with new approaches; and repairs made to one at Marshville, and one at Stromness.

Four stationary bridges have been built, 5 repaired and toll bridge 600 feet long planked.

One new head gate has been built, and the coping of guard lock at Dunnville has been capped, planked and a new fender put on.

Four stop gates at entrance of mill race have been built.

Two new additions to Lock-tenders' houses at Port Maitland have been built, and repairs made to lock shanty at Dunnville.

One hundred feet of embankment has been faced with piles, timber and planks, besides ordinary repairs and gravelling.

The West pier at Port Maitland under contract to Stephen Haney, to be rebuilt from water's edge, is nearly completed.

One new scow for use on this division has been built during the year.

There has been more than the ordinary amount of work required on the Canal, to remove drifts and to repair banks, on account of the severe frost of last winter and the damages to banks caused by large quantities of ice and water coming down the Grand River in the spring.

All new work has been carefully and substantially done, and painted where required.

Eight new gates have been built and deposited in convenient places, where they can be made available in case of break. Four more are under way, and will be soon completed.

Several persons are squatted on the property of the Department of Public Works, in connection with the Canal. Many of the houses are held for rent by parties not residing therein; and although, under instructions from the Department, I have given notice to all to remove from the government property, very few have paid any attention to such notice. I consider that a ground rent should be collected from the parties who do not remove.

I append a statement showing the vessels from which fines and damages have been collected during the year, amounting to twenty-eight hundred and sixty $1\frac{13}{100}$ dollars, which I have handed to the Collector of this Port, James Clark, Esq.

I have the honor to be, Sir,

Your obedient Servant,

E. V. BODWELL,
Superintendent.

F. BRAUN, Esq., Secretary
Department of Public Works.

FINES AND DAMAGES, collected from the Owners of Vessels, violating Canal Regulations on Welland Canal, for the Year ended 30th day of June 1875.

DATE.	NAMES OF VESSELS.	AMOUNT.	REMARKS.
		\$ cts.	
July 4.....	Tug "Gordon".....	20 00	
" 4.....	do "Favorite".....	20 00	
" 10.....	Propeller "Granite State".....	2,500 00	
" 16.....	Tug "Gordon".....	20 00	
" 16.....	Propeller "Bristol".....	20 00	
" 22.....	Schooner "T. Y. Avery".....	4 00	
" 31.....	Propeller "Cleveland".....	20 00	
" 31.....	do "Maine".....	20 00	
Aug. 3.....	do "Africa".....	20 00	
" 7.....	do "Prussia".....	20 00	
" 15.....	do "Bella Cross".....	20 00	
Sept. 1.....	do "City of Montreal".....	20 00	
" 2.....	Schooner "Arabia".....	40 00	
1875.			
May 20.....	Tug "Lizzie".....	20 00	
" 22.....	Tug "Metamora".....	20 00	
" 27.....	Tug "Nasmith".....	30 00	
June 19.....	Peterson & Co.....	6 13	
" 22.....	Propeller "Georgian".....	20 00	
" 22.....	Tug "K. Haight".....	20 00	
		\$2,860 13	
Schooner "Louisa".....		\$1,100 00	Damages to Lock 21.—Bond taken and deposited with the Department of Public Works.

E. V. BODWELL, Superintendent,
Welland Canal.

APPENDIX No. 7:

BURLINGTON BAY CANAL.

ST. CATHARINES, 7th August, 1875.

SIR,—I have the honor to report on the condition and working of the Burlington Bay Canal for the fiscal year ended 30th June 1875.

The Canal was closed on 10th December, 1874, and opened on 23th April, 1875.

The ferry scow, when I assumed charge of the Canal, was out of repair and much decayed; during the season it gave out and sank. I had it raised and thoroughly restored, so that I think it will answer its purposes for two or three years longer. This matter and the purchase of some cordage constitute the only expenditure during the year.

The piers are decayed and out of repair and a renewal of the timber above the water line will shortly be necessary.

The piers have recently been on fire in several places, but no great amount of damage ensued. It is my intention to renew the waling and planking where necessary, but I do not purpose during the present season to make any extensive repairs.

I have the honor to be, Sir,

Your obedient Servant,

E. V. BODWELL,
Superintendent.

F. BRAUN, Esq., Secretary
Department of Public Works.

 APPENDIX No. 8.

 RIDEAU NAVIGATION.

OTTAWA, 15th July, 1875.

SIR,—I have the honor to submit my report for the past fiscal year.
The chief repairs executed are as follows:—

Kingston Mills.

Renewing fences around station, repainting swing bridge and facing the long embankment with stone to protect it from washing.

Lower Brewer's.

Renewing fences around station; repairs to swing bridge.

Upper Brewer's.

Repairs to lock house; swing bridge repainted and new set of stop logs.

Jones' Falls.

New set of gates framed and put in place; repairs done to lockmaster's house.

Davis' Mills.

Upper lock gates renewed, repairs done to lockmaster's house and new store house built.

Chaffe's.

Upper lock gates renewed; repairs done to lockmaster's house.

Newboro'.

Rebuilt the high level bridge over canal.

Narrows.

Bulkhead renewed; swing bridge painted and protecting piers at head of lock built to save wing wall.

Smith's Falls (detached.)

Repaired lockmaster's house.

Smith's Falls.

Repairs done to dam and sheeted inside of basin to prevent leakage through walls.

Old Slys.

Repaired lockmaster's house.

Merrickville.

Repairs to block house.

Nicholson's.

Dry wall through cut taken down and rebuilt.

Burritt's Rapids.

Back dam raised and repaired. Swing bridge raised and repaired.

Beckett's.

Plant delivered for repairs to bridge.

Long Island.

Bridge replanked and repairs done to bulkhead

Black Rapids.

One pair of lockgates and fencing around station renewed.

Hogsback.

Top of bulkhead renewed. Lockmaster's house repaired. Flat dam extended and new bulkhead with openings put in.

Hartwell's.

Bridge over waste weir renewed. Lockmaster's house repaired. New fencing and new store house built. Stone put on banks to protect embankment.

Ottawa.

Sundry repairs to sluice framed &c.

Oak timber sufficient for 4 pairs of gates has been delivered. The gates will be framed during the season to replace others which are unsafe.

The amount of solid matter, thrown into the Canal basin on the West side from the Slater street sewer, was found accumulated to such an extent that loaded barges were unable to reach the wharves, and it has been necessary to clean it out this spring.

This nuisance should be entirely checked as soon as practicable, as it is not only an obstruction to navigation but most noxious in a sanitary point of view. But until

the main sewer is completed, I see no remedy, but annually clearing away the deposit. During the past winter Mr. A. B. Perry, P. L. S., made a survey of the drowned lands on the Devil Lake waters overflowed by the dam, commonly known as "Chaffey's dam." The information thus gained will, it is to be hoped, lead to a satisfactory settlement of the different claims for damages on these waters.

A similar survey on the Eagle Lake waters is likewise necessary in order to arrive at a correct estimate of the various claims made for damages of the same character.

Notwithstanding the low rainfall of last year, good water has been maintained in all the reaches.

I have the honor to be, Sir,

Your obedient servant,

FRED. A. WISE,
Superintendent Engineer.

F. BRAUN, Esq., Secretary
Department of Public Works.

APPENDIX No. 9.

ST. PETER'S CANAL.

ST. JOHN, N. B., 16th August, 1875.

SIR,—I have the honor to report on St. Peter's Canal, for the fiscal year ended 30th June, 1875.

The Canal closed on 15th December, 1874, and opened on 10th May, 1875, having been available for traffic 219 days, being 5 days less than the previous year.

The prism of the Canal is much filled up with earth washed in from the slopes, and deep-laden vessels find difficulty in passing through. The entrance to the Canal in St. Peter's Bay has shoaled to such an extent, that many vessels are unable to enter until high water. The masonry in the lock and wing wall, alluded to in last year's report as being in a bad condition, has become much worse during the year just closed. The swing bridge is in fair working order.

The following is a statement of the number and tonnage of vessels which passed through the Canal during the year, with amount of tolls collected:

Month.	No. of Vessels bound North.	Tonnage.	Amount collected for Tolls.	No. of Vessels bound South.	Tonnage.	Amount collected for Tolls.
1874.			\$ cts.			\$ cts.
July.....	63	2,341	63 10	59	2,250	50 80
August.....	50	1,412	52 20	38	1,621	29 35
September.....	48	1,537	43 48	40	1,416	34 21
October.....	62	2,119	50 14	43	1,632	40 30
November.....	45	1,953	47 97	42	1,810	45 15
December.....	14	507	11 15	10	345	10 14
1875.						
May.....	27	923	23 65	20	827	23 13
June.....	64	2,412	73 08	48	2,156	50 84
	373	13,202	364 77	300	12,057	283 92

RECAPITULATION.

Total number of vessels.....	673
Total tonnage.....	25,259
Number of open boats.....	210
Tolls collected.....	\$648.49

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,
Engineer-in-charge.F. BRAUN, Esq., Secretary
Department of Public Works.

 APPENDIX No. 10.

RIVER TRENT AND NEWCASTLE DISTRICT.

SLIDES, BOOMS AND NAVIGATION.

 PETERBORO', 25th August, 1875.

SIR,—I have the honor to submit my annual report on the works under my charge for the fiscal year ended 30th June 1875.

The works are divided into 2 divisions, viz, those constructed for the improvement of the "Inland Navigation of the Newcastle District" and those to facilitate the descent of timber.

The water along the route continued higher than had been known for many years, although the surrounding districts suffered from extremely low water, which appears to have prevailed throughout the greater portion of the Dominion. The trade was unusually large and suffered less interruption than any previous year.

Lindsay.

The lock at this station leaks badly, admitting the escape of a large volume of water, which should be retained on Scugog River, especially as the number of lockages for the past season far exceeds those of former years.

The dam requires new posts and braces, and it would be well to remove the sunken timber and *débris* in the river by dredging.

River Fenelon.

The piers and booms recently erected by the Department have proved of the greatest benefit to the navigation, and have been the means of quieting the discontent which prevailed previously to their erection. The peculiar circumstances attending the navigation of this river make it necessary to retain an overseer during the navigable season to regulate the running of timber.

The piers and booms are in a good state of repair and new snubbing posts have been erected on the west bank.

Bobcaygeon.

The side walls of lock which leaked, have been repaired, thoroughly caulked and pointed with Portland cement. A leak, which evidently had been of long duration, was discovered in one of the lower wing walls and stopped with hydraulic concrete. The gates were repaired from low water mark to top, and a mechanical gearing was constructed for opening and closing them, so that the movement can now be effected

by one man. The swing bridge proper across the canal received some slight repairs but still works badly in consequence of the masonry of the pier, on which the super-structure swings, having been burst asunder by the action of frost. I hope to remedy this defect in the ensuing autumn. The upper dam has been repaired. The number of lockages at this station for the past year, amounting to 1,331, shows that the trade of the district is increasing.

Buckhorn.

The bulkheads of slide have been planked vertically with 3 inch oak plank. The piers are in a decayed condition. It is advisable to have them renewed as the safety of the dam, in a great measure, is dependent upon them. The dam will be planked and gravelled where necessary at low water, as it is the means of supporting the navigation from this station to Bobcaygeon and Bridgenorth.

Little Lake.

The piers were injured by the ice shove, but the damage done was not of great extent. The booms were also broken but have been repaired.

Whitlaw's Rapids.

The head gates of lock leaked badly in the spring and caused an interruption to navigation. On examination, I found the leak was caused by a slab getting under the gate and preventing it from shutting tightly against the mitre sill. This obstruction was removed and navigation resumed. There is always great difficulty experienced here in working the gates at different periods of the season, arising from saw dust, slabs and other *débris* from the mills on the river entering the lock, and lodging in the head way and between the hollow quoins and heel posts. A waste-weir built in the wing dam would aid in obviating this difficulty. The contract for the renewal of the wing dam was satisfactorily completed on 28th October last.

The pier and guide boom erected above the lock prove a great benefit to steamboats and barges locking through, as they prevent saw logs from entering the canal and forming a "jam." The pier was injured last spring and requires repairing from low water line to the top. A store-house was also erected for storing the necessary tools and plant.

An additional steamboat and barges have been put on this section, and, I am informed, another passenger steamer is on the stocks, and when constructed will ply between this place and Hastings.

Hastings.

The swing-bridge across the Canal has been renewed and a mechanism constructed for opening and closing the lock gates, similar to that at Bobcaygeon. This has proved of the greatest benefit, as the old method of applying the power directly at the end of the balance beam, injured the gates.

The side walls of lock have been pointed with "Portland Cement" and some loose stone removed from the bed of Canal. The gates have undergone some slight repairs.

Heeley's Falls.

The dam here leaks and will be repaired this fall. The slide, which was constructed solely for the descent of timber, requires repairs, which should be done by the "Committee of Lumbermen"

Middle Falls.

The works at this station consisting of dams, slides and booms are maintained by the "Committee of Lumbermen" who are authorized to collect tolls on the various descriptions of timber and to expend the revenue derived in keeping the works in good repair. Some slight repairs have been executed during the past season.

Chisholm's Rapids.

The works consist of a canal 3,000 feet in length ; a lock of ashlar masonry 133 ft x 33 ft with 4.25 ft water on lower mitre sill at low water ; dam 715 ft in length and 6 ft, in height with slide, waste-weirs and booms. The slide and booms are maintained by the "Lumber Committee."

The lock at present is not in operation. Applications have been made by various parties for license to erect mills on the Canal and use the water for manufacturing purposes. These applications are not unreasonable ; but I do not consider it advisable that the water power be leased for any term of years.

I may state in conclusion that great satisfaction is expressed at the improvements which the Department has been pleased to authorize ; and from the general feeling which prevails, I am led to believe that no objection would be offered to a rate of tolls being levied on the works.

I have the honor to be, Sir,

Your obedient servant,

THOMAS D. BELCHER,
Superintendent.

F. BRAUN, Esq., Secretary
Department of Public Works.

INLAND NAVIGATION.

NEWCASTLE DISTRICT.

STATEMENT of Traffic through the Locks for the Fiscal Year ended 30th June, 1875

I.—LINDSAY LOCK.

Date.	Steamers	Barges.	Lockages.	Cargo.	Remarks.
1874.					
July	83	67	197	Saw logs, lumber, square timber, telegraph poles, railway ties, booms, withs, shingles, cordwood, gravel, stones and bricks.	Navigation closed 5th November, 1874 and opened 16th April, 1875. Lock leaked very badly, was repaired by Local Government, but still leaks. The traffic has been greater than any previous year.
August.....	107	130	287		
September.....	95	124	217		
October	59	86	156		
November	27	44	67		
1875.					
May.....	34	40	89		
June	85	142	330		
Total.....	490	633	1333		

ROBERT DOUGLAS,
Lock Master.

II.—BOBCAYGEON LOCK.

Cargoes.	Quantities and Description.		Remarks.
Lumber	Square feet, pine.....	17,730,000	Navigation closed 21st November and resumed 23rd April. The number of lockages have been much greater than any previous year. Navigation has not been interrupted during the entire season, and water has been kept higher than was ever known here. Scows with 100,000 feet of lumber have been able to lock through.
Saw logs.....	" "	8,000	
Shingles	Pine and cedar	585,000	
Timber	Pieces pine.....	1,200	
Shingle bolts.....	Cords, pine and cedar..	938	
Cordwood.....	" beech and maple	5,045	
Railway ties.....	Tamarac and cedar	7,295	
Telegraph poles	Cedar	3,900	
Stone	Cords, limestone.....	455	
Total lockages.....		1,331	

EDWARD KELLY,
Lock Master.

III.—PETERBORO' LOCK.

Date.	Steamers.	Barges.	Lockages.	Cargo.	Remarks.
1874.					
July.....	42	10	42	Passengers and freight.	Water high.
August.....	51	21	51		Water good, falling fast.
September.....	48	13	48		do do do
October.....	39	17	39		Water good for time of year, 5 in. lower sill.
November.....	12	5	12		Navigation closed on 15th November, 1874.
1875.					
May.....	10	4	10		Navigation opened 26th April, 1875. Navigation interrupted on 16th June resumed on 19th June.
June.....	36	13	36		
Total.....	238	83	238		

JOHN HAGGART,
Acting Lock Master.

IV.—HASTINGS LOCK.

Date.	Steamers.	Barges.	Lockages.	Cargo.	Remarks.
1874.					
July.....	61	138	130	6,535 Tons Iron ore.	Navigation closed on 15th November, but Iron ore ceased locking through on 5th October, and in consequence of the depression has not resumed yet.
August.....	67	136	135	7,080 do	
September.....	46	94	93	6 Saw logs. 4,090 Tons Iron ore.	
October.....	2	5	5	225 do	
Total.....	176	373	369	17,930	

TIMOTHY COUGHLAN,
Lock Master.

FÉNELON CHANNEL.

Saw logs.....	352,500
Railway Ties.....	26,000
Square timber.....	2,000
Floats.....	3,453

GEORGE MARTIN,
Overseer.

APPENDIX No. 11:

SLIDES AND BOOMS—OTTAWA DISTRICT.

RIVER OTTAWA WORKS.

SUPERINTENDENT'S OFFICE,
OTTAWA, 9th October, 1875.

SIR,—I have the honor to report on the works under my charge for the year ended 30th June last.

During the latter part of the running season of 1874, no difficulty was experienced in passing timber at the various stations. Such precautions had been taken to meet the views of lumbermen, that the timber, run late in the season, was passed without much difficulty; but in order to meet future requirements, it was considered advisable to improve and lengthen some of the slides during the closed season of navigation. This work was successfully carried out and will be referred to hereafter.

The following statement shews the quantities of square, flatted and other descriptions of timber and saw-logs, which passed the undermentioned works in 1874:

South Chaudière Slide:—

	<i>Cribs.</i>	<i>Pieces.</i>
Square timber.....	10,816	261,020
Flatted do	115	2,667
Saw-logs.....	19	608
Dimension.....	12	557
“	loose	550
Traverses.....	335	...
Deals.....	333	...
Boards.....	46	...
Total.....	11,676	265,402

North Chaudière or Hull Slide.

	<i>Pieces.</i>
Saw-logs.....	295,214
Flatted timber.....	13,371
Total.....	308,585

Gatineau Boom.

	<i>Pieces.</i>
Saw-logs.....	536,007
Square timber.....	4,066
Flatted timber.....	6,116
Round cedars.....	6,355
Railway ties.....	3,800
Fence posts.....	2,960
Total.....	559,804

Repairs and improvements were executed at the different stations on the Ottawa and its tributaries where required. Those deserving of particular notice are the thorough over-hauling and almost complete re-construction of the Joachim and Portage du Fort Slides on the Ottawa; the rebuilding of a most important dam, burnt at Flat Rapids on the Madawaska; the removal by blasting of a projecting reef which interfered with the navigation by steamboats of the Chenaux Rapids; the repairs of curve of Chats Slide and dams; the lengthening of the Gatineau Booms; the improvement by lengthening and placing a bottom of timber at the foot of the Chaudière Slide; certain valuable works to facilitate the passage of logs at the outlet of the Hull Slide and the repairing of Boom piers damaged by the shoving of ice at the Sault au Recollet on the River des Prairies.

Last spring the height of water on various rivers under my charge, was such as to favor the "drives" of everything floatable; no doubt some parcels of timber and saw-logs were detained on the outlying creeks or small streams, but this is what might reasonably have been expected, when it is borne in mind that, in former years, the products of the forest in such districts did not reach their market destination until the third year after their cut.

Private enterprise has done a great deal to bring about an improved state of affairs where the Government works have not been extended; and as the Upper Ottawa Improvement Company (who confine their attention principally to the passage of saw-logs) have had their original charter ratified and their powers extended under a special Act of Parliament, it is to be hoped that when the necessary By-laws are passed, their present and projected works will be found serviceable to all branches of the trade. In this connection, it should not escape attention that another organization, the Lower Ottawa Boom Company, have obtained from Parliament a charter, under the provisions of which, they have booms successfully in operation, which promise when their works are further extended to afford proportionately as much relief to parties using them, as the well known works on the upper reaches of the river have given the Lumbermen there. The more especially, as it is understood, that they will respect the rights of those who may have occasion to navigate the section of the river on which their works are located.

While I much regret the continued depression as regards the great staple trade of the Ottawa Valley, it would still appear that considerable vitality exists, the revenue accrued from tolls for the year ended 30th June last (on Government works alone), having been \$104,255.66.

Not having had full charge of these works until after the ending of the last fiscal year, this report necessarily is brief, but I trust, when I shall be called upon to submit another report to the Department, that I will be in the position to set forth more fully the state of the works and their requirements.

I have the honor to be, Sir,

Your most obedient servant,

GEO. B. BROPHY,
Superintendent,
River Ottawa Works.

F. Braun, Esq., Secretary,
Department of Public Works.

APPENDIX No. 12.

SLIDES AND BOOMS.—ST. MAURICE DISTRICT.

SUPERINTENDENT'S OFFICE,
ST. MAURICE WORKS,
THREE RIVERS, November 4, 1875.

SIR,—In compliance with the request of your letter of the 25th ultimo, I now transmit, for the information of the Honorable the Minister of the Department of Public Works, a report, as full as it is in my power to make, on the St. Maurice works, for the fiscal year ended 30th June, 1875.

You will easily understand that, owing to my recent association with the office and the sudden death of the much regretted Mr. Symmes, I have been only enabled to draw up this report by obtaining information from the records found in the office of the superintendent.

Notwithstanding the depression in the lumber trade, there has come down during the season about 422,000 logs.

The year has not been marked by any occurrence of importance.

STAFF AND WORKING EXPENSES.

The cost of staff and working expenses during the year have been \$16,945, being about \$2,000 less than the previous year.

REPAIRS.

The amount authorized for expenditure in repairs was as follows :

31st July, 1874.....	\$8,000 00
The total expenditure.....	7,736 62

The expenditure was made on the following :—

Station No. 1.—Mouth of the River.

For 31 elm posts.
1634 feet of timber put on piers.
283 yards of stone.
800 lbs. of iron.
Cutting of chains ; removing shoals and placing the booms thereon.
Repairs of 4 pieces of booms.

Station No. 3.—Shawinigan Falls.

Repairing 4 piers.
Raising 4 piers.
Repairing 30 feet of dam.
Repairing all the double booms in the Bay of Shawinigan.
Repairing the single booms.
Strengthening 2000 feet of double booms.
Placing heads of booms.
“ 4 toises of stone at the foot of each pier.

CONSTRUCTION.

The amount authorized for the construction was as follows :

18th August 1874.....	\$ 2,860 88
12th May 1875.....	11,079 00
	<hr/>
	\$13,939 88

Station No. 1.—(Mouth of the River.)

2 piers—foundation 35 x 46 feet.
1580 yards of stone.

Station No. 6.—“The Piles.”

Construction of a dam.

I have the honor to be, Sir,
Your obedient servant,

JOHN BOURGEOIS.

F. BRAUN, Esq., Secretary
Department of Public Works,
Ottawa.

APPENDIX No. 13.

SLIDES—SAGUENAY DISTRICT.

SAGUENAY, 30th September, 1875.

SIR,—I have the honor to transmit my report for the year ended 30th June, 1875.

All the works which were placed under my care have been maintained in good order during the season. It will however be necessary to make some important repairs to the slides before the opening of navigation of next spring. The present works were built 18 years ago, but are now much decayed and worn. In another communication I will have the honor to give an approximate estimate of the cost for the proposed reparations.

The sum of \$1,300.86 has been expended on repairs during the year, being the amount paid by the Department of Public Works.

The dams, booms and other works at the mouth of the canals of Lake St. John are all in good order.

I have the honour to be, Sir,
Your obedient servant,

D. BOULANGER,
Superintendent.

F. Braun, Esq., Secretary
Department of Public Works.

APPENDIX No. 14.

HARBORS, WESTERN LAKES.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 22nd October, 1875.

SIR,—I have the honor to report on the harbor works and surveys of the last fiscal year.

LAKE ONTARIO.

Kingston.

Some limited work was performed last season at Kingston for the removal of obstructions on the Carruthers' Shoal, so that 13 feet of water may be obtained. The requisite plant was constructed during the spring months of the present year, and on the opening of the working season, more extended operations were commenced and they will be continued until its close. It is found that the Shoal consists to a certain extent of boulders and that much of the rock can be pried up by a bar and loaded in cages by divers. Some interruption is experienced during stormy weather. It is proposed to work with two sets of divers. The work is well organized, being carried on by day-labor under a superintendent, and is in perfect control.

River Napanee.

This River discharges into the Bay of Quinté about 26 miles above Kingston. The Parliamentary appropriation of last session for its improvement is \$7,500, the municipalities supplementing the amount to the extent of \$5,000; the County of Lennox and Addington paying \$2,000, and the town of Napanee, \$3,000. This appropriation extends over two years. Mr. Daly, contractor, has agreed to accept the second year's payments in bonds, and hence the whole work can be carried on this year, a course strongly advised by myself. The municipalities consequently recommended to the Department that the contract be given to Mr. Daly, without advertising for tenders, at a rate approved by the Engineer in charge. The contract has accordingly been awarded to Mr. Daly, who has engaged to place immediately two dredges in operation. Work was commenced on the 16th June last, and it is anticipated that it will be completed by the first week in October. It is proposed to obtain a channel of 9 feet depth, 50 feet wide, throughout the stream, and to carry this depth beyond the bridge to the Diamond mill. Instructions also have been given for an elaborate survey of the River Napanee to its junction with the Bay of Quinté. My Assistant, Mr. Hamel, is now engaged on the duty of obtaining the information so that a thoroughly correct chart can be made of the whole distance.

River Salmon.

This River discharges into the Bay of Quinté, and much inconvenience was felt by the inhabitants of Shannonville, a village a few miles East of Belleville, by the obstructions found at its mouth. A vote of \$3,000 was made in the Session of 1874 for this work. The improvement was effected in the fall of 1874. Work was com

menced on the 8th October and completed on the 30th November 1874. The result is satisfactory. The report of the Superintendent, Captain Paul, is appended.

Belleville, Bay of Quinté.

A sum of \$2,000 was appropriated by the Department from the dredging fund, conditionally that the Municipality expend an equal sum. On the terms being accepted, work was commenced on 1st August and closed 5th October 1874. Instructions have been given to make an elaborate survey of Belleville Harbor in the ensuing season, and to submit a project embracing the whole question of its condition and improvement.

Trenton, Bay of Quinté.

Instructions have been received to survey the Harbor of Trenton.

Picton, Bay of Quinté.

These waters were the subject of a vote by Parliament in the Session of 1874 to the extent of \$6,000, for the general removal of deposits in the harbor and for its improvement. The contract was awarded to Mr. Cornelius Daly. Work was commenced 2nd July and continued to 7th October 1874, during which period 772½ hours were worked and 41,541 yards of excavation, measured on the scows, removed. Owing to the limit of the appropriation, some desirable improvements could not be undertaken, but as far as the extent of the expenditure went, good results were obtained, and more was effected than was originally contemplated.

Cobourg.

The improvement proposed is the construction of a pier 1,500 feet long and 30 feet wide carried out on the line of Hibernia Street, two-thirds of the cost of which is to be borne by the Department, and one-third by the Commissioners of the Harbor. As stated in last year's report, the work has been delayed 12 months by the failure of the first Contractors. The work was awarded to the new Contractors too late in 1874 for any progress to be made last season, but arrangements were made during the winter to obtain the necessary material, and it was delivered with great regularity throughout the winter. The sinking of the first cribs was commenced on the 15th May, 1875 and on the 30th June last, 16 cribs were sunk in position. The whole work consists of 50 cribs, 30 feet square. It is estimated that about 33 cribs will be placed in line by the close of this year's operations, leaving 17 to be dealt with in the ensuing season. Much of the superstructure will also be laid before the close of the navigation. The work has been carefully and creditably performed by the Contractors, Messrs. Row and Koyl, both workmanship and material being unexceptionable.

Port Hope.

The sum of \$20,000 was voted by Parliament in the fiscal year 1874-5, and the contract was awarded to Mr. C. W. Moberly and signed on the 4th September, 1874. During last winter, the necessary timber was taken out and the sinking of cribs was commenced at the end of April of this season.

Owing to the movement of material at the bottom of the lake, occasioned by the winter gales, it was necessary in the spring to re-examine the depths at the entrance to the harbor. The site of the new cribs was found to be so affected, that an additional allowance was applied for by the writer for deepening some portions of the site of the pier by dredging, and likewise for dealing with the other inequalities of surface; the interval between the piers being left to be deepened by the Harbor Com-

missioners. Since the commencement of the work, it has been carried on with energy by the Contractor, and the material and workmanship are in every respect satisfactory. The improvements consist in the prolongation of the west pier for a length of 150 feet on a width of 30 feet, and the prolongation of the East pier 120 feet on a width of 40 feet. It is anticipated the job will be completed in the first week of September.

Port Darlington.

This Harbor has been carefully surveyed. It is about 40 miles east of Toronto. The road, by which it is approached, skirts a marsh extending to the Grand Trunk Railway. A small creek runs through it containing from 5 to 7 feet of water. The harbor consists of two piers extending into the lake, leaving an interval of channel of 150 feet. Approximately the piers reach the Lake on the same line, the west pier however, is 1,180 feet and the east 1,620 in length. The condition of the crib work under water is good. On the east pier the superstructure is generally good. With the exception of about 300 feet in the centre, that of the west pier requires restoration. This structure, however, is simply formed to obtain smooth water, the whole business of the harbor being carried on at the east pier. The harbor has much filled up; the 10 feet channel is rarely 40 feet in width, and in some parts, there is scarcely 7 feet of water. It is asserted that this condition has had a depressing effect upon the trade of the place. The harbor is but 3 miles from Bowmanville, an enterprising and important town. Many manufactories are in operation, and their number is increasing. The whole District, indeed, is distinguished by energy and industry.

At the last meeting of Parliament, the sum of \$5,000 was voted to improve the harbor by dredging the channel to 10 feet in depth, and steps are being taken to proceed with the work during the present season.

Oshawa.

Oshawa is 4 miles from Whitby, and about 33 from Toronto. Its harbor consists of one pier 730 feet long, somewhat decayed, with a storehouse at its extremity, the width being 60 feet for 135 feet. At the end of the wharf there is generally a depth found of 13 feet, but 200 feet nearer the land, the water is from 6 to 7 feet on the east side, while on the west it is about 5½ feet. A small creek runs through the marsh inland, where an area of some extent is found with from 1 to 2 feet of water, mingled with water plants and black ooze. This marsh is traversed by a road leading to the Grand Trunk Railway. The whole ground was carefully surveyed. The harbor is 1½ mile from the Grand Trunk Railway Station, itself distant 1½ mile from the prosperous and busy town of Oshawa. At this place, it is contended that the want of depth seriously affects the commerce of the place and relief is asked on these grounds.

At the last meeting of Parliament the sum of \$5,000 was appropriated for the improvement of the harbor.

It is understood that the Harbor Company are about expending a sum independent of this amount, and steps are being taken to carry on the work in connection with them.

Whitby.

The Harbor of Whitby is about 30 miles from Toronto. It is a mile distant from the Grand Trunk Railway, the town of Whitby being 2 miles north of the Railway. The whole harbor and inner basin were carefully surveyed. The inner basin is generally 5 feet in depth. The entrance is 250 feet wide, and at low water the maximum navigable depth is 8.5 feet. The business is entirely transacted on the eastern pier which extends 390 feet in length beyond the breakwater. The western pier is 640 feet in length and projects beyond the eastern 220ft. The breakwater east of the entrance is entirely covered with a deposit of sand. Much of the western

breakwater has been similarly affected; what is exposed to the extent of 1,200 feet, has a general depth of 18 inches. It is in a decayed state throughout.

The crib work of the piers under water is in good condition.

The superstructure of the western pier is decayed.

The eastern pier is continued following the curve of land a distance of 1,200 feet.

The superstructure is not good. Some repairs have been made at the southern end. The harbor would be improved by lengthening both piers. The depth of the harbor requires to be increased, and the attention of the Department has been strongly directed to this view. The Harbor Company have repaired 840 feet of the superstructure of the east pier.

Frenchman's Bay.

This place is 21 miles from Toronto. The wharf to which vessels resort is one mile from the Railway. There was formerly a Railway Station at Frenchman's Bay, but it is not now used, a railway connection being made at Duffin's Creek $3\frac{1}{2}$ miles distant. The place consists of a few houses. Dunbarton, which is about $2\frac{1}{2}$ miles distant has, a population of about 300 souls. Formerly, a considerable amount of produce was shipped from this place, but it is affirmed that in 1869, a storm deposited a mass of clay at the entrance, so that vessels then lying at the wharf had to lighten to leave. The locality has many advantages by which a harbor could be made, but its development would be a matter of expense. The inner harbor has a general depth of 6 to 7 feet, but its entrance is by two piers about 600 feet in length with a channel of 100 feet in width, which is now clogged up by deposits and has scarcely a depth of more than 5 feet. The cribwork is in a moderately good condition, although 100 feet of the east pier has disappeared from the effects of storms. The superstructure requires renewal throughout. It is evident that this harbor, to be of any use, must have increased depth, and have its piers put in good order and the end of the east pier restored. Some negotiations have been carried on during the year for the Municipality of the Township of Pickering to obtain the control of it.

Toronto.

The Harbor of Toronto has been elaborately surveyed throughout by my assistant, Mr. Hamel, who performed the duty with credit to himself. A special report made by the writer on this work is to be found in Appendix 18.

LAKE ERIE.

Port Burwell.

Port Burwell was thoroughly surveyed during the season of 1874. This harbor was constructed by private enterprise, for while the company expended \$100,130, it only received from the Province of Canada \$12,546. This fact was strongly dwelt upon in a communication to the Department by the President of the Company, with the remark that for the last 25 years no aid had been asked or received from the Government.

The tolls have lately fallen off.

Port Burwell is situated between Rondeau and Long Point, being distant from the former 62 and from the latter 22 miles. Ship-building is carried on here to some extent. The inner harbor is formed by the waters of Big Otter Creek, which to within a short distance of the bridge has a depth of 8 feet. The western pier consists of a superstructure of cribwork placed upon piling, 500 feet in length; it is in bad condition. The remaining portion, 860 feet in length, is on ordinary sunken cribwork which is moderately sound. The eastern pier is built upon piles. To the west of the harbor, land has been formed by the operations of the south-west winds so that the piling is no longer exposed to the action of the water, and if the

decayed superstructure be renewed over the cribbing, the western pier will be put in fair condition. A shoal exists in proximity to the entrance of the wharf to the south-east, on which there is but 7.5 feet of water. There is a channel however around it. The soundings from the Lake to Pitt street run from 12 to 8 feet with occasional shoal spots.

At the last meeting of Parliament the sum of \$10,000 was voted for the improvement of this harbor, \$2500 to be expended on the restoration of the west pier and \$7500 upon dredging. The latter work is most indispensable, for were the western pier lengthened some few yards with the addition of an arm to the south-east, the shoal would prevent a vessel drawing a greater depth than 7.5 feet, entering.

Advertisements will be immediately issued for tenders for dredging, but it is designed to carry out the restoration of the superstructure of the western wharf by time work, it being scarcely practicable to do so by contract.

A superintendent has been appointed to the duty and men have been engaged and the work is now in progress. It is anticipated it will be completed before the close of the season.

Port Stanley.

An appropriation of \$7000 was voted in 1873 and renewed in 1874 and 1875. As, owing to the depth of water, the amount voted would only admit of lengthening the western pier 80 feet, the delay in question took place on the theory that the amount would be supplemented from other quarters. But no such result occurring, it was finally determined that the pier should be lengthened to this extent, and advertisements for tenders will immediately be published. The work will consist of 2 cribs of 30 feet each and one of 25 feet in length with a width of 30 feet. It is anticipated that the 3 cribs will be sunk during the fall and the work completed early on the opening of navigation next year.

Eagle.

Instructions have been given to survey this port and to determine what improvements can be advantageously carried out there.

Morpeth.

This port will also be surveyed during the ensuing season and thoroughly examined, so that its character can be determined.

RIVER DETROIT.

Instructions have been given for a careful survey of the river from Anderdon, north of the Amherstburgh terminus of the Canada Southern railway to Stony Island and to Grosse Isle, sufficiently including both approaches, in order to determine the practicability of a railway tunnel under the River Detroit. This work is conceived in the general interests of all railways passing to the State of Michigan. It will be immediately commenced so that it can be completed before the close of navigation and be reported upon for presentation to Parliament.

Obstructions to navigation near Amherstburgh.

It is only lately that these obstructions have been brought prominently to notice. They commence at about 300 feet below the Canada Southern Dock and extend southerly 900 feet. They again reappear at the head of Bois Blanc Island. Here they are about 700 feet in length and consist of 5 different shoals, 3 of which are unimportant. The whole of these waters were thoroughly surveyed and examined

during the season of 1874, by my assistant Mr. Michaud, and the duty which was one requiring much time and care, was ably performed by him.

They consist of outcrops of rock and deposits of boulders compactly placed. At occasional points only 12.5 feet is found at low water, and at other points the depths range from 13 to 14.5 feet. Low water is 2 feet lower than summer level. There is another special phenomenon connected with the river at this locality observable for a few hours only. The effect of a western gale on Lake Erie is to lower the water at Amherstburgh 2 feet, owing to the waters of the Lake being more swiftly carried over Niagara. On a change of wind it takes 8 hours to bring the level up to its normal condition of the season of the year when the fall has taken place.

When the lake steamer was of more limited dimensions these obstructions remained unknown. Of late years, owing to the increase in the size of the propeller, they have been the cause of several disasters. The modern propeller exacts 15 feet of water. Vessels such as the *Russia*, the *Japan*, the *Merchant*, the *Java* draw 14.8 feet, they are in length 250 feet and in breadth 37 feet with a depth of hold of 14 ft. They work with compound engines and cost about \$200,000. They carry 60,000 bushels of wheat and 1000 barrels of flour deck load. Their working expenses, including fuel, are named at \$170 per diem. The loss of such a vessel would be serious, but it is evident by her description, that at low water she would pass these obstructions at great risk.

These shoals are 39 in number, but 36 only require removal. They vary from being mere summit outcrops of rock in one or two instances, to shoals of large area. On some of the shoals, only from 10 to 15 yards of excavation are required to bring the obstructions to the depth ordered by the Department, 14.5 feet at lowest water. In other cases they vary from 50 to 200 yards, in one instance reaching 350 and in another 700 yards.

The current is very swift and at the period of strong northerly winds, work is found to be difficult.

At the last session of Parliament the sum of \$5,000 was appropriated towards the removal of these obstructions, and it was considered by the Department, that as little was known practically of the character of the work, it was preferable to carry it on by day labor.

An organization has been made and the work has been commenced, and although it is evident that great difficulties have to be contended against, it is hoped that many of the worst points of obstruction will be removed before the season of the low water.

It is evident that an explosive of the highest order is required to effect a satisfactory result. Nitro-glycerin alone is equal to the duty of disrupting a compact level bed of a river, over which flows 12 feet of rapid current.

Communications were made with Mr. Mowbray of North Adams, Massachusetts, the eminent chemist who has made the use of Nitro-glycerin practicable, to carry on a series of experiments with the explosive he so successfully manufactures. I feel it my duty here to acknowledge my deep obligations to him.

We have discovered that great interruptions must be looked for, by the passage of steam barges with their consorts, and steam tugs with long lines of vessels. The scows have been already repeatedly fouled.

The mode of work adopted is deserving of mention. Owing to the force of the current, a 3 inch pipe, known in the trade as discharge pipe, ordinary gas pipe being too weak, is secured to a casting of 1100 lbs weight, and a hole to receive the charge is drilled through the pipe. On the drilling being effectively made, the drill is hauled up and the nitro-glycerin charge with fuse attached, is lowered through the pipe into the blast hole. The casting and pipe is then raised some 8 feet, and the diver descends and places the charge home in the hole. It is then exploded by an electric battery without moving the scows from their position. The diver again descends and places the *débris* in iron cages, when it is hauled to the surface in the usual manner.

Although the work presents many difficulties, it is claimed it has been mastered. At the same time it has been established that the work will prove very costly. This

consideration is of importance in the view of the engagements, which in the opinion of the writer, the Dominion Government will be invited to enter into with the United States.

There is every indication that the time is not far distant when the attempt will be made to establish the navigation from Buffalo to Chicago at a depth of 19 feet of water, the limit imposed by Lake St. Clair.

The channel of the River Detroit at Amherstburgh unmistakably runs entirely in Canadian waters, and it is by this channel only that vessels of any draft can pass. Scarcely any American vessels take to American waters. It is at this spot that all improvements must be undertaken.

The operations in which the Department is now engaged will give a true idea of their magnitude.

LAKE ST. CLAIR.

River Sydenham.

The River Sydenham discharges into Mitchel's Bay which is connected with the waters of Lake St. Clair. Its outlet for vessels of greater draft is through the Chenal Ecarté to the River St. Clair. The navigation proceeds uninterrupted to Wallaceburg. From Wallaceburg to Simpson's Bend, a distance of about 8 miles, there is from 12 to 16 feet of water, and it is from here that obstructions commence and continue at intervals onward to Dresden. Both Wallaceburg and Dresden are towns of importance, and much trade is performed by propellers in this river. The impediments to navigation materially affected Dresden and the improvement of the river was advocated in the interest of the place as indispensable.

The obstructions were as follows :

Simpson's Bend,	Vanallan's Shoal,
Concession line, Peter Glasgow,	Willoughby's Shoal,
Hubbard's Shoal,	Harris's Shoal,
Macaulay's Shoal,	Stevens' Shoal,
Francis Wells' Shoal,	Institute Saw Mill.
Bower's Shoal,	

They did not extend over much space in any instance. A careful and thorough survey of the whole River was made from Simpson's Bend to Dresden, by my Assistant Mr. Hamel. Some expression of sentiment was made with regard to carrying the channel above the bridge $1\frac{1}{2}$ mile additional, but the amount of work was held to be so serious that the scheme cannot be entertained for the present. A channel 50 feet wide and 10 feet deep has been excavated through this extent. Owing to the difficulties of finding a deposit for the material, the scows having to be taken a distance of 10 miles to discharge to deep water, the progress of the work was somewhat restricted. On the reorganization of the dredge and its removal from Kincardine last year, work was commenced on the 24th September on this river, and after some preliminary work below Wallaceburg, operations were commenced at the end of October at Institution Mill. It was continued until the end of November when the dredge was moved to Johnson's Point in the Chenal Ecarté and worked to the 10th of December. Work was resumed on 12th April 1875 and continued to the end of the fiscal year, at which period about a week's further work was needed to complete the job.

One feature in the dredging of this river was the difficulty experienced from saw logs and sunken timber. They form a dangerous nuisance in all rivers, and have been the subject of frequent correspondence in the Department. To some extent, this result is caused by the trees carried down from the upper waters till a resting place be found. But the principal impediment is the consequence of the indifference and the mismanagement of lumbermen. Timber is carelessly placed upon the bank, and it rolls into the river; or it is kept in the water only imperfectly secured. A high wind arises, and it is carried from the shallow water where it was deposited, and

henceforth becomes as it were, a part of the stream. As the law stands no one can remove it with prospect of his labor being requited, or without risk of legal proceedings being taken against him, and there is the general condition of its being nobody's precise duty to remove impediments of this character. The log consequently remains gradually to sink; and as it becomes of a greater gravity, to float at a lower level, until it strands on a shallow spot. What before was simply an occasional annoyance, becomes an obstruction; and in a few years a shoal of magnitude is formed, which in time calls for removal by the use of the dredge.

So long as these logs are permitted to remain in this condition, and so long as any inducement is withheld for their removal, so long will rivers be interrupted in their navigation and great expense be periodically incurred.

Some simple law might be introduced to remedy this defect.

All logs should be branded with the owner's name or monogram.

If not branded, to be liable to seizure and to confiscation.

If branded, the log to be drawn out, and the party taking it out to have a claim for his expenses against the owner, having notified him of the find; should the latter neglect to indemnify the finder, after formalities being observed, the log to be sold by an authorized officer of the Government, to meet expenses.

It must be admitted such a law might be subject to some abuse. But all legislation is of this character; and the fact that the risk was to be looked for by the lumberman, would dictate care and prudence on his part. Were the lumberman but only ordinarily prudent, much of the difficulty would be obviated. At this hour he is literally irresponsible, his only risk is the loss of a few logs by sinkage. Probably this contingency may come in the calculation of profit and loss, and may be considered to be cheaper than the expense of placing his logs securely and properly.

LAKE HURON.

Port Franks.

This harbor was surveyed during the season of 1874. It is situated in the Township of Bosanquet and is about 30 miles from the entrance to the River St. Clair, between the mouth of which River and Bayfield it may be considered the middle point. It is distant from the latter 26 miles. It is argued that vessels have frequently been wrecked on Kettle Point, and have gone ashore in the vicinity, hence that a Harbor of Refuge should be constructed here. The theory is to cut a canal to deep water through the narrow spit of land which runs parallel to the lake for some distance, protecting its sides with cribwork and obtain access to the waters of the River Sable through 2 parallel piers taken out sufficiently far into the lake. No effective works could be constructed without serious cost.

Bayfield.

The sum of \$10,000 is contributed to this work by the municipality of Stanley. On the appropriation of \$34,000 having been made by Parliament in the fiscal year 1874-5, tenders were called for in the fall of that year and the contract was awarded to Mr. J. S. McEwen in November 1874. Some timber was obtained during the winter by the contractor but no cribs were sunk at the close of the fiscal year 1875. The amount of work performed and its conduct and management are not encouraging.

Port Albert.

The works at this place have been satisfactorily brought to a close, excepting some minor restorations now being performed by day-labor, which will be completed in a few weeks.

Kincardine.

An appropriation was made for the fiscal year ending 1875: but being below the estimate for the improvement proposed, and partly from the contract for cribwork under construction having from peculiar circumstances become somewhat complicated, nothing was done during last season. At the session of Parliament of 1875 the sum of \$12,000 was voted. The work proposed, to remedy the difficulty complained of with regard to vessels entering the port, is to lengthen the 2 piers each 100 feet and to widen the mouth from 130 to 200 feet, the direction of the piers being turned somewhat to the south-east. Tenders for the work will be immediately called for.

Inverhuron.

The works described in the last report were carried on during last season and brought to a close at the end of September 1874. The amount expended was \$6000. The work was performed by day-labor.

Port Elgin.

Port Elgin was thoroughly surveyed. It is a place marked by great energy and industry, being on the main road in the County of Bruce, one of the finest districts in Canada. It is 4 miles from Southampton, 15 from Inverhuron and 24 from Kincardine.

The harbor is very much exposed to the north-westerly gales, and when these gales are experienced, vessels have considerable difficulty in loading or discharging at the wharf, hence there is the strongest necessity for some protection to be extended. No effective remedy can be provided without some expense. As in many of the harbors of the lakes, much money has been uselessly expended here by the inhabitants.

At the last meeting of Parliament \$5,000 was voted, provided the local authorities furnished an equal amount. The subject is under consideration by them.

GEORGIAN BAY.

Owen Sound.

The improvement of the channel of the River Garafraxa and of the harbor of Owen Sound as described in last report, is being successfully carried on by Mr. Hubbell, the contractor who took up the work this season. It will certainly be completed by the end of September. The matter is more fully detailed in the report of my Assistant Mr. Macdougall which is appended.

Meaford.

These works have been satisfactorily completed. They are more particularly detailed in the accompanying report of Mr. Macdougall.

Collingwood.

By the report of my Assistant, Mr. Macdougall, it will be seen that the works here have been efficiently performed by the Contractor Mr. C. W. Moberly and taken off his hands.

Nebish Rapids.

These rapids are met in the River St. Mary about mid-distance between the Bruce Mines and Sault St. Mary.

They consist of an outcrop of rock and boulders and are dangerous to ascend to such an extent, that they are not considered navigable at dark. A thorough survey has been ordered of them which is now in progress.

Dredge Challenge

In the month of September last year, the writer received instructions to take full charge of the Dredge Challenge in every respect and was held solely responsible for its condition, discipline and working.

After having it fumigated and thoroughly cleaned under the Superintendence of Dr. Secord of Kincardine, so that no trace of the fever under which the crew broke down remained, and so stated under his medical certificate, the dredge was ordered to Wallaceburgh.

It started from Kincardine on Friday, 18th September at 7 p. m., but the sea ran so high that it put into Goderich at 4 a. m. on Saturday. It started again at 7 a. m., but although a severe storm raged, it passed Sarnia at 6 p.m. and reached Lambton where it lay all night. It started at daylight and arrived at Wallaceburgh at 10 a.m., Sunday 20th September.

The distances are as follows:

From Kincardine to Goderich.....	32 miles
“ Goderich to Sarnia.....	60 “
“ Sarnia to Wallaceburgh.....	30 “
Total.....	122 “

The towage was admirably performed by the Tug “John Prindeville” owned by Mr. George E. Brockway of Port Huron.

After some days’ work below Wallaceburgh, the dredge proceeded up the River Sydenham to the neighbourhood of Dresden where it worked until 30th November, when the ice closing around the machine it was moved to Johnson’s Point in the Chenal Ecarté where it worked until 10th December. It commenced its operations this season Monday 19th April, and is now at work in that river.

It is anticipated that it will be moved in 10 days to Kincardine to complete the work left unfinished last season.

I have to report the Dredge and tug to be generally in good condition. Some additions and repairs have been authorized which will be carried out during this season. The crew is in good discipline and the dredge is worked efficiently.

I may mention however that I think the addition of a third scow desirable.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM KINGSFORD,
Engineer in charge.

F. BRAUN, Esq.,
Secretary
Department of Public Works.

RIVER SALMON, SHANNONVILLE.

KINGSTON, 1st October, 1875.

SIR,—I have the honor to report concerning the work at Shannonville, as follows:—

The dredge commenced operations on Thursday, 8th October, and the work has been steadily prosecuted while the weather permitted until Monday, 30th November, when the ice got so thick that it was impossible to work any longer.

The time worked is 375 $\frac{3}{4}$ hours: 286 $\frac{3}{4}$ hours were spent upon the bar and 89 upon the different points inside of the river.

About 13,535 yards of material have been excavated and deposited outside near the head of Salmon Island where it can never either wash into the channel, or interfere with navigation. Of the above, about 10,200 yards were taken from the bar, and the remainder about 3,335 yards from inside of the river. There was also a considerable quantity of débris filled into the wharf.

A channel averaging 80 feet wide and 8 feet deep has been cut through the bar and carried out until a depth of 7 feet of water was reached.

The material of which the bar is composed is sand, pure or mixed with saw dust at the inner end of the channel, and sand, gravel and clay at the outer end; the sand is very fine and when the wind blows hard from south or south-west it is stirred up until the water is thick with it. I believe, that this sand is the cause of the bar; and acting upon that belief I have endeavoured to remove as much of it as possible and not spend the time upon sawdust which I am convinced will be carried out into deep water with the spring freshet, now that there is a channel for it to run in.

In the river the work has been done as follows:

Three cuts have been taken off on 1st point at river mouth, and an old pier removed; two cuts have been made on gravel bar; one cut on 2nd point and one cut on Geddes' point. A cut has been made along the wharf and two sunken piers removed from mid-channel.

I am of opinion that for the amount of the appropriation a very good job has been done.

I have the honor to be, Sir,

Yours most respectfully,

JOHN PAUL,

Superintendent.

William Kingsford, Esq.,

Engineer in charge.

COLLINGWOOD HARBOR.

TORONTO, 30th June 1875.

SIR,—I have the honor to report the progress of the Collingwood Harbor works.

These works, commenced October 1873, were completed October 1874. I had the honor to describe them fully in my former report.

The total cost of this work was \$57,468.43, including superintendence; one half being paid by the Department, one quarter by the Northern Railway Company, and one quarter by the town of Collingwood.

The following is the total amount of material placed in the work.

Square timber.....	71,527 cubic feet.
Flatted timber.....	43,194 lineal feet.
Oak plank.....	63,494 M. Ft. B. M.
Wrought iron boiler plate.....	66,800 lbs.
Wrought iron ragbolts.....	91,661 lbs.
Pressed spike.....	7,951 lbs.
Stone filling.....	1,011 toises.

I have the honor to be, Sir

Your obedient servant,

ALAN MACDOUGALL,

Resident Assistant Engineer.

WILLIAM KINGSFORD, Esq.,
Engineer in Charge,
Ottawa.

MEAFORD HARBOR.

TORONTO, 30th June, 1875.

SIR,—I have the honor to report on the Meaford Harbor works.

The extension of the pier on the west side of the River Big Head was completed November 1874, at a cost of \$14,111 ⁷⁴/₁₀₀.

The following quantities of materials were used:

Square timber in cribs.....	14,629 cubic feet.
Flatted timber in cribs.....	16,020 lineal feet.
Square timber in superstructure.....	7,533 cubic feet.
Flatted timber ".....	8,764 lineal feet.
Blocks under ties.....	577
Binding-pieces.....	1,264 lineal feet.
Stringers.....	2,030 "
Pine plank for top covering.....	33,312 M. Ft. B. M.
Cap-pieces.....	1,228 lineal feet.
Waling-pieces.....	765 "
Snubbing posts.....	14 No.
Wrought iron ragbolts.....	15,612 lbs.
Pressed spike.....	1,500 lbs.
Stone filling.....	5,826 cubic yards.

There is an average depth of 15 feet, at lowest water, on the extension.

A breakwater to protect the harbor from the deposit made during north-easterly storms has been built on the line of the road allowance between concession III and IV St. Vincent.

The contract for this was entered into in August 1874, with Mr. J. S. Tolton.

The outer end of this Breakwater consists of 7 cribs 30 feet long, 20 feet wide, sunk in 13 feet of water at deep water, and 7 feet of water at the southern end. It is continued, inshore, by 10 bents of piling and stringers, at 20 feet centres, making a total length of 410 feet. Between the pile work, brush and stone filling has been placed up to water line, to obstruct the gravel carried towards it.

The work has been satisfactorily completed at a cost of \$6,385.27.

The under mentioned quantities of materials were placed in this Breakwater.

Square timber, in crib work.....	1,400	cubic feet.
Flatted timber, do	4,860	lineal feet.
do do	3,270	"
do do	2,540	"
Square timber, in superstructure.....	2,450	cubic feet.
do do	422	"
Flatted timber, do	2,262	lineal feet.
Blocks under ties.....	380	
Binding-pieces.....	588	"
Wrought iron ragbolts.....	8,843	lbs.
Snubbing posts.....	5	
Stone filling.....	1,580	cubic yards.
Pile diving.....	491	lineal feet.
Cap-pieces.....	210	cubic feet.
Stringers.....	1,616	"
Pine plank.....	288	M.Ft. B.M.
Stone and brush filling.....	266	cub. yards.

I have the honor to be, Sir,
Your obedient servant,

ALAN MACDOUGALL,
Resident Assistant Engineer.

OWEN SOUND HARBOR.

TORONTO, 30th June 1875.

SIR,—I have to report on the progress of the Owen Sound Harbor Dredging.

The sum of \$10,500 was appropriated for the improvement of the channel of the River Garafraxa from the winding basin opposite Smith's wharf, to the outer lighthouse, a distance of three fourths of a mile.

Work was commenced in October and carried on till the end of November last year by the Toronto Grey, and Bruce Railway Company under arrangements with the Department to that effect. In the spring of 1875 fresh arrangements were made and a contract was entered into at the end of May, with Mr. T. M. Hubbell of Saginaw City, Mich., who has carried on the work satisfactorily. The work will be completed at the end of August, in accordance with the design originally made and within the amount estimated.

A depth of 10 feet will be obtained at lowest water. The channel between the lighthouses is 150 feet wide, narrowing to 100 feet at the foot of Russell Street, at which width it is continued to the winding basin.

I have the honor to be, Sir,
Your obedient servant

ALAN MACDOUGALL,
Resident Assistant Engineer.

William Kingsford, Esq.,
Engineer in charge, Ottawa.

APPENDIX No. 15.

MARITIME PROVINCES.—HARBORS, PIERS, RIVERS, &c.

SAINT JOHN, NEW BRUNSWICK,
22nd October 1875.

SIR,—I have the honor to report on the works, under my charge, in the Maritime Provinces, for the year ended 30th June, 1875. These consist of:—

Works under contract in	New Brunswick.
“	“ Nova Scotia.
“	“ Prince Edward Island.
Works under direct charge in	New Brunswick.
“	“ Nova Scotia.

Improvement of Rivers.

Dredging.

Surveys and Examinations.

WORKS UNDER CONTRACT IN NEW BRUNSWICK.

Richibucto.

During the year, a contract was entered into for the construction of a further length of the breakwater, extending from the North Pier Beach at the entrance of the Harbor, making a total length of 1200 feet. At the close of the fiscal year it was about one half completed.

Point du Chêne.

Point du Chêne, Shediac Harbor, is one of the termini on the Gulf St. Lawrence of the Intercolonial Railway. Deep water is reached and accommodation given to vessels by a wharf 1850 feet in length, built in 1858, and to which extensions were added in 1871. This wharf has been damaged by gales on several occasions, notably during October 1869, and August 1873. The breakwater now being constructed, is intended to protect the wharf and harbor formed by it from easterly storms. On the 30th June it was two thirds finished.

Dipper Harbor.

The breakwater at this place was finished early in November, 1874, and within a fortnight after its completion, the Bay of Fundy was visited by a severe gale which destroyed the outer end of the structure down to low water mark. At the end of the fiscal year, it remained unrestored. Plans have been prepared and submitted for replacing the work.

St. John Breakwater.

This breakwater extends south-eastwardly from Negro Point at the western entrance to the Harbor of St. John. When completed it will extend a distance of 2250 feet, closing up the Western Channel to that extent, leaving however a width of

1000 feet between the outer end and Partridge Island. The object is to break the force of the seas which roll into the harbor of St. John during the south-west gales in the Bay of Fundy and which render it dangerous and almost impossible at such times for vessels to make the harbor. The breakwater itself will also form a harbor of refuge and afford shelter to vessels. The work was placed under contract, and at the end of the fiscal year the contractors had made a fair start.

WORKS UNDER CONTRACT IN NOVA SCOTIA.

Brooklyn.

The breakwater at this place was finished early in November 1874. It was to some extent damaged by the gale of that month which visited the south-west coast of Nova Scotia and the Bay of Fundy, alluded to under the head of Dipper Harbor. Up to the end of the fiscal year, no restorations had been made but steps were being taken to effect the repairs required.

Jordan Bay.

Jordan Bay, Shelburn County, on the south-west coast of Nova Scotia, 36 miles south-west from Liverpool Harbor, and 25 miles north-west from Cape Sable, lies open and exposed to the Atlantic. In January, a contract was entered into for the construction of a breakwater, 550 feet in length at the head of the Bay, about 6 miles from the Atlantic, for the protection of vessels loading and seeking shelter. At the end of the year, about one quarter of the work contracted for had been accomplished.

Oak Point.

At Oak Point, now known as Kingsport, in the Minas Basin, King's County, about three miles to the eastward of the town of Canning, works are in progress for the construction of an extension of the breakwater 270 feet in length. The work will increase the area sheltered as a harbor and will afford earlier access to the wharf at each side. At the close of the year, one third of the work under contract had been completed.

Ingonish.

During the past year, 500 feet of the pier for the protection of the new channel have been put in place. The entrance has been widened and deepened by dredging so as to afford much easier access to the harbor than had heretofore been obtained. The works have been pushed forward by the contractors; and unless mishaps occur they ought to be completed by December.

Cow Bay.

Cow Bay, Cape Breton County, is situated at the eastern extremity of the Island of Cape Breton and is fully described in the Departmental Report for 1868, App. p. 86. During the past year, the Dominion, by purchase, became the owner of the breakwater; and a contract was made for repairing the damages caused by the gale of August, 1873. Up to the end of the fiscal year, one-seventh of the work had been completed.

Mabou.

During the past year, owing to the total abandonment of the work by the contractor, nothing has been done towards the completion of the work under contract. Tenders have however been called for the works necessary to close the old channel and to complete the unfinished pier-work.

WORKS UNDER CONTRACT IN PRINCE EDWARD ISLAND.

New London.

New London, Queen's County, is situated on the north-eastern shore, and about the centre of the Island. The works at this place consist in strengthening the breakwater, built by the Local Government some years ago; likewise, the construction of a further length of breakwater extending 650 feet from the northern end of the old work. Up to the end of the fiscal year, three-fifths of the work under contract have been completed.

Tignish.

Tignish, Prince County, is situated near the northern extremity of the Island. In 1869 the Island Government commenced the construction of breakwaters for improving the entrance to the harbour. These works, having been damaged by easterly gales, are now being strengthened and repaired; and, up to the 30th June last, about one-third of the work contracted for, was accomplished.

WORKS UNDER DIRECT CHARGE IN NEW BRUNSWICK.

Tynemouth Creek.

Tynemouth Creek is situated about 21 miles to the eastward of St. John Harbor. The amount granted has been expended in the construction of a small cribwork block, for the purpose of enabling vessels and craft seeking refuge, better to enter the inside basin.

Hillsborough.

At Hillsborough, the breakwater, mentioned in my report of last year, has been completed and a small light tower erected.

Sackville.

The amount appropriated was expended in the construction of brushwork for the purpose of preventing the River Jantrammar from cutting through a narrow neck of land, and thus preserving the harbor at Sackville. There is communication with this harbor by a branch line from the Intercolonial Railway.

WORKS UNDER DIRECT CHARGE IN NOVA SCOTIA.

McNair's Cove.

McNair's property, Ballentine's Cove, is situated on the west side of St. George's Bay about five miles to the southern end of Cape George. The amount appropriated has been expended in raising the breakwater to its proper height, it having settled in the soft bottom of the Cove.

Big Tracadie.

Big Tracadie, Antigonish County, is a harbor on the southern shore of St. George's Bay. In 1863 the Local Government, opened a passage into the harbor by cutting through Bario's Beach and like wise constructed a breakwater for the protection of the new channel, The amount granted has been expended in rebuilding and extending this breakwater and in the construction of a breastwork for protecting the eastern side of the channel from the scouring action of the tidal currents.

Port Medway.

Port Medway, Queen's County, is situated on the southern side and about three miles from the mouth of Port Medway Bay which opens into the Atlantic. The works at this place consist of pier protection work to prevent the sea, during heavy gales, from effecting breaches through the low-lying lands into the harbor.

Sissiboo.

The River Sissiboo empties into St. Mary's Bay, Digby County. The amount appropriated has been expended in the removal of two rocky shoals which interfered greatly with navigation especially at times of low water.

Maitland.

Maitland is situated on the western side of the mouth of the River Shubenacadie, and the amount appropriated has been expended in completing the pier at that place.

Big Pond.

Big Pond is situated on the east side of East Bay, Bras d'Or Lake, Cape Breton County. During the previous year the amount granted was expended in opening a passage through the beach from the Bay into the Pond—a large and sheltered piece of water and up to that time land-locked—and in protecting the sides of the channel with cribwork. The amount appropriated was coupled with a grant from the Local Legislature and expended in completing the cribwork.

Port George.

The harbor is situated on the southern side of the Bay of Fundy, Annapolis County, about 25 miles to the eastward of Digby Gut. The amount voted has been expended on the completion of the repairs to the breakwater, commenced last year.

Meteghan Cove.

Meteghan Cove is situated on the eastern side and at the mouth of the Saint Mary's Bay, about 25 miles north of Yarmouth. The amount granted has been expended in extending and repairing the breakwater, built about 40 years ago.

Yarmouth.

The amount appropriated for Yarmouth was expended in the construction of two small wing dams for securing the beach protection works, built a few years ago by the Department.

Plympton

Plympton is situated on the south side of St. Mary's Bay. The amount granted was expended in the completion of the addition to the breakwater commenced during the previous year.

IMPROVEMENT OF RIVERS.

River St. John.

During the season of 1874, two working parties were again employed in the removal of obstructions from the steamboat channel between Fredericton and Grand Falls. "Russell's Rock" at the head of the Grand Pass has been entirely removed: the boulders covering "Perley's Bar" as well as the dangerous rock known as

"Kenney's Rock" were also removed. The approaches to "Bear Island and Kirk's landings" were improved by the removal of a large number of rocks. At "Howe's Point" it was found necessary to cut an inshore channel for the convenience of steamers and Tugboats and, by its means, navigation at this point has been rendered comparatively easy and safe. Boulders were also removed from off "Brook's Bar" and at "Eel River landing." Improvements were effected at "Bett's rapids", "Belvisir Bar," "Bear Island Bar" and opposite the "Nackawick" landing. Rocks and boulders were also removed from "Dibble's Rapids," "Bedell's Cove" and at the mouth of the Aquisquit. A good and safe channel about three quarters of a mile in length, was made at the "Tobique Rips" by the removal of ledge rock. This channel will give steamers a straight course up the western side of the River and avoid a rocky bar which they were obliged formerly to pass over. At the mouth of the Aroostook, a number of large boulders were removed and the towpath improved in many places in the vicinity. At Little River the channel was deepened, widened and much improved for the passage of steamers or rafts. Commencing at the lower end of the "White Rapids" a straight channel on the western shore was cleared, for about one half of a mile by blasting ledge and removing loose rocks.

The improvements thus effected have proved to be of great benefit to the navigation of this River, especially during the period of the low summer level.

Between St. John and Fredericton one hundred and fourteen "snags" varying from 10 to 45 feet in length and from 6 to 36 inches diameter, were removed from the navigable channel, towed ashore and cut up into short lengths.

DREDGING.

"The New Dominion."

This dredge commenced work on the 10th May, 1874, at the public landings at Fredericton, and up to 30th June had removed 7,545 cubic yards of material. From this last date until 15th August 9,065 cubic yards of gravel, stone and sand were removed. On the 18th August, operations were commenced on the Oromocto shoals and continued until the 10th November,—the end of the working season—removing 29,893 cubic yards of coarse sand. The dredge and scows were removed to St. John and laid up for the winter.

On 15th May last, the dredge was sent to the Grand Lake; but, owing to the height of the freshet, was not able to commence working until 30th June, when it operated in the cut at the entrance to the River Jemseg, and up to 30th June had removed 5740 cubic yards of tough clay and mud.

"The Canada."

This dredge left Halifax on 1st July, 1874, for Richibucto, N. B. It arrived and commenced working on the 10th of that month and continued until 25th August, removing 12,105 tons of sand, thus opening the "North Channel." On 7th September it arrived at Bathurst, and operated on the shoals in that harbour until 30th November, removing 13,860 tons of sand. During the winter, the dredge was laid up at Pictou where it was overhauled and repaired. On 4th May, 1875, work was commenced at the public landings at Pictou and continued until the 24th, removing 7,020 tons of mud. From the 4th until the 12th June it operated at the Railway wharf at Point du Chêne, removing 3,240 tons of deposit from the slip. From the 15th June to the end of the fiscal year, dredging was carried on in the "North Channel at Richibucto," and 4,320 tons of sand were removed up to that date.

"The Cape Breton."

This dredge, having become the property of the Department, was thoroughly repaired and put to work at Herring Cove to the westward of Halifax. It worked here from the 10th September until the 25th October, removing 12,111 cubic yards of sand. From the 15th to 23rd April, the dredge was employed by the Halifax Steamboat Company in cleaning out the Ferry slips, removing 1,365 cubic yards of

deposit; for this service, the Company paid to the Department the sum of \$325.00. From the 11th to 21st May, operations were carried on at Chezzetcook, removing 3,920 cubic yards of sand, when orders were received to proceed to Cheticamp, Cape Breton, at which place it arrived on 21st June, being towed by the Government Steamer "Lady Head." Two scows were lost on the passage.

"The Prince Edward."

This dredge was on the 18th September, 1874, transferred by the Provincial Government of Prince Edward Island to the Department and was sent to the River Vernon, arriving on 12th October; it continued there until the 20th November, the close of the working season. During that time it removed 9,100 cubic yards of mud. On 18th May operations for the season were commenced at the Railway wharf at Charlottetown and were continued until 18th June, removing 7,410 cubic yards of mud. On 19th June the dredge arrived at Crapaud, where it commenced work, and up to the 30th of that month had removed 2,145 cubic yards of material.

"The St. Lawrence."

This dredge was built by Messrs. W. Simons & Co., London Works, Renfrew, Scotland, under a contract with the Department. It is a very powerful dredge, capable of operating to a depth of 28 feet, and contains and carries off to a place of deposit the materials dredged by itself. During the voyage across the Atlantic, the vessel received damage from the ice and it was found necessary, on its arrival at Halifax, to have extensive repairs effected. The repairs were completed and the dredge ready for operations on 1st July.

SURVEYS AND EXAMINATIONS.

During the year surveys and examinations were made at the following localities and plans, reports and estimates of the works, &c., have been forwarded:—

Advocate Harbor.....	N. S.	Minimigash.....	P. E. I.
Avonport.....	N. S.	Pickett's Pill.....	N. S.
Belliveau's Cove.....	N. S.	Pokeshaw.....	N. B.
Brae Rivers.....	P. E. I.	Rostea Bay.....	N. B.
Cocagne Harbor.....	N. B.	Rustico.....	P. E. I.
Church Point.....	N. S.	Souris.....	P. E. I.
Cook's Cove.....	N. S.	St. John River.....	N. B.
Chezzetcook.....	N. S.	Saulnierville.....	N. S.
Cascumpee.....	P. E. I.	Salmon River.....	N. B.
Digby.....	N. S.	Sackville.....	N. B.
East River of Pictou.....	N. S.	Spencer's Island.....	N. S.
Fox Island.....	N. S.	Trout Cove.....	N. S.
Fourché.....	N. S.	Tiverton.....	N. S.
Grand Anse.....	N. B.	Tryon River.....	P. E. I.
Long Beach.....	N. S.	Tracadie.....	N. B.
Lockport.....	N. S.	Vogler's Cove.....	N. S.
Larry's River.....	N. S.	West Point.....	P. E. I.
Lepreaux.....	N. B.	Wood Islands.....	P. E. I.
Londonderry.....	N. S.	West Bay.....	N. S.
Moncton.....	N. B.	Yarmouth.....	N. S.
Meteghan Cove.....	N. S.		

I have the honor to be, Sir,

Your obedient Servant,

HENRY F. PERLEY,

Engineer in Charge.

BRAUN, Esq., Secretary,
Department of Public Works.

APPENDIX No. 16.

INTERCOLONIAL RAILWAY.

ENGINEER'S OFFICE,

OTTAWA, 4th October, 1875.

SIR,—I have the honor to report the extent of "New Works" of construction pertaining to the old lines of the Intercolonial Railway, executed during the fiscal year ended 30th June last, and at the same time to offer a few remarks upon the general condition of the line.

NEW WORKS.—1874-75.

To facilitate the coal, lumber, timber and general traffic, a length of $2\frac{87}{100}$ miles has been added to the ordinary sidings and $0.\frac{79}{100}$ miles to the coal drop sidings, all of which is more particularly set forth in the following tables:—

NEW ORDINARY SIDINGS.

	<i>Lineal feet.</i>	
1 Salisbury.....	2,163	tannery service.
2 Moncton.....	2,046	general "
1 Dorchester.....	311	ship-yard "
1 Westcock.....	415	general "
1 Bulmers.....	310	saw-mill "
1 Maccan.....	854	ship-yard "
1 Wentworth.....	270	saw-mill "
1 Folly Lake.....	591	" "
1 Stellarton.....	835	coal traffic "
2 Pictou Landing.....	2,250	" "
2 Dorchester Wharf.....	2,123	" "
1 St. John.....	3,000	ship-yard and market service.
Total.....	15,168	

NEW COAL DROP SIDINGS.

	<i>Lineal feet.</i>
1 Apohaqui.....	374
1 Brookfield.....	591
1 Petitcodiac.....	374
1 Dorchester.....	405
1 Sackville.....	311
1 Saint John.....	755
1 Spring Hill.....	1,300
1 Albion Mines.....	50
Total.....	4,160

For the accommodation of the passenger and freight business and the economy in maintaining and operating the road, there have been erected 3 passenger station houses, 1 passenger and freight house combined, 2 freight houses, 4 coal sheds, 1 paint shop, 1 tank house, 3 blacksmith shops, 1 custom examining warehouse and 1 dwelling house for messenger. These buildings have been erected at the following stations:—

Bedford.....	Passenger Station House.
Shubenacadie.....	do
Stellarton	do
Spring Hill.....	Passenger and Freight House combined.
do	Coal Shed.
Apohaqui.....	Freight House.
Brookfield.....	do
Truro	Car Shed.
do	Blacksmith Shop.
Amherst	do
Moncton	Paint Shop.
do	Messenger House.
do	Blacksmith Shop.
Dorchester	Tank House.
Saint John.....	Custom Examining Warehouse.
do	Coal Shed.
Albion Mines.....	do

WEIGH SCALES.

To provide for a want long needed, a set of Fairbank's Scales of 60,000 lbs. capacity has been erected at Point du Chêne.

SEMAPHORE SIGNALS.

As a protection to the trains, night and day semaphore signals have been put in operation at all the principal booking stations. During the previous year they had been erected at the terminal and junction Stations only. They add greatly to the safety of the travelling public.

WATER SERVICE.

In order to provide an abundant supply of water at a minimum cost at the St. John Station, it is proposed to drain the supply from Lilly Lake by gravitation. To accomplish this result, a line of cast iron pipes is being laid from the several station buildings to Lilly Lake; about three fourths of the pipes are laid; the remainder of the work is suspended for a time until entry upon the Gilbert property is authorized by the Local Agent of the Honorable Minister of Justice.

FIRE SERVICE.

With a view of guarding against the destruction of the Moncton Workshops by fire, it is intended to provide an engine and lay down a series of water pipes and hydrants covering the building. The pipes for this service have been procured and are in store, ready to be put in place under the appropriation of 1875-76.

TERMINAL EXTENSIONS.

Halifax Extension.

The work of grading the road-bed from Richmond Station to the North street terminus is progressing as rapidly as circumstances will admit. The deep water wharf is completed and in use; it adds very materially to the facilities of shipping.

SAINT JOHN IMPROVEMENTS.

The work of extension through the Courtney Bay ship yards is closed, the track laid and the breastwork completed. It is now under the control of the Traffic Department. The completion of this work must be a great benefit to the ship-building interests of St. John.

The foregoing, I believe, to be a full statement of the "New Works" executed during the fiscal year ended 30th June 1875.

During the past year the gauge of the road has been changed to the continental gauge of 4 ft. 8½ in. ; the greater portion of the locomotives renewed and the car stock newly "trucked." About 38 miles of steel rails have been laid, about 71,000 sleepers inserted, and the fencing has had a general overhauling. The result is that the road is now in a much better order than I have known it to be for years, and, in fact, is in a very efficient running condition.

I have the honor to be, Sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Engineer.

F. Braun, Esq., Secretary
Department of Public Works.

 APPENDIX No. 17.

 REPORT OF THE CHIEF ARCHITECT.

PUBLIC BUILDINGS, WORKS AND REPAIRS.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 30th October, 1875.

SIR,—I have the honor to submit the following general remarks upon the construction of new works, and the repairs made to the Public Buildings under the control of the Department, for the fiscal year ended 30th June, 1875.

 PROVINCE OF ONTARIO.

OTTAWA.

PARLIAMENT BUILDINGS.

The new boilers, mentioned in my last report as necessary, were put in place, and were in working order in time for meeting of Parliament.

Divisional walls, to separate the attic floor into sections, have been built, and iron doors placed in them as an extra precaution against fire.

Fire service mains have been laid in the basement floor and attachments to the existing apparatus made.

Hydrants have been placed at various points around the building, to be available externally. Hose attached to any of these hydrants can throw a stream of water one hundred and twenty (120) feet in height.

The ordinary repairs have been executed, under the immediate superintendence of the Department.

WEST BLOCK, DEPARTMENTAL BUILDINGS.

The requirements of the public service having called for further office accommodation, it has been decided to add a new wing to the present building.

In order to economise time, the excavation for this wing was proceeded with during last winter, and was ready for the masonry early this spring.

Tenders were called for the basement portion of the building, and the contract was awarded to Mr. Barnabas Gibson. This work is now being proceeded with in a satisfactory manner, and will be completed in sufficient time to allow the contracts for the other portions of the wing to be awarded this year.

The general plans have been approved of. They are now in course of being detailed in order that tenders may be taken and contract awarded before the termination of Mr. Gibson's contract.

The lowering of the ground surrounding the main building has been of great

service to that portion of the building. Several extra rooms are thereby provided and those which had hitherto been insufficiently lighted in that respect are considerably improved.

The ordinary repairs have been executed as usual.

EAST BLOCK, DEPARTMENTAL BUILDINGS.

That portion of the roof, referred to in my last report as requiring repair, has been re-covered.

The iron staircase is finished.

The usual repairs have been executed.

LIBRARY.

The whole of the external work is complete, and the roof finished.

The plaster work being finished, arrangements are being made to fresco the ceiling. Specimen panels are now awaiting the approval of the Honorable the Minister, and when his decision is given the work will be prosecuted with vigor.

The floor is purposed to be laid in parquetry composed of the different varieties of Canadian wood.

Architect in charge, Mr. John Bowes. Contractor for decoration, Mr. William McKay.

GROUNDS.

The following works, referred to in my report of last year, have been completed :

Central gates of fence wall ;

Steps to canal ;

Sidewalks (McBain pavement) on Wellington and Bank Streets.

The contract for the Terrace, walls, steps and the fountain in front of the Parliament Building, having been awarded, the works have been rapidly pushed forward and it is anticipated that the whole will be completed before next winter.

The main avenue, having been lowered, new drains for water service will shortly be completed. The lateral roadways, viz : those on each side of the grounds between the East and West Blocks have also undergone alterations to suit the general arrangement.

The gas pipes had to be taken up owing to the reduced level of the ground ; they have been relaid at a proper depth. Water pipes, arranged so as to connect, if necessary, with the City Water Works, have been laid. By this arrangement, the tanks in the Parliament Building can be filled by water from the City.

Contractor for grading, Mr. B. Gibson ; contractor for approaches to Dufferin Bridge, Mr. D. Harrow ; contractor for footpaths, Mr. McBean ; contractor for Terrace walls, walls &c., Messrs. Harrow & Sinclair.

Works carried on under the superintendence of the Department.

WORKSHOPS.

This building was finished and occupied last fall, and has been found to answer the purpose for which it was built.

The enclosure wall on the line of Bank Street, during the course of last summer, was carried down as near as possible to the River. Entrance gates to the workshops and the "Lovers' Walk" have been made. A portion of the wall has been utilized for one side of the coal sheds which have been erected in connection with the building.

Plans are now being prepared for other walls, required to enclose the space allotted to the workshops ; also for a new drying house, and sheds for the timber, in order to make the whole complete.

Contractors for main building, Messrs Mathews, Stewart and Stockland ; contractor for enclosure wall, Mr. Toms.

Work done under the superintendence of the Department.

POST OFFICE, CUSTOM HOUSE AND OFFICE INLAND REVENUE.

As anticipated in my last report, this building was not roofed in before the winter had commenced. Since work was recommenced it has been covered in and the whole made watertight.

Alterations have been made in the original plan of the roof, owing to the great height of a building opposite, recently erected, which would have had the effect of dwarfing in appearance the Post Office &c., if its original plan had been carried out.

The upper story is to be finished and used as public offices.

The building is ready for plaster work which will be prosecuted vigorously.

Arrangements have been made to warm the buildings by means of hot water, and tenders will be asked for immediately, so that the apparatus for heating can be used next winter.

LONDON.

POST OFFICE.

The addition, mentioned in my report of last year, has been completed, and the building placed in good repair.

TORONTO.

POST OFFICE.

This building was, during the late winter, provided with a striking clock, constructed to work eight electric dials.

The whole has given entire satisfaction.

NEW CUSTOM HOUSE.

The contract work on this building is being prosecuted vigorously. The plaster work is nearly finished and the wood finishing is being prepared.

Tenders will be asked for at an early date for the warming apparatus. The building is to be heated by steam and arrangements are being made to allow the contractor, on condition that he pays the running expenses, to make use of the apparatus during the ensuing winter. This arrangement will do away with the temporary use of stoves and open fires, in themselves dangerous, and will afford an opportunity of testing the apparatus.

Architect, Mr. R. C. Windeyer, of Toronto ; contractor, Mr. B. Walton.

EXAMINING WAREHOUSE.

This building, which is of a very solid and substantial character, is being rapidly completed and will, no doubt, be ready for occupation at the close of this year.

The work so far has been satisfactorily executed.

Arrangements have been made for the purchase of a lot of ground adjoining the building, so that in case of further accommodation being required, sheds can be erected thereon. The walls of these sheds will then form a portion of another building, should still further accommodation be needed. Architect Mr. W. Irvine, Toronto, contractor M. B. Walton.

REVENUE OFFICES.

This building is now finished, and that portion, allotted to the Assistant Receiver General, occupied. The various contract works have been executed and there remains only the internal arrangement for the Inland Revenue Offices to make the whole complete.

KINGSTON.

FORTIFICATIONS.

A large amount of work in relation to alterations and repairs has been done to the various forts, barracks, &c.

At the Market Battery, the fencing on the Main Street, with return walls of same on both sides, together with the two lodges and gateway, have been taken down. The materials from the walls have been partly used for repairs to the Tête du Pont Barracks and, partly for other repairs. The lodges were transported to the ground adjacent to Fort Henry; one being placed on the road leading from the bridge to the college, and the other on the upper road. The old gateway will be re-erected in connection with one of the lodges. The work of re-building was easy, as the stones, before they were taken down, were marked. Between the lodges, a strong picket fence has been built.

Parts of the wall, enclosing the Military College grounds, have been taken down and the remainder made good and re-coped and provision made for an iron gate.

The walls and casemates of Fort Henry having been damaged by water and frost, it was decided to lay over them a wooden block pavement, but, as winter was close at hand, the boarding only of it was finished.

It has been decided to lay block pavement as a permanent covering and the work is now progressing rapidly. When traverses for the new guns are fixed in position, block pavement will be laid around them.

The coping of the external walls, having been affected by the frost, they are in course of being covered with boards with fillets over joints. The woodwork to be painted. The walls are also being pointed.

The Frigate Building, formerly used as a store house, has been altered in its internal arrangement to suit the purposes of a military school. By the changes effected, there will be sufficient accommodation for fifty Cadets, with the usual conveniences and requirements for a school of this class. Ventilation has been carefully attended to.

Portions of the stone work have been taken down and the whole repointed.

Where ground abutted against the building, it has been taken away, bank formed and internal comfort assured.

This building is now about ready for occupation.

Several buildings formerly used by the Imperial Government, have, on account of their dilapidated condition, been taken down. Others in better condition, are being repaired.

The grounds have been ploughed up and brought to a general level.

Plans are in course of preparation for the Commandant's House, the late house having been found so much decayed that it was useless to attempt to restore it. The new building will occupy the old site.

TÊTE DU PONT BARRACKS.

Repairs have been made to the Barracks or Officers' Quarters and boundary wall. The latter, which was in bad condition, will have to be considerably lengthened. A large amount of pointing &c., has been done and the whole is now in good repair.

Architect, Mr. R. Gage of Kingston.

PROVINCE OF QUEBEC.

MONTREAL.

NEW POST OFFICE.

This building has been proceeded with in a satisfactory manner and the time previously lost has been made up. It is now roofed in, plaster work completed, and finishings with regard to the joiner's work are being executed. The contract work will, it is expected, be finished next Fall.

The contract for the warming apparatus has been awarded to Messrs R. Mitchell & Co., of Montreal.

Plans for the fittings are being prepared.

Architect, Mr. H. M. Perrault of Montreal. Contractors, Messrs Allard & Dufort.

EXAMINING WAREHOUSE.

Contracts have been entered into for the erection of this building, the foundation walls of which are now being built.

The delay in commencing this work was caused by the tardiness of the City Council in accepting the offer made by the Government for the purchase of a lot required by them to widen the street; the offer was at last accepted and the work started immediately.

The building is to be plain in character, but substantial and extensive. The external walls will be composed of Montreal grey limestone; internal walls supporting joists to be brick, pierced by archways for the purpose of more easily arranging goods. A new feature has been adopted in this building, viz: having the tramway lowered, so that the top of carts or trucks requiring to be loaded or unladen will be on a level with the floor line. Tramways will be made through the building from Common to McGill Streets, also from Common Street to the lane in rear of the building, thus enabling carts to be unloaded in the building.

Hoists, to be worked by steam power, are to be placed in different parts of the building, so that goods can be taken from floor to floor, or from the street to any floor.

In order to avoid damage by flooding from the River St. Lawrence, the engine and boiler rooms will be constructed of boiler plate; in fact when completed it will be perfectly water tight, so that business will not be stopped or delayed in case of flood.

A space has been left at the junction of Common and McGill streets for the erection, if necessary, of offices for the Lachine Canal; the site being central and convenient both for officials and public.

Architects, Messrs Bourgeau & Leprohon; Contractors, Messrs Bourgoin & Lamontagne.

QUEBEC.

MARINE HOSPITAL.

This building has been repainted, and floors, where necessary, made good; also other jobbing works done.

CITADEL.

The casemates of Richmond Bastion and the drill shed over them have been thoroughly repaired, and are now used by B. Battery.

The Prison and Jebbs Redoubt have been put in good order; and water introduced into the Officers' Quarters.

All the walls and tanks (13 in number) have been cleaned and repaired.

The drainage has also been put in perfect order ; and the joints of A. & B. magazines and their surrounding walls have been repointed ; the spouts and troughs of these and other buildings have been either repaired or renewed where necessary. Further repairs are required to make the whole complete.

Architect, Mr. L. P. Gauvreau, of Quebec.

LÉVIS FORTS.

Repairs, to a certain extent, have been executed on these Forts, but to put them in thorough repair further works are required.

Architect, Mr. L. P. Gauvreau, of Quebec.

QUARANTINE STATION, GROSSE ISLE, NEAR QUEBEC.

The works, contracted for by Messrs Piton & Co., have not yet been accepted by the Department. Several of the buildings on the Island have from extreme old age become dilapidated, and I would recommend that they be taken down. Other buildings, to replace them, are asked for.

Since the date of my last report there has been no necessity for any enlargement.

Architect, Mr. Thos. J. Lepage, of Quebec ; contractors, Messrs. Piton & Co.

THREE RIVERS.

CUSTOM HOUSE AND INLAND REVENUE OFFICES.

This building is now finished and ready for occupation. A portion of the ground has been excavated as recommended in last year's report.

Arrangements have yet to be made for fences or enclosure walls and for the usual fittings.

Architect, Mr. H. M. Perrault, of Montreal. Contractor, Mr. Charles Dugré, of Three Rivers.

PROVINCE OF NEW BRUNSWICK.

ST. JOHN.

NEW POST OFFICE.

The various contract works on this building have been, up to date, carried on in a very satisfactory manner, both as regards workmanship and progress.

It is expected that the building will be finished and ready for occupation before the close of this year.

Arrangements have been made for the necessary fittings, &c.

The building is proposed to be heated by steam ; plans and specifications have been submitted and await approval.

Architect, Mr. Mathew Stead, of St. John, N. B. Contractors, Messrs. Causey, Stirling & Emery.

CUSTOM HOUSE.

A part of this building has been converted into offices for Engineer in charge of Harbors, Maritime Provinces, also, into offices required for the Shipping Inspector.

Architect, Mr. Matthew Stead, of St. John.

 PROVINCE OF NOVA SCOTIA.

HALIFAX.

DOMINION BUILDING.

Extensive repairs have been done on this building, during the last fiscal year. The upper floors had sagged ; they have been levelled and properly supported ; the offices generally have been placed in good order. Plasterer's and painter's works have been throughout made good.

Architect, Mr. William Elliott, of Halifax.

PICTOU.

CUSTOM HOUSE.

Since the contract has been awarded, work on this building has progressed rapidly, and it is anticipated that the building will be roofed this fall.

Owing to last winter having set in unusually soon, materials could not be procured in time to start work early this spring, thus causing a delay in commencing the work.

During the ensuing winter, the work will be pushed, in order that the building may be occupied next spring.

Architects, Messrs Sterling & Dewar, of Halifax, Contractors, Messrs W. L. & J. A. Dodge.

 PROVINCE OF MANITOBA.

WINNIPEG.

CUSTOM HOUSE, POST OFFICE, LANDS AND REVENUE OFFICES.

The Custom House and Lands Office will be ready for occupation in the course of a few months.

It is expected that the Post Office and Revenue Offices will be completed by the end of this year.

The necessary enclosure fences, out buildings, fixtures and fittings remain to be provided for.

It is anticipated that all the works will be completed and the buildings occupied at an early date.

Architect Mr. J. P. M. Lecourt. Contractor, Mr. Joseph Wood.

PENITENTIARY.

The various works required by the contract of this building are being carried out. The progress so far made, though not strictly according to the terms of the contract, has been satisfactory.

The work has been performed under the superintendence of the Department. Contractors, Messrs. Morrison & Barclay, of Guelph.

PROVINCE OF BRITISH COLUMBIA.

VICTORIA.**CUSTOM HOUSE AND INLAND REVENUE OFFICES.**

The contract works on this building are finished.
Provision has to be made for the fittings, &c.

PENITENTIARY.

The designs for this building, mentioned in my last report, having been approved, tenders were received and the contract awarded.

The work is now being carried on and, so far, the progress is satisfactory.

It is expected the whole will be completed and ready for occupation by the fall of 1876.

Architect in charge, Hon. B. W. Pearse. Contractors, Messrs. Kinswar & Styles.

I have the honor to be, Sir,

Your obedient Servant,

THOS. S. SCOTT.

Chief Architect, Public Works.

F. BRAUN, Secretary
Department of Public Works.

APPENDIX No. 18.

TORONTO HARBOR.

TORONTO, 7th July 1875.

SIR,—The vote of Parliament of \$20,000, for the improvement of Toronto Harbor, during the present fiscal year, and the Departmental instructions to me as Engineer in charge entail upon me the duty of reporting without delay on its condition.

The subject is one of so much difficulty that I should have desired to defer my report until the completion of the second examination now in progress. It has however been my duty on several occasions to bring the matter under the notice of the Hon. the Minister, and I have frequently discussed with the Deputy Minister, the best mode of application of the vote. Last year a careful survey was made of the whole extent of the harbor, and I have also endeavored to consider the subject in all its bearings. Therefore I do not feel warranted in delaying the expressions of the opinion which an examination of the facts and data at our disposal leads me to entertain.

The subject may be said to divide itself into two points for consideration :

I. Whether it be expedient to create an artificial entrance to the east of the harbor, or whether the present channel to the west, navigated by vessels of greater draught, be sufficient for the commerce of Toronto.

II. Whether the common rumor that the harbor is in danger of becoming useless for vessels of heavy draught, owing to its decrease of depth, be warranted by fact; and if so what special works are necessary to assure its preservation, notably in the locality called the Eastern Gap.

Any proposition which affirms the threatening condition of the harbor, when repeated in newspapers and in private conversation, usually finds adherents, but giving to those who advance these opinions all credit for sincerity and public spirit, it will be found that their statements are based on generalities, and that few observed or well ascertained facts are put forth to sustain the positive opinions expressed.

The geological formation of Toronto Harbor to some extent favors this view. The eastern spit of land which protects the harbor is formed of sand, much of which is frequently in motion. It has been asserted that carried away from the original place of deposit, it finds its way into the harbor. The examination of last year proves that such is not the case. There is no less depth of water to-day in the inner harbor, than is shewn on the map of the first survey made by Bouchette in 1785.

The changes which have taken place since that date are not to be traced in the harbor proper. They are to be found in the outline of the coast of the island, in the form and extent of the marsh adjoining Ashbridge Bay, and in the spit of land connecting the two, and what is of greater importance the shoal at the west entrance has been much extended, so that the navigable outlet to Lake Ontario has been narrowed and reduced in depth.

Some plausible theories have been advanced setting forth laws by which the movement of material to the shoal, has been controlled. Moreover one or two predictions have been realized, which to superficial observers may seem to establish that other results similarly predicted may similarly come to pass.

A quarter of a century ago, the eastern entrance was totally barred by a strip of land, and a well known tavern then stood where there is now six feet of water.

As it could be observed that changes were in constant operation to modify the position of the sand of the shore line, it was pronounced that eventually the encroachments of the lake would sweep away the sand bar, and the buildings which

stood upon it. In this prognostication, the first step towards the destruction of the harbor was traced.

The western entrance has been equally the subject of prophecy. Found yearly to become more contracted and less deep, its entire silting up has been confidently foretold.

The eastern entrance has fulfilled expectation. The tavern has disappeared, and there is a wide gap of water where dry land formerly cropped out. The western entrance has also been narrowed and its depth decreased. The conclusion is therefore drawn, that the deposit has been transferred from the one locality to the other—that the *detritus* has been moved from the eastern gap and deposited at the Queen's Wharf; that the roll of the greater wave of the water of the lake east of Toronto, during south-easterly gales, has carried the material to the west, prevailing over the more general south-westerly gales and the set of the current of the lake from the west. No recognition is given to the possibility that the Queen's Wharf shoal has received its increase from another source.

An attempt was made in 1873 to dredge a deep channel through the east opening so that a permanent deep channel could be made available. The theory appears to have been entertained that the removal of sand which had taken place was the commencement of the total removal of the spit, and that the channel once excavated could be easily maintained and kept open. But the attempt ended in failure.

The excavation rapidly filled up, and it seems to my mind, when considered with the fact, that none of the deposit carried away by natural influences, finds its way into the harbor proper, that the predicted destruction of the harbor, or more properly speaking, the probability of its depth being decreased is purely theoretical and entirely at variance with known influences. We do not possess a series of observed facts to generalize on this matter. But there seems to be enough established *data* to show that the constantly shifting position of the sand is confined within certain limits. A series of quiet seasons in connection with other physical influences may tend to make new land between the marsh and the island. But there is nothing to warrant the belief that the formation will be stable and permanent or become available for use.

On the other hand, a series of opposite influences will act in the contrary direction. They will disintegrate the sand so thrown up, and if the forces be of long duration will more or less change its position. But the sand bar will still remain in one form or the other, generally intact, forming a protection to the inner harbor in a greater or less degree.

The inner harbor itself has been subject to a series of influences since the first survey of Bouchette, differing in character and totally independent of those mentioned. They may be described, as the discharge from the sewers, no small deposit in a large and populous city; and secondly, the effect which may be traced to the construction in front of the city of a continuous line of esplanade with its projecting wharves which increase in extent as the western end of the city is gained. Prominent among these structures are the Northern Railway Station grounds, and the Queen's wharf.

The latter wharf projects far into the lake, and a curve is given to it which turns it parallel to the aggregation of sand known as Gibraltar point. The consequence is that the channel has been narrowed at the most important part of these waters. With the knowledge and experience, now possessed, if the question arose to-day as to the expediency of constructing this work, it would not be difficult to establish that the site ought to be left open and not in any way be contracted.

It is not possible to determine the extent of the influence exercised by the Queen's wharf from its position, in attracting matter to the narrow channel opening into Lake Ontario; nor is it necessary in a report of this character to enter into any of the geological theories advanced to account for its deposit. It may, however, be said, that wherever shoals of this character deposit themselves from matter held in suspension, the material clings to the structures, which have been made to guard against its encroachment.

In many known localities on the Western lakes, notably Chicago, it has been found that when a shoal has been dredged out, and the piers lengthened, and every means

taken to make the existing influences as little injurious as possible, that the deposit of matter still continued though in varied form, the difference being that the shoals were turned in other directions, determined by the new structure, and even occasionally increased in magnitude.

Hence it has been assumed by those who have watched the operations of such deposits, that shoals of this character are really insuperable, and that all that can be effected is to keep them down by continual dredging, and that no measure, final in its consequence in the view of permanently removing them, can be looked for.

When the navigation of Lake Ontario was limited to a depth of 9 feet of water on the canal sills, the channel at the Queen's Wharf required no greater depth than 10 feet. A channel 30 feet wide has been maintained generally at this depth at great expense, constant dredging having been found necessary. The argument has accordingly been advanced, that if steps can be taken to impede the passage of sand from the east, or otherwise divert its movement, that the channel when dredged out, will not again fill in, but will remain open. Accordingly, it is to the east of Toronto, that every effort of improvement must be made to stop the disintegration of the sand, while special precautions must be taken at the shoal itself to prevent its increase if it be found that it is not practicable entirely to restrain the movement of the material.

I am unable to acquiesce in this view.

It may be affirmed that what has happened in other localities suggests an entirely opposite result. The course recommended is the construction of a line of crib work, north of Gibraltar point at the base of the shallow water, thus enclosing the channel between the proposed line of crib work, and the Queen's Wharf. Were the channel dredged out and its entrance at Lake Ontario widened, with this line of crib work constructed to retain the passage of the sand, I cannot but think that the shoal would still form, in the neighbourhood of the structure, and possibly within the channel itself. Such has essentially been the case at Chicago. There is but one course open for the improvement of the harbor. It is to dredge the channel to the required depth, and to give a wider opening to the west, without in any way having recourse to the protection of a line of cribwork.

The proposition to confine the passage of sand by cribwork must be affiliated to the theory, that the shoal is maintained by the passage of sand from the eastern side of the harbor, the material making the circuit of the island to add to its eastern and northern area, no slight portion finding its way to the shoal itself. To my mind, no theory satisfactorily accounts for the presence of the shoal between Gibraltar Point and Queen's Wharf.

Indeed the motion of sand is everywhere inexplicable, and the remarkable sand hills found at the back of Picton on Lake Ontario, furnish a proof of this view.

The well-known *dunes* in Brittany and the South of France, are cases in point, and one of the most difficult problems of geology is to trace the origin and assign the causes of these deposits.

It is clear, that without knowing the cause of an influence it is impossible to guard against its operation, and the view I express, limited by this law, supposes only a possible mitigation of the evil complained of.

The known facts, as I read them, shew the necessity of limiting the expenditure proposed, to the improvement of the western entrance.

But even when the channel to the west has been excavated to the required depth, it is to be anticipated that the expense of keeping it open will always be serious, and that dredging will be constantly necessary. This conclusion demonstrates the inexpediency of entertaining any proposition for obtaining a second entrance at the eastern side of the harbor. I consider, however, that an opening 300 feet wide with a centre depth of 16 feet, of 200 feet wide and with two lateral side depths of 12 feet, each 50 feet wide, protected by two lines of cribwork 30 feet wide carefully constructed, carried out on both sides to 20 feet water, I consider, that such an opening could be made and maintained and by dredging kept to the required depth.

It is not possible to estimate the extent of the annual dredging maintenance of

depth which would be required in this work, but it would be serious. Such a canal would cost little short of \$1,000,000.

But the question which really presents itself is, whether the general commerce of Toronto calls for this great expense. I have found no facts or arguments which, in my opinion, would justify a Minister of the Crown in asking for the expenditure necessary to obtain this second entrance, notwithstanding that I endeavored in every way in my power to obtain information to throw light on the subject.

Undoubtedly, many interests of Toronto of a highly important character would be benefitted by this expenditure, but they are local and not general in their nature. On the other hand, everything tends to show that it is the interest and policy of Toronto to concentrate what resources of her own she can command and what assistance she may claim on national grounds on the present western opening.

I have before remarked that the theory prevailing in Toronto has been that the deposit at the western entrance is caused solely by the destruction of the eastern spit of land. It never seems, as I can learn, to be argued, that opposing forces frequently clash at some points on Lake Ontario, which cannot be far from the position of the harbor. It appears to me highly probable, that the long roll of the greater length of the lake, when a violent south-eastern gale has raged for two or three days is met by the current proceeding from Niagara Falls; and as the south-easterly gales are rapidly succeeded by south-westerly gales, it cannot be otherwise than that extraordinary eddies over immense areas of the lake must be created. Such eddies cannot but affect the coast line as they meet it. It follows that a large extent of material is displaced and carried in suspension. Moreover such influences must greatly disturb throughout the area, the sand, which lies at the lake bottom coming within their reach. As the weather moderates this material must be deposited, and the position of Toronto suggests that it is precisely the place where such deposits would be made.

If such a possibility be admitted, we have as good an explanation for the existence of the shoal at the Queen's wharf, as any other theory can furnish. Under the view which I have attempted to set forth, all necessity of care for the eastern gap disappears. Indeed, it may be said that any influence of the lake which removes the eastern deposit north of the gap, is beneficial to the health of the City. Malaria is generated by marsh, and the effect of the encroachments of the lake has been to remove much of the low ground covered with pools and sedge and aqueous plants which certainly could not have had a beneficial influence on the public health.

The examinations have proved that the harbor proper is in no way filling up, and although a depth of water is found, at the Eastern limit, where there was formerly dry land, the shelving bank still remains as a protection to the inner waters of the harbor. It is not necessary that there be a positive outcrop to form protection to an inner basin of deep water. The protection furnished by the shelving ground, whether visible or not, breaks the long wave rising from the continued stretch of deep water, and so diminishes its force, that the waters of the inner basin remain comparatively undisturbed. What indeed is there to conserve in the Eastern gap? The opening, as it at present exists, tends to the salubrity of the City and permits a free passage of the lake in and out of the harbor. The depth of the water on the bank, as I believe, will continue to vary, but so long as the ridge remains, the question of depth is secondary. In certain seasons, vessels of a given depth will pass over it; while in other seasons, they will be unable to do so. But the main features of the formation will remain and however modified its summit may be by the operations of nature, the shelving ridge calls for no artificial interference to keep it within defined lines and levels.

If it be admitted, that the previous arguments are warranted by the observed facts, it results that the improvement required in Toronto Harbor should be confined to dredging the western entrance to the depth required.

The present approach to Toronto by deep water necessitates an abrupt turn to enter the "Queen's wharf channel." In the improvement contemplated, easy entrance and egress should be secured.

The increased navigation of the canal system of the Dominion points out that

the entrance ultimately should be 16 feet deep. I am not prepared, until further examination, to state the amount of excavation required to attain this depth.

During the progress of the survey, my opinions have been much modified. At the commencement, my whole attention was directed to the Eastern gap. On all sides, I heard that in the control of this opening lay the well-being of Toronto. The one accepted theory was, that the shoal on the Western entrance was caused by the *detritus* arising from influences in the east and that the existence of the shoal was contingent upon if not directly caused by the changes at the Eastern limit. Moreover, the conversations which I had with the most influential men of Toronto led to the belief that the creation of a deep Eastern entrance was held to be indispensable. My attention was therefore principally given to the examination of this locality, and to the theory that the harbor itself was filling up and would soon be unable to receive vessels of heavy draught. My surveys were much extended in order to prove whether such was or was not the case. Consequently, my examination was more immediately turned to this part of the harbor. Hence, it is necessary to make additional examinations in the western portion. Mr. Hamel of my staff, is now engaged in this work testing the depth and extent of the channel, and in examining the changes which have been made since our last examination. Until I obtain his report, I am not able to state the amount of excavation exacted by the work. But this deficiency of detail does not at all interfere with the conclusions, which I am prepared to submit, that the real wants of Toronto lie in the direction I point out and that in my humble judgment the \$20,000, voted by Parliament should be wholly expended in dredging the western entrance. Eventually, I conceive, that the depth of 16' will be necessary, but this depth is contingent on the full development of the St. Lawrence navigation. The structures of the several canals are designed to have a depth of 14 feet but, as I understand, the vote of Parliament only provides that, at present, the navigation of the St. Lawrence shall be adapted to 12 feet on the canal sills. On this basis, the depth at the Queen's wharf channel should be 14 feet.

If Parliament establish canal navigation at 14 feet, the Toronto harbor should be 16 feet deep. If on the other hand, the depth of the canal be limited to 12 feet, the depth of the harbor will require to be 14 feet.

As the work recommended by me will require time for its execution, it is important in my view, that it should be conducted so that the increased depth be obtained, by the period when the new work of the Welland Canal is completed.

At the same time, the harbor calls for immediate attention from whatever quarter reliefs may come, and no time should be lost in straightening the entrance and widening the mouth connecting it with the main waters of the lake to an assured depth of 11 feet., the additional 3 feet or 5 feet hereafter to be excavated as the work of the Welland Canal proceeds.

The recommendations, I have the honor to make, are as follows:

I. That the \$20,000 Parliamentary vote be expended, as above set forth, in dredging the western entrance and that the work be performed under the direct control of the Department and not be in any way delegated to the Harbor Trust of Toronto.

II. It is clearly demonstrated by the surveys of 1874, taken in connection with the ancient survey of Bouchette, that the harbor is not filling up and that it is in no danger of destruction, and that no special steps are required for its preservation.

III. That the opening of the eastern gap is not an injury to the city and that no work of protection is required to stay the movement of the sand at this point. At the same time, the excavations from the dredging recommended by me can be placed partially within the southern arm of the eastern gap, but generally without it, upon the shelving ledge which forms the eastern side of the harbor, where it would in no way interfere with the navigation. I do not enter here into the question of the effect on the harbor traceable to the discharge from the sewers. Nor do I, in any way approach the more important consideration of the constant silting up of that portion of the harbor, situated at the mouth of the River Don. A large extent of material has been deposited at the mouth of the Don since the last dredging operations there, and a dredge is now at work, deepening the channel. These operations must be held

to be local in their character and to be met by the revenue of the harbor. Moreover, they call for no special consideration. The recurrence of these shoals is a contingency periodically to be looked for and the only remedy to be applied is the one adopted by the harbor commissioners, the use of the dredge.

Whatever opinion be given with regard to this harbor, it must be based on a few facts and to a large extent be a matter of theory; and a remedy cannot be applied until the cause of injury be discovered. No means have been found of establishing satisfactorily, under what influences the deposit at the western entrance is generated or what is to be the ultimate form which the eastern arm to the harbor will assume. So far as I am capable, I have given my reasons for the view I entertain. I am aware that this view differs from that of many men of my own profession, whose opinions I respect. It is also at variance with the popular feeling in Toronto, which generally has urged the construction of works necessarily expensive to strengthen the sand bank in the neighborhood of the eastern gap. On the other hand, I have the satisfaction of knowing that I do not stand alone in the opinions I have expressed.

The question seriously involves many interests of great weight. Indeed, with the exception of establishing the depth of water on the canal sills of the St. Lawrence navigation, I can scarcely mention a more important subject than that which I have been discussing, bearing as it does individually on the interests of Toronto and generally on those of the Province of Ontario. Hence the obligation imposed on me in examining this question has not been light. On my part I have striven, as far as possible, to ascertain and recommend the best course of action to be followed in the expenditure of the Parliamentary grant of last Session.

I have the honor to be, Sir,

Your obedient Servant,

WILLIAM KINGSFORD,

Engineer in Charge.

F. BRAUN, Esq., Secretary
Department of Public Works.

APPENDIX No. 19.

GENERAL STATEMENT SHOWING :

- 1st. Water Power and other Public Property leased on Canals, &c., during the year ended 30th June, 1875.
 - 2nd. Property purchased or sold by the Department, during the fiscal year.
 - 3rd. Property declared to be no longer under the control of the Department.
-
-

1st. Water Power and other Public Property leased on

Date.	Term of Lease.	Lessees.	Property leased.	For what purpose used.
Nov. 12, 1874	19 years, & renewable 3 times 21 yrs. in all 82 yrs.	M. K. Dickinson.....	License to build a stone arch-way 18 ft. wide over wedge-shaped lot, near Sappers Bridge, Ottawa, near Rideau Canal.	Warehouses
July 29, "	Pleasure of Government.	Jesse Miner.....	Part of Canal reserve, at Nicholson's Lock, Rideau Canal.	Pasture.....
" 27, "	"	S. Merrifield.....	" at Burritt's Rapids "	"
" 29, "	"	A. Chester.....	" at Nicholson's Lock "	"
Jan. 5, 1875	"	John Heney.....	" at Deep Cut "	"
" 30, "	"	Henry James.....	" near Hogsback "	"
Oct. 26, 1874	"	St. John's Stone Chinaware Co.	To erect a temporary shed for storing clay, coal, &c., at St. Johns, P.Q., on wharf, Chambly Canal.	Storage.
Aug. 7, "	"	D. Moore & Co.....	Part of beach at mouth of Maitland River, Goderich Harbor.	Service ground.....
June 4, 1875	21 years, renewable.	M. Staunton, & Corporation of Toronto.	Lease & release to Government, part of lot 40, Esplanade St., Toronto.	Examining Warehouse.
" 25, "	"	Wm. Myles & "	" lot 39, " "	" "
" 25, "	"	Hon. O. Mowat.....	" lot 39, " "	" "
Aug. 20, "	Pleasure of Government.	Richelieu & Ontario Navigation Co.	To build a roadway from shore at Côteau Landing, River St. Lawrence, to the Government Pier.	Roadway.....
Nov. 21, 1874	3 years.	Denison, Belden & Co	Assignment to Government of part of Smith's farm leased for quarrying stone, for Welland Canal Works as service ground, to them by Wm. M. Hendershot. (E. & S. Winton's land.)	To secure Government in case of advances on materials.
" 20, "	3 "	"	"	" "
" 15, "	5 "	John Brown	Lease to Government part of lot 4, Thorold, to secure to Government advances on stone for Welland Canal Works lying thereon.	"
June 28, 1875	During pleasure.	John Taylor.....	Wharf on lot N, bank of Grand River, Dunnville.	Wharf.....
Nov. 5, 1874	"	Corporation of City of Ottawa.	To occupy Major's Hill & road along same, Ottawa.	Park and road.....
May 29, 1875	"	H. Pruneau.....	To tie a boat-house and boom, in Ottawa River, at foot of St. Patrick St. and lot adjoining.	Boat-house, &c.....

Canals. &c. during the fiscal year ended 30th June, 1875.

Amount of water power leased.	Area of property leased.	Date from which lease is reckoned.	Annual rental.	Terms of payment.			Remarks.
				Amount of each instalment	When payable each year.	When 1st instalment was due.	
		Date of lease	\$25 00	1st period.	} Dec. 22.....	Dec. 22, 1874	Assigned to Union Bank of Canada, Nov. 20, 1874.
			32 00	2nd "			
			40 00	3rd "			
			50 00	4th "			
		"	10 00	\$10 00	July 1.....	Date of lease	
		"	10 00	10 00	"	"	
		"	5 00	5 00	"	"	
		"	1 00	1 00	Sept. 1.....	Sept. 1, 1874	
		Jan. 1, 1875	2 00	2 00	Jan. 1.....	On delivery of lease.	
	100x70 feet.	July 1, 1874	100 00	100 00	July 1.....	"	
		Date of lease	1 00	1 00	July 1.....	"	
		Nov. 1, 1866	125 00	62 50	Jan. 1, July 1.	July 1, 1875	Paid \$16,350 for buildings to M. Staunton.
		Dec. 18, 1863	125 00	62 50	" "	"	Paid to Wm. Myles for buildings \$15,537.50 & \$450 for 3 feet freehold land.
							Not completed yet.
	800 feet long.	July 1, 1875	25 00	25 00	July 1.....	July 1, 1875	
		July 27, 1874					
		July 10, 1874					
	30 acres.	Nov. 15, 1874					
	24/100 acre.	Jan. 1, 1875	10 00	10 00	Jan. 1.....	Jan. 1, 1876	
		Nov. 5, 1874					
	100x50 feet.	Date of lease	1 00	1 00	May 1.....	On delivery of lease.	

2nd. Property purchased or sold by the Department during the Fiscal Year ended 30th June, 1875.

Date.	Vendors, &c.	Purchasers.	Property sold or purchased.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
Aug. 29, 1854.	C. D. Archibald and Geo. Handy.	Public	Dedication of land for St. Peter's Canal, Cape Breton, N. S.	St. Peter's Canal.		\$ cts.	
Nov. 7, 1873.	Mosson Boyd	Her Majesty	Surrender of part of lot No. 15, in 10th con. Verulam, also land for the Bobcaygeon Canal and 50 lks. each side for roads.	Trent Works	.0,890 ft., 1 ch. 90 wide for Canal and road.	1 00	
Aug. 18, 1874.	Joseph Gardner	do	Land at Brooklyn, Queen's County, N.S., north of breakwater.	Breakwater	180 X 10 feet	100 00	
Sept. 1, 1874.	A. G. B. Bannatyne et ux, & Andrew McDermot et ux.	do	Part of lot No. 248, Hudson Bay Co.'s register, in Winnipeg Manitoba, fronting on Main and Owen Streets.	Post Office	90 ⁸ / ₁₀ lks. X 1 ch. 81 ¹ / ₁₀ lks.	1 00	
do 8, 1874.	T. J. Wallace and T. Evans.	do	Bill of sale of 4 scows—Mabou Harbor Works.	Dredging		1,600 00	
Oct. 5, 1874.	J. E. Woodworth	do	Shares in Stock of Oak Point Pier Co., for extension of breakwater, N. S., Nos. 2 to 5, 7, to 15, 16, 17, 18, 19 to 146.			1 00	
do 5, 1874.	T. E. & J. Bigelow	do	Share No. 1, in do	Break-water at Oak Point.		10 00	
do 5, 1874.	C. C. Hamilton	do	Share No. 1/2 6, and 1/2 16, in do do			50 00	
do 5, 1874.	S. Sheffield and J. L. Wickwire.	do	Share No. 1/2 6, and 1/2 18, in do do			{ 10 00 10 00	
May 31, 1875.	Oak Pt Pier Co.	do	Land covered with water, set apart by Court of County Sessions in 1845 do			1 00	
do 26, 1874.	Geo. Botsford et ux.	do	House and part of lot No. 31, Palmer's plan, at Sackville, Westcock, N.B.	Marine Hospital.	2 rods, 28 perch.	3,200 00	
Nov. 22, 1874.	Geo. McLeod	do	Receipt for damages, barn burnt by engine, Int. Railw. Pictou Landing, N.S.	Damages		400 00	
do 9, 1874.	Jacob S. Hall	do	do land, etc., do do	do		900 00	
Dec. 19, 1874.	Lewis McLean	do	Bill of sale of a dredge scow, Port Hood, C.B., N.S.	Dredging		500 00	
May 5, 1866.	A. Longley, Commis. Railways, N.S.	Public	Dedication of land between Truro and Pictou Harbor, for ext. of N.S. Railw.	Railway			

Date	Public	Dedication (extra) of land in New Glass-Railway	Receipt for damages, to houses, &c., Brussels St., St. John, N.B., by Inter-colonial Railway.	Area	Value
Sept. 21, 1866.	A. Longley, Commis. Railways, N.S.	Her Majesty	do	125 00	
Jan. 26, 1875.	M. McMahon	do	do	2,080 00	
July 3, 1874.	Jane Porter	do	do	25,000 00	
March 18, 1875.	Hon. T. D. Archibald et al.	do	do	2,500 00	
Feb. 20, 1874.	John Walker et ux	do	do	7,300 00	
April 27, 1875.	Colonial Building & Investment Assoc.	do	do	177 00	
do 17, 1875.	A.C. & S. W. Warner	do	do		
June 6, 1874.	T. & M. Nihan	do	do	11,309 00	At \$250 per acre.
do 27, 1874.	J. K. Falcoubridge et ux.	do	do	1,000 00	
Aug. 8, 1874.	James A. Lambert et al.	do	do	882 50	
June 17, 1874.	J. F. Mittlesberger et ux.	do	do	292 50	At \$225 per acre.
do 18, 1874.	Pat. Breen et ux.	do	do	2,000 00	
do 4, 1874.	C. H. Wyse et ux.	do	do	350 00	
July 21, 1874.	T. Bullivant	do	do	600 00	
do 15, 1874.	E. Gardiner	do	do	300 00	
June 15, 1874.	D. E. Potter et al.	do	do	950 00	
July 17, 1874.	T. H. Nasmith et ux.	do	do	300 00	
do 13, 1874.	J. M. Potter et ux.	do	do	1,600 00	
do 27, 1874.	T. J. Jones et ux.	do	do	160 00	
June 17, 1874.	J. Calcott et ux.	do	do	1,400 00	
July 18, 1874.	G. M. & T. H. Bligh.	do	do	2,572 00	At \$200 per acre & \$100 for damages.
Oct. 27, 1874.	W. F. Parnell	do	do	971 75	
June 16, 1874.	L. Traver et ux.	do	do	5,692 50	At \$230 per acre.
do 19, 1874.	C. Traver et ux.	do	do	1,837 50	At \$150 "
do 19, 1874.	W. Chase et ux.	do	do	2,323 10	At \$130 "
do 19, 1874.	D. W. Readie et ux.	do	do	1,296 00	At \$150 "
Nov. 7, 1874.	S. J. Emmett et ux.	do	do	200 00	

2nd. Property purchased or sold by the Department during the Fiscal Year ended 30th June, 1875.—Continued.

Date.	Vendors, &c.	Purchasers.	Property sold or purchased.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
July 14, 1874.	M. Driscoll <i>et ux</i>	Her Majesty ...	Lot 16 in 4th C., Grantham, (lot 4, Shens-ton Estate), Welland Canal enlarge-ment.	Welland Canal	5 acres.....	2,150 00	
Oct. 21, 1874.	J. McDermott <i>et ux</i>	do	" 16 in 4th " (N. § 5, do) "	do	2.50 do	1,000 00	At \$400 per acre.
June 22, 1874.	T. H. Bush <i>et ux</i>	do	" 10 in 7th " (1, Emmett Estate) "	do	7.83 do	3,915 00	At \$500 "
Aug. 8, 1874.	W. H. Emmett <i>et ux</i>	do	" 10 in 7th " (2, 3, ") "	do	5.12 do	1,792 00	At \$350 "
Sept. 29, 1874.	H. Parks <i>et ux</i>	do	" 10 in 7th " (4, ") "	do	12 do	6,000 00	"
June 16, 1874.	E. H. Carver <i>et ux</i> , and S. Neff.	do	" 26 in 3rd C., Humbertone, "	do	4 1 ^r 14 ^{pe}	308 91	At \$75 "
do 16, 1874.	E. H. Carver <i>et ux</i>	do	" 26 in 3rd " "	do	1 1 ^r 15 ^{pe}	100 50	At \$75 "
Jan. 16, 1875.	C. Falkenhagen <i>et ux</i>	do	" 26, 27 in 3rd " "	do	7.9 acres.....	531 75	At \$75 "
Mar. 18, 1874.	S. D. Woodruff <i>et ux</i>	do	" 23 in 5th " "	do	9.46 do	1,135 00	At \$100 per acre & \$189 for damages.
July 14, 1874.	J. Berryman <i>et ux</i>	do	" 26 in 7th C., Crowland, (rearp.) "	do	7.41 do	630 75	At \$75 per acre & \$75 for damages.
March 5, 1874.	E. & McG. Bedard ...	do	Release for damages to lot 23, in 4th & 23, 24, 25, 26, 27, in 5th Con., Bedford, by Bobs Lake Dam, Rideau Canal.	Damages	8 do	400 00	
Nov. 25, 1873.	John Patterson	do	" " lots 1, 2, 3 in 2nd C., S. Sher-brooke, "	do	6 do	40 00	
Sept. 3, 1872.	Corporation of Bed-ford	do	" " roads, &c., lots 16, 17, 18, in 3rd C., 21, 23 in 2nd C., Bedford, "	do	.....	600 00	
Feb. 8, 1873.	Wm. Quinn <i>et ux</i>	do	" " lots 21, 23 in 4th C., " "	do	5 acres.....	100 00	
do 8, 1873.	James Anderson <i>et ux</i>	do	" " lots 28, 29 in 6th C., " "	do	4 do	60 00	
Sept. 19, 1872.	James Quinn	do	" " lots 22, 23 in 5th C., " "	do	21 do	275 00	
do 17, 1872.	Geo. Howes <i>et ux</i>	do	" " lot 17 in 2nd C., " "	do	4 do	60 00	
April 1, 1872.	And. Kusho <i>et ux</i>	do	" " E. § 1, in 10th C., Olden, by Eagle Lake Dam, Rideau Canal.	do	25 do	300 00	
Sept. 23, 1873.	T. Hempton <i>et ux</i>	do	Release for damages to roadway on E. § lot 25, 1st c., Hinchinbrooke, Eagle Lake Dam, Rideau Canal.	do	.....	40 00	

Sept. 13, 1873.	R. Myers, Jr., et ux.	Her Majesty	Release for damages, S.W. & lot 16 in 9th c., N. Crosby, by Wolf Lake, Rideau Canal.	Damages.....	10-50	acres.....	150 00
May 5, 1873.	J. J. Elliott	do	lot 14 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	20	do	80 00
April 26, 1873.	J. Elliott	do	lot S.W. & 12 & 13, in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	8 & 15	do	355 00
April 24, 1873.	H. McVeily et ux.	do	lot 25 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	4	do	40 00
April 28, 1873.	S. McVeily et ux.	do	lots 28, 29 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	6	do	60 00
June 2, 1873.	A. Brown et ux.	do	lots 15, 16 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	5 & 10	do	100 00
April 24, 1873.	A. Hughes et ux.	do	lot 27 in 6th c., N. Elmsley, & lot 25 in 6th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	3 & 10	do	40 00
Sept. 8, 1873.	B. Woods et ux.	do	lot 19 in 2nd c., Bastard, by Poonamalie Dam, Rideau Canal.	do			35 00
May 30, 1873.	A. Chipman et ux.	do	lot 20 in 2nd c., Bastard, by Poonamalie Dam, Rideau Canal.	do			25 00
July 4, 1873.	J. McDonald	do	lot 20 in 2nd c., Bastard, by Poonamalie Dam, Rideau Canal.	do			40 00
Oct. 7, 1873.	D. & M. Murphy	do	lot 24 in 1st c., Bastard, by Poonamalie Dam, Rideau Canal.	do	2	acres.....	40 00
May 29, 1873.	W. Elliott	do	lots 2, 3, on East Water St., Portland Village, & lot 19 in 2nd c., Bastard, by Poonamalie Dam, Rideau Canal.	do	2½	do	80 00
July 29, 1873.	R. Sheldon et ux.	do	lots 22, 23 in 1st c., Bastard, by Poonamalie Dam, Rideau Canal.	do	3	do	50 00
June 10, 1873.	H. Boulton	do	lot 20 & 21 in 2nd c., Bastard, by Poonamalie Dam, Rideau Canal.	do	3	do	60 00
April 7, 1874.	T. Grennon et ux.	do	lot front ¼ in 1st c., N. Crosby, by Poonamalie Dam, Rideau Canal.	do	3½	do	50 00
July 8, 1873.	N. Stedman et ux.	do	lot front 2 in 1st c., N. Crosby, by Poonamalie Dam, Rideau Canal.	do	2½ & 2½	do	50 00
June 9, 1873.	R. Leech et ux.	do	lot 26 in 2nd c., Burgess, by Poonamalie Dam, Rideau Canal.	do	3	do	60 00
June 23, 1873.	Geo. Toffey et ux.	do	lot rear ½ in 2nd c., S. Burgess, by Poonamalie Dam, Rideau Canal.	do			200 00
May 22, 1873.	Pat. Hagarty	do	lot 29 in 5th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	4	do	25 00
July 7, 1873.	T. Jacklan et ux.	do	lot 27 in 4th c. & lot 27 in 5th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	5 & 3	do	75 00
April 25, 1873.	John Hagarly et ux.	do	lot 29 in 5th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	4	do	25 00

Roads & bridges on this lot, damaged. Tan yard & tannery.

2nd. Property purchased or sold by the Department during the Fiscal Year ended 30th June, 1875.—Continued.

Date.	Vendors, &c.	Purchasers.	Property sold or purchased.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
May 10, 1873.	W. Coutts <i>et al.</i>	Her Majesty ...	Release for damages, lot rear 22 in 5th c. & lot 23 & E. ½ 23 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	Damages.....	9 & 9 acres.....	\$ cts. 198 00	
April 24, 1873.	G. McDougall.....	do	Do lot 25 in 7th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	5 do	40 00	
June 7, 1873.	Corporation of North Elmsley.	do	Do lots 5, 6, 7, 8 in 6th c. & lot 25 in 7th c., & roads, N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	.....	326 00	Roads & bridges & concession lines.
April 24, 1873.	W. J. McLean <i>et ux.</i>	do	Do lot W. ½ 23 & 24 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	16 acres.....	192 00	
April 24, 1873.	Execut. of Win. McLean.	do	Do lot 25 in 5th c., S. Elmsley, & lot 27 in 6th c., N. Elmsley, by Poonamalie Dam, Rideau Canal.	do	10 & 3 do	40 00	
June 3, 1873.	M. Kenny <i>et ux.</i>	do	Do lot 7 in 4th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	5 do	65 00	
June 3, 1873.	J. Kelly <i>et ux.</i>	do	Do lot 8 in 4th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	5 do	65 00	
June 4, 1873.	M. King <i>et ux.</i>	do	Do lot 8 in 5th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	10 do	70 00	
June 4, 1873.	M. Hourigan <i>et ux.</i>	do	Do lot 10 in 4th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	.....	30 00	
April 24, 1873.	J. Best <i>et ux.</i>	do	Do lot 26 in 5th c., S. Elmsley, by Poonamalie Dam, Rideau Canal.	do	4 & 4 acres.....	90 00	
May 14, 1875.	Thos. Keays	do	Land in township No. 45, Kings' County, at Souris, Prince Edward Island.	Marine Hospital.	1 do	300 00	
June 17, 1875.	Wm. Simons.....	do	Hopper dredger "St. Lawrence," now at Halifax, N.S.	Dredging.....	.....	£19,600 0 0	Sterling.
1875.	John Brown	do	Lot No. 15, in village of Thorold	Welland Canal	1 acre.....	\$ 400 00	
Dec. 1, 1874.	Jane Mumford <i>et al.</i>	do	Lot No. 36 (MacNab's plan), on North St. & Mumford Terrace, Halifax, N.S.	Halifax Extension of Int. R.	82 × 51 feet.....	6,762 96	
Nov. 25, 1874.	J. Townsend <i>et al.</i>	do	Do 16 do South of Green Lane, George St., do	do	.....	800 00	

Sept. 30, 1874.	J. Ribes et ux.....	do	... Do 43 do	Lockman St., (E. Salter's Estate), do	do	.....	2,400 00	Lots 34, 35 on plan of W. Mackey.
Sept. 30, 1874.	J. E. Morrison et ux...	do	... Do 41 do	Lockman St., Halifax, N.S.	do	.....	2,400 00	
Nov. 17, 1874.	W. Parsons et ux.....	do	... Do 40 do	do do & Mumford Terrace, Halifax, N.S.	do	.....	3,000 00	
Nov. 17, 1874.	R. Davison et ux.....	do	... Do 39 do	do do Lockman St., & Mumford Terrace, Halifax, N.S.	do	.....	2,400 00	
Oct. 20, 1874.	R. Logan et ux.....	do	... Do 37 do	do do Lockman St., & Mumford Terrace, Halifax, N.S.	do	.....	2,500 00	
Sept. 17, 1874.	J. Young et ux.....	do	... Do 37 do	do do Lockman St., & Mumford Terrace, Halifax, N.S.	do	.....	2,500 00	
Oct. 31, 1874.	C. F. DeWolf et ux...	do	... Do 36 do	do do North St., & Mumford Terrace, Halifax, N.S.	do	.....	5,500 00	
Sept. 19, 1874.	D. Farrell et ux.....	do	... Do 34 do	do do Upper Water St., Halifax, N.S.	do	.....	8,000 00	
Nov. 13, 1874.	S. Tracy et ux.....	do	... Do 32 do	do do do do	do	.....	3,000 00	
Nov. 25, 1874.	E. M. Power et ux.....	do	... A lot on	do do do do	do	.....	3,400 00	
Nov. 30, 1874.	Executors of P. Stokes	do	... A lot on	do do & North St., do...	do	.....	4,750 00	
Nov. 16, 1874.	R. T. Roome.....	do	... Lot No. 3 (MacNab's plan), & on harbor shore, Halifax, N.S.	Lowe St., do	do	.....	2,200 00	Lots 81, 82, 83, on plan of Veith's land, and lots in front of 84, 85, on shore of harbor.
Aug. 22, 1874.	W. A. Hendry et ux...	do	... Do 4, 5, do	do do Lowe St., & Hanover St., Halifax, N.S.	do	.....	4,525 00	Lots 75 to 80, Campbelltown N. Div. of Peninsula, now Richmond.
Sept. 14, 1874.	W. J. Veith et ux.....	do	... Do 23 do	do do Upper Water St. & Lockman St., Halifax, N.S.	do	.....	8,000 00	
Oct. 31, 1874.	Flora Rugg.....	do	... A lot on	do do do do	do	.....	11,000 00	
Nov. 5, 1874.	J. T. Wood et ux.....	do	... Lot No. 9 (MacNab's plan), Halifax, N.S.	Victoria St., do	do	.....	8,580 00	Lots 23 to 35, Block A, Campbelltown, now Richmond.
Aug. 22, 1874.	W. B. Hamilton et ux.	do	... A lot on	do do George S., Halifax, N.S.....	do	.....	2,600 00	Campbelltown.
April 30, 1873.	W. B. Fairbanks et ux	do	... Lots on	do do Hanover & Victoria Sts., do ...	do	.....	1,400 00	Lots 36, 39, 40, Block A, Campbelltown, plan of Veith's land.
Sept. 30, 1874.	W. Nisbet et ux.....	do	... Lot No. 42 (MacNab's plan), Water St., Halifax, N.S.	on road to do	do	.....	2,400 00	Lots 34, 35, E. Salter's Estate, plan of W. Mackey.
Aug. 20, 1874.	do	do	... Do 24 do	do do Lockman & Water Sts., Halifax, N.S.	do	.....	31,200 00	
Oct. 6, 1874.	Hudson Bay Co.....	do	... Lots 11, 12, 13, 14, in Block 3, on Garry St., Winnipeg, Manitoba.	do do	do	.....	3,000 00	Customs and Land Offices.

3rd. Public Property declared to be no longer under control of this Department.

Date of Order in Council.	Published in Canada Gazette.		Property abandoned.	To whom.	Remarks.
	At page.	Year.			
Nov. 5, 1874.	500	1874	Hamilton & Brantford Road, Brantford bridge—London & Brantford Road &c.....		
Jan. 8, 1875.	846	1875	L'Islet Pier, on Telegraph Rock.....	do do	do
Jan. 8, 1875.	846	do	Huntingdon & Lake St. Francis Road.....	do do	do
June 4, 1875.	166	do	Portage du Fort Bridge, on Ottawa River.....	.....	do

H. A. FISSIAULT.

OTTAWA, 18th November, 1875.

APPENDIX No. 20.

STATEMENT of Claims referred to and awarded upon by the Official Arbitrators, during the year ended 30th June, 1875.

Claimant.	Subject of Claim.	Date of reference to arbitration.	Amount claimed.	Amount awarded.	Date of award.	Remarks.
Mrs. Christiana Ross.....	Intercolonial Railway.....	29th Aug., 1873.....	\$ 12,150 00	\$ 2,300 00	26th June, '75	Withdrawn on 10th Aug., 1874, referred again on 8th Sept., 1874.
A. O'Leary	do	4th Oct., 1873.....	500 00	.....	.....	Withdrawn on 5th May, 1875.
Michael Macmahon.....	do	14th Oct., 1873.....	.....	.....	.....	Withdrawn on 10th August, 1874.
Alex. Cameron.....	do	25th Oct., 1873.....	800 00	100 00	26th June, '75	Withdrawn on 10th Aug., 1874, and referred again on 8th Sept., 1874.
Charles Beamish.....	Market Wharf, Halifax.....	24th Nov., 1873.....	175 00	Nil.	do	Referred by the Dept. of Customs.
Robert Ingraham.....	Lighthouse, Sydney.....	3rd Dec., 1873.....	.....	.....	.....	Referred by Dept. of M. and F. and afterwards withdrawn.
J. W. Young.....	do Onso.....	28th Jan., 1874.....	200 00	200 00	30th June, '75	do
Oliver Fillmore.....	Intercolonial Railway.....	12th Sept., 1874.....	200 00	200 00	do	do
George Kayne.....	do	do	4,138 00	2,500 00	26th do	do
Caleb McGready.....	do	10th Nov., 1874.....	8,180 00	3,600 00	do	do
Elias S. Freeze.....	do	do	4,668 00	3,000 00	do	do
J. E. B. McGready.....	do	do	11,280 00	8,200 00	17th Feb., '75	This case was heard and adjudicated upon by one Arbitrator only.
St. George Red Granite Co.....	Post Office Building, St John, N.B.....	11th Jan., 1875.....	.....	.....	.....	Referred by the Department of Marine and Fisheries.
Representatives Gallagher & Sullivan.....	Lighthouse, Chibucto Head, N. S.....	25th Feb., 1875.....	1,000 00	705 00	26th June, '75	do
Adolphe Gagnon.....	Pier, Bas St. Paul, P. Q.....	6th do	24,938 59	1,574 00	do	do
M. G. Moleud & Co.....	Breakwater, McNair's Cove, N. S.....	23rd March, 1875	8,430 92	3,400 00	do	do
Theo. Letendre.....	Lighthouse, Lapierre Island, Sorel.....	30th do	.....	.....	.....	do
Herard & Gardin.....	do	do .....	.....	.....	.....	do
A. L. Palmer.....	Intercolonial Railway.....	10th April, 1875.....	.....	55 20	26th June, '75	Withdrawn.....
Thomas W. Crowe.....	do	13th do	.....	.....	.....	do
Thomas J. Bentley.....	do	10th June, 1875.....	15,000 00	5,150 00	26th June, '75	do
B. Walsh.....	do	do	6,000 00	1,566 00	do	do
Chas. A. Hawkins.....	do	do	2,500 00	2,275 00	do.	do.
M. McIlreith.....	do	do .....	.....	.....	.....	.....

F. H. ENNIS,
Secretary O. A.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 30th June, 1875.

APPENDIX No. 21.

REPORT OF THE CHIEF ENGINEER OF PUBLIC WORKS ON THE
NAVIGATION OF THE RIVER ST. LAWRENCE BETWEEN
LAKE ONTARIO AND MONTREAL.

OTTAWA, 9th July, 1874.

THE SECRETARY OF PUBLIC WORKS.

SIR,—I duly received your letter, No. 15,314, relative to the subject of increasing the capacity of the St. Lawrence Canals, and deepening, where necessary, the bed of the river between them, so as to admit of vessels drawing 12 feet of water passing freely from Montreal to Lake Ontario.

The letter, it may be stated, refers chiefly to the practicability and cost of effecting the object; but I was, both at the time and subsequently, informed that it was very desirable that the whole matter should be as fully considered and dealt with as circumstances would permit.

With a view of carrying out these instructions, the necessary surveys and examinations have been made, and such available information collected as seems to bear on the various leading points connected with the subject.

It may be premised that there are few questions, if any, of greater importance to North America than that of speedy and cheap transportation between the grain-producing regions and the sea-board.

All existing means of transport for the constantly-increasing surplus agricultural products are entirely inadequate to meet the requirements, even at the present time, when only a comparatively small part of the lands are under cultivation.

It has been estimated, by some who are considered competent authorities, that the means of transit cannot be found for more than two-thirds of the marketable commodities raised by farmers, and that the other third has, in some cases, to be in a great measure wasted; whilst the two-thirds disposed of frequently does not bring to the producer more than one-third of what it costs the consumer, the balance being absorbed by commissions, freight, &c.

This state of matters has existed for years, and at intervals has been urgently brought before the country by the addresses of commercial men, shippers, grain-dealers and public bodies.

In November, 1870, a royal commission was issued, authorizing certain gentlemen to inquire into matters connected with the inland navigation of Canada, and its further development, on such a scale as would be likely to attract a large share of the trade of the great western country; these gentlemen reported the result of their inquiry in February following, in a document which was laid before the Legislature then in session.

Since that time, as heretofore, the question has continued to occupy a prominent position before the public, and has been discussed at various times, and from different stand-points, through the commercial press.

It has thus become the settled conviction of all, that the exigencies of Western trade demand a less expensive means of transport than supplied by those channels into which it has been directed; and that the improvement of water routes, especially of great rivers, are more likely to afford the necessary facilities than any artificial means human ingenuity has yet devised.

The Rivers St. Lawrence and Mississippi are, as has been frequently described, the great highways provided by nature to convey from the interior to the sea-board the productions of the vast fertile regions of North America.

The River Mississippi and its tributaries have been estimated by some authorities as affording fully 20,000 miles of inland navigation, and as draining an area of 1,226,600 square miles, or nearly one-half the territory of the United States. It is said to be 3,160 miles in length from its source to where it debouches into the Gulf of Mexico; but if the Missouri River be considered as a continuation of the Mississippi, the entire length would be 4,491 miles.

The river has an extremely winding course, but flows generally in a southerly direction, passing through ten independent States of the American Union; it is from 2,200 to 5,000 feet in width from its outlet up to the mouth of the Ohio River, a distance of 1,145 miles.

The average surface inclination is about $3\frac{1}{2}$ inches per mile, but in summer the descent is only $2\frac{1}{4}$ inches per mile. Long-continued fall rains have the effect of raising the level at New Orleans from 15 to 20 feet, and from 35 to 40 feet at the mouth of the Ohio River. Vessels of light draught can ascend about 600 miles above the latter place; thence upwards to the Falls of St. Anthony, or about 2,200 miles from the Gulf; vessels adapted to a shoal water navigation are advantageously used.

The Ohio River is navigable for 975 miles above its junction with the Mississippi and, at periods of high water, vessels sometimes ascend nearly 240 miles farther.

The States of Pennsylvania, Maryland and Virginia have constructed boat canals with a view of ultimately connecting them, either directly or by railway, with the Ohio River.

The States of Ohio and Indiana have boat canals in operation, which connect Lake Erie with the Ohio River.

The States of Illinois and Wisconsin have also constructed canals, and adopted other means of forming water communication for boats between Lake Michigan and the Mississippi River.

It is nevertheless generally admitted that this immense river, which is the recipient of so many other navigable streams of great volume, passes—towards its outlet, through a country where the climate is very unfavorable to the transportation of grain or other agricultural products, and consequently for such purposes it cannot be looked upon as a route at all likely to be selected, no matter what improvements were made, or connections formed with it.

In an elaborate report, dated March, 1858, to the Harbor Commissioners of Montreal, by the Hon. W. J. McAlpine and James P. Kirkwood, Esq., Civil Engineers, on the subject of Western Trade, these gentlemen state that the Ohio and Mississippi rivers "are broad and very shallow in ordinary low water, obstructed by sand-bars and by snags on the lower half of the voyage. The channels are tortuous, and in some places very changeable, and can only be navigated by steamboats of a peculiar character, having small draft of water, and propelled by powerful machinery, which must be made as light as possible, and cannot therefore be adapted to the economical use of fuel," &c., &c.

"Vessels from the port of New Orleans would have an increased length of voyage to reach European ports compared with those sailing from the north-eastern Atlantic ports."

"The climate of the lower country injuriously affects most of the products of the north-west, and diminishes their value when shipped by that route," &c., &c.

These statements are acknowledged by many as correct; still, some have different views and are disposed to urge upon the United States Government the adoption of the following lines, viz:—

The enlargement and extension of the Illinois and Michigan Canal to the Mississippi at Rock Island; the completion of the work on the Illinois River; improvement of the Ohio River, and also the Tennessee or Atlantic and Great Western route; together with the construction of the Fort St. Philip Canal at the

mouth of the Mississippi River, and such other improvements as may be required to form good navigation to the Gulf of Mexico.

There is, however, good reason to believe, as stated in the report above quoted, that in consequence of the limited size of, and great lockage on, some of these disconnected water lines, "the determination of the question of the best route for the water-borne trade to or from the west is reduced to a comparison between the routes through the State of New York, and that along the St. Lawrence."

The basin of the great inland seas on this continent, of which the River St. Lawrence is the natural outlet, has been estimated as draining an area of over 400,000 square miles—the lakes and river alone being computed at from 73,000 to 94,000 square miles. The area of the territory tributary to the commerce of the lakes, including the available portion of our recently acquired north-western possessions, may fairly be assumed at 600,000 square miles.

The lakes are not only said to be the largest body of fresh water, but actually to contain more than one-half of the fresh water, on the globe.

They are so deep, and so situated, that even during the heat of the summer months, their cooling and healthful influences are admitted; and it is well known that they form channels of navigation through a region where the air is less injurious to confined masses of grain than even that of the Atlantic.

The river has a north-easterly direction, and as a whole, passes through a more favorable climate for the transport of agricultural products than the lower part of the western route above described.

From the Atlantic *via* the Straits of Belle Isle, the river and lakes to Duluth, at the head of Lake Superior, the distance is about 2,400 miles, of which there are at present in the aggregate to the lower end of Lake Erie, 70 $\frac{3}{4}$ miles of canal, and a total rise at different points, afterwards described, of 541 $\frac{1}{2}$ feet, overcome by means of 54 locks.

The stretches of navigable water that the lakes, River St. Lawrence, and its tributaries afford, may be fairly assumed at fully 4,900 miles; and at the present time the main line can be navigated by vessels of 500 tons burden throughout, and those drawing 20 feet of water can ascend to Montreal, a distance of 986 miles from the Atlantic.

In 1847, this route was opened to the trade, and in 1865 a 20 feet channel between Quebec and Montreal was completed, and since these dates no interruption to traffic in either case has taken place other than such as result from natural causes.

At an early day the desirableness of a water communication with the West became impressed upon some of the leading men of New York State, but it was not until the year 1816 that the scheme assumed anything like a definite shape, when it was concluded that by forming a navigable channel between Lake Erie and the Hudson River, the control of the western trade would be secured to the State.

This extensive undertaking was at the time considered by many as chimerical, with the means then at command; nevertheless, the perseverance of its promoters, and those favorable to it, eventually succeeded in overcoming all opposition, so that the works of the first Erie Canal were commenced in 1817, and the line opened throughout in 1825.

The predictions of the most sanguine advocates of the scheme were, immediately on the completion of the works, found to be more than realized. An extensive, productive and healthy region was opened for settlement at a time when many of the cities, towns and lands in Europe were becoming overcrowded, so that a tide of immigration, without a parallel in history, flowed rapidly into this new country.

This vast territory, which, within the past half century was a wilderness, now raises an annual grain crop of a thousand millions of bushels, besides yielding such quantities of other agricultural products as supply the wants of its own people, (numbering nearly one-third the population of the United States), is now pressing to be relieved of an enormous tonnage of surplus food.

Still the line of settlement is yet a long way from the western boundary of the fertile region, and it is stated on good authority that even in that part of it which furnishes the principal supply, there are not yet more than one-fifth of the available lands under cultivation.

The extensive and equally valuable possessions in Manitoba and the West, which now form part of the Dominion of Canada, when they are sufficiently developed, as they will undoubtedly be ere long, together with those above mentioned, render it extremely difficult to conceive how adequate means can be provided for the cheap transport of the masses of vegetable and animal food that must find their way to Eastern markets and European countries.

For twenty years after the first Erie Canal was opened it had no rival routes to contend with; indeed business was secured to it under certain conditions fixed by the State, so that there was really no competition whatever, except what might exist among the carriers themselves.

Matters are now, however, in a very different position, there being not only a larger time-saving and cheaper water route available, but there are numerous lines of railways which connect the lake region with the Atlantic seaboard, and have proved to be formidable competitors with water lines of limited capacity, for the Western trade.

The restless activity of railway managers, together with the scientific and mechanical skill brought to bear by them, has removed many difficulties, and introduced such improvements in construction and equipment as have enabled articles of less value to be profitably carried for considerable distances by rail.

In the year 1855, flour and grain from the West first began to be delivered at New York by rail, and since that time this mode of transport has continued to increase rapidly. The Erie Canal, however, in 1859, during the seven months it was open, moved more freight than the whole of the New York railways did for the whole year, and carried fully double the quantity of vegetable food that was done by both the New York Central and Erie Railways.

But the canal, in 1862, appears to have done more business than it ever did before or has done since; whilst the railway traffic has so rapidly increased, that the New York Central and Erie lines carried, in 1872, fully double what went by way of the Erie Canal.

A great difference of opinion exists as to how this state of matters has been brought about; but those well able to deal with the question, and disposed to view it simply as it presents itself, attribute the cause to the limited capacity, and great length of the water route.

The canal is 350½ miles in length, between Buffalo and Albany, with elevations of fully 654 feet to overcome, which is effected by means of 72 locks, each of which is 110 feet in length, and 18 feet in width. The greater number are double, one tier being used to lock in one direction, and the other the reverse, or otherwise, as circumstances may require.

They are estimated as capable of passing boats of 220 tons burden, but those used seldom exceed 213 tons, which seem to be fully as large as the depth, or sectional area of the canal will admit, as may be inferred from numerous official documents.

On page 53 of the Report of the Auditors of Canal Tolls, &c., for 1872, it is shown that the time required for a boat to pass between Buffalo and Albany in 1871 and 1872 was *eleven days*, whereas from 1854 to 1862, when the boats were of less dimensions, the time occupied between the same places was only *eight and a half days*.

The traffic returns annually submitted to the Legislature show that the vastly increased trade of the West has not found any greater outlet by this route than it did ten years ago.

In fact doubts are reasonably entertained by many that its capacity for the movement of freight is not nearly as large as the calculations of theorists have represented.

From experiments made in 1867 to determine, during 24 consecutive hours, the lockage capacity, &c., of lock number 30, situated near Schoharie Creek, it appears

that 127 eastward and 71 westward bound boats passed the double lock within the time stated, or equal to 99 boats in one direction, thus making an average of fully 14½ minutes for each boat.

With a like object in view, another practical test was a few years ago made, it is said under unusually favorable circumstances for such a purpose. There having been a break on the Middle Division of the canal, on each side of which several hundred boats had accumulated, it was resolved that when the repairs were completed, a trial of the lockage capacity at that place should be made. To enable this to be properly done, the double locks were fully manned, and the boats were flushed into and out of them; in this manner locking was carried on continuously for three days and nights.

The result of this test seems to have been, that it took an average of *seventeen minutes* to lock eastward bound boats, and *nine minutes* for those westward bound with little or no cargo on board.

It was also ascertained that it took one-third more time to lock boats during the night than in the day.

These facts led to the conclusion that an uninterrupted navigation of 220 days would give the canal a capacity for carrying eastward bound freight of 3,812,000 tons, with boats of 200 tons cargo, but as the movement is frequently irregular, the boats of less size, and unavoidable delays occur, the practical capacity for eastward bound freight for one season, even with the locks doubled throughout, would, it is believed, scarcely exceed *three and a half millions of tons*.

This would, however, require a considerably greater number of lockages than has ever taken place with boats of the larger size now in use.

It may be observed that as the size of the boats increase, the number of lockages diminish.

In 1847 with boats of 67 tons average load, there were	21,978	Eastern	lockages.
1852 " 80 " "	20,198	" "	" "
1862 " 167 " "	17,488	" "	" "
1872 " 190 " "	14,017	" "	" "
1873 " 213 " "	12,480	" "	" "

To lock 200 ton boats at same rate as was done at time of test without any allowance for casualties there would be.....18,635 " "

In 1862 there were 2,917,094 tons delivered at tide water from the Erie Canal; this, as previously stated, is the largest business ever done in any one year.

Many seem to entertain the idea that because the canal has done so much for trade in the past, its influence in that direction should be proportionately felt in the future, and that by doubling the balance of the locks, removing certain bench walls from the prism, making the depth fully seven feet, together with the introduction of towing by steam, the demands of commerce would be fully met.

It may be remarked that the tonnage capacity of a canal is determined more by the size and number of vessels that can pass the locks, than the sectional area of the prism, so long as the latter is of sufficient dimensions not to present any greater resistance to the vessels than would be experienced in moderately open water.

The extent of the lockage capacity is by some believed to have been reached, whilst others, without giving anything like conclusive reasons, are of a different opinion; all must, however, admit that the number of boats that can be passed through a lock within a few hours, or even a few days, when everything is in good order and circumstances are favorable, can scarcely be accepted as representing the operations of an entire season.

There seems to be no great delay experienced at the western end of the route, even with the existing facilities of passing vessels, those which occur being generally towards the eastern end (where the locks are for the most part double), and after the traffic from the lateral channels has been received. The various matters have a tendency to recall the significant fact that although the general increase of movement

might have been participated in, yet the through tonnage has never exceeded that of 1862, whilst the general transportation by rail since that time has been more than trebled.

It will be evident that the way-business must continue to have the same outlet as at present; consequently it may be reasonably concluded that the canal has nearly, if not altogether, reached its maximum capacity for through freight, unless the locks and channel throughout can be very considerably enlarged beyond their present dimensions.

This question has also been discussed, and although a variety of opinions are still held, it has, other than the mere clearing out of the channel, been in a great measure abandoned by the *State*, on the concurrent advice of those who are familiar with the circumstances connected with the canal, and who are looked upon as authorities on such matters.

Public attention has, however, been given to other lines; still it is remarkable that whether land or water routes, wheresoever their starting points may be, they are all expected to have a direction leading towards New York city, the great entrepôt of the continent, where the principal capitalists reside, who either control the main lines of transportation, or can, in some measure, influence those who have that power.

A route from Oswego to Troy *via* Oneida Lake, called the "Oneida Ship Canal," has been under the consideration of and favorably reported upon by the Hon. W. J. McAlpine.

This proposed line is stated to be $191\frac{1}{2}$ miles in length from Oswego to Troy— $168\frac{1}{2}$ of which would be canal, and 23 miles of small lake navigation. Oneida Lake is understood to be 122 feet over the level of Lake Ontario, and 60 feet below the summit level of the Erie Canal at Higginsville, from which there is a descent of 427 feet to Troy, making altogether a lockage of 609 feet. The locks are proposed to be made 185 feet in length between the gates, 29 feet wide, and to have 9 feet water on the mitre sills.

The canal is estimated to cost \$25,000,000, and follows nearly, if not altogether, the same route as was recommended before the present Erie Canal was constructed. At that time it was urged, the most serious objection against the "Ontario route" is that it would inevitably enrich the territory of a foreign power at the expense of "the United States. A barrel of flour is now transported from Cayuga Lake to "Montreal for \$1.50, and it cannot be carried to Albany for less than \$2.50." &c.

A branch canal of limited dimensions from Oswego to Syracuse was, however, made and opened about the time that the construction of the Welland Canal admitted of vessels passing freely between Lakes Erie and Ontario.

The important question of water supply to the "Oneida Ship Canal" is not even alluded to, except by the Oswego Board of Trade, although the line is to enter the summit level of the Erie Canal, which has been for many years represented by the Canal Commissioners and Engineers in charge, as so deficient of water at certain seasons as to materially retard the passage of boats, and occasionally threaten to wholly prevent navigation for a time.

This unfavorable state of matters would, of course, be very considerably increased by drawing the supply both ways for a "ship canal," so that those who have given attention to this part of the subject, might naturally infer from the reports of the Canal Commissioners, above mentioned, that doubts might reasonably be entertained of success in that respect.

Another and more easterly route has been for the past quarter of a century kept before the public through the untiring efforts of the Hon. John Young, of Montreal, who has, from time to time, furnished such information, both statistical and otherwise, as has convinced many of its importance.

This route follows the line of the existing canals and River St. Lawrence to nearly opposite Lachine, where, from a point a little above Caughnawaga, it takes a slightly winding course to a place about $9\frac{1}{2}$ miles from the upper entrance of the Chambly Canal. For the distance between the points above mentioned (20 miles),

it is proposed to form a canal, and to enlarge and deepen the upper part of the Chamblay line. From St. John upwards to the foot of Lake Champlain, a distance of 23 miles, the River Richelieu, which varies from 7 to 9 feet at low water, is to be deepened and made of a width suited to the contemplated scale of navigation.

From Rouse's Point to Whitehall, a distance of 111 miles, Lake Champlain is said to have a good depth of water.

The enlargement of the Champlain Canal, so as to form a continuation of the route for large vessels to the Hudson River, and the improvement of that river to Troy, has been for some time under the consideration of business men, and has to some extent occupied the attention of the New York Legislature.

This line has been recommended as forming the best route from the West to the New England States, which are said to consume nearly, if not altogether, as much flour and other broadstuffs as are exported from New York, and also as forming an advantageous inland ship channel from the West to the seaboard at the city of New York.

In a letter to the *Oswego Board of Trade on Cheap Transportation*, in which the advantage of the Caughnawaga Canal route is compared with that by Oswego and Oneida Lake, it is shown by a number of interesting and ingeniously prepared tables that the latter is superior to any other water line hitherto projected between the lakes and the Hudson River.

This conclusion appears to have been arrived at from certain theoretical computations relative to speed upon particular portions of routes, and also of freight, rather than from the actual time occupied, or the rates known to have been paid.

In the letter above referred to it is stated in reply to an inquiry as to the class of vessels intended to navigate the proposed "Oneida Lake Route" that—

"The employment of lake sailing vessels and steamers from Chicago to New York by the Oneida Lake route, is not contemplated, for the reason that the Canal enlargement from Oswego to Troy, together with the improvements of the Hudson River, would have to be made of at least equal depth and dimensions with the enlarged Welland Canal, thus largely increasing the cost of such enlargement and improvement.

"Besides the large sailing vessels and steamers (with their more costly appointment, and greater number of officers and men) are not adapted to the safe and economical navigation of long reaches of canal, and narrow river navigation, such as exist between Oswego and New York."

A Committee of the Oswego Board of Trade states, in a communication to the Committee of the Senate of the United States on Routes of Transportation, that—

"The embarrassment attending the navigation of the canals and rapids of the St. Lawrence, made the competition of that route carried on by such vessels comparatively unfelt by the routes through Buffalo and Oswego. The recent introduction of facilities for transshipment at Kingston and the transfer of grain at that point to large barges destined to Montreal, there to be put on board ocean vessels, has changed all this.

"This route now draws more heavily year by year upon the business both of Buffalo and Oswego, and has proved by the experience of the last two years, that grain destined to Liverpool, can be carried cheaper by that, than by any other route, and this too with the disadvantage of being obliged to use vessels carrying 18,000 bushels through the Welland Canal, against those carrying from 30,000 to 50,000 by the way of Buffalo.

"How greatly this advantage will be increased when the enlargement of the Welland Canal is completed, will be readily understood. Unless our Government, adopting the wise policy of our provincial neighbours, shall make corresponding improvements in our routes of transportation, we shall see our foreign grain export finding its way to market over foreign territory, and in foreign bottoms, enriching our commercial rivals at our expense."

In the Appendix to the Report of the Buffalo Board of Trade for 1869, it is

stated "that every bushel of wheat carried from Toledo *via* Montreal to Liverpool, has an advantage over the Buffalo route of *four cents*."

Another Buffalo authority remarks that, "The end of the prosperous road is in sight, and unless something is done promptly to provide against the impending exigency, the Erie Canal will in time fall away from its present high position, and be represented by the Canadian route," &c., &c.

"In 1868-69 there was discovered a gradual but certain decline in the eastward tonnage movements on the Erie Canal, in favor of the Canadian route, and the railways.

"The reduction of tolls in 1870 for a time not only checked the decline, but produced a healthy increase, bringing back to the canal something of its former status. But the past season's business indicates that the present schedule of tolls, and without an improvement somehow in the canal, so as to reduce the cost of transportation, another period of decline in it may certainly be anticipated, and the season of 1873 will be classed as the first in the downward scale.

These statements, made by commercial men, whose interests would lead to a very different conclusion, if at all warranted by circumstances, might be supplemented by still more forcible extracts from the proceedings of the boards of Trade, and other public bodies of the West, who are directly and deeply concerned in obtaining the means of speedy and cheap transportation.

Similar views are also beginning to prevail even in New-York, as may be seen from the printed copy of an address delivered by the Hon. W. J. McAlpine, before the Chamber of Commerce, of that city, in May last, in which it is stated:—

"But when we consider that the western products are now delivered on Lake Ontario, so as to compete with the Erie Canal at Buffalo (and soon to be delivered cheaper), and that there is only 180 miles of river navigation to tide water (at Montreal), we will begin to realize that no improvement of the Erie Canal from Buffalo can save to New York, at least, the diversion of the exporting portion of the products of the West to foreign countries. * * *

"It is claimed by the Canadian authorities, that the food imported from the West into New England (equal in quantity to that which is exported to foreign countries) can be delivered by the St. Lawrence route, and the Gulf and coast vessels cheaper than by the New York canals."

E. H. Walker, Esq., Statistician of the New York Produce Exchange, states, "When the Canadian canals are so much enlarged as to pass vessels of about 1,200 tons measurement, carrying 1,600 tons cargo, the City and State of New York must be prepared to meet a competition between Lake Michigan ports and Montreal, of rates of freight not exceeding *three dollars and a half per ton*, which is about ten cents par bushel for wheat;" and in a subsequent communication remarks, that "the vessels now navigating the Welland Canal of 400 to 450 tons measurement, carried wheat from Chicago to Kingston at an average price of eleven cents per bushel of sixty pounds in 1870, and twelve cents in 1871, the price frequently being eight and nine cents per bushel, &c. There can be no reasonable doubt if wheat has been transported at these rates with present facilities, that vessels of 1,000 or 1,200 tons measurement, carrying 1,300 to 1,600 tons cargo, can do it for \$3.50 per ton from Chicago to Montreal. The partial introduction and use of large class vessels on the lakes has diminished the average rates of lake freight, from Chicago to Buffalo, three cents per bushel," &c., &c.

"The average rate of freight from Chicago to New York for the three years ended with 1872, was \$6.99 per ton, including canal tolls \$1.05 per ton, and the carriers' profits, and adding Buffalo shipping and transfer charges 70 cents per ton, makes the average charge \$7.69, with present tolls and present canal facilities, against prospective rates of \$3.50 per ton from Chicago to Montreal. The tolls cannot well be reduced, even under a 'free canal policy,' below 70 cents per ton, which are now \$1.05 per ton. This would take 35 cents per ton from \$7.69, leaving \$7.34 against \$3.50 by the St. Lawrence route."

These quotations, from public documents, convey an idea of the opinions enter-

tained by gentlemen presumed to be in possession of the necessary information, and who are looked upon in the State of New York as authorities competent to pronounce on matters of this kind.

Their favorable impressions of the St. Lawrence route, and the probable effect its improvement would have on the course of trade, are under the circumstances, an evidence that they have endeavored to treat the subject fairly, and their opinions may therefore be looked upon as having been duly considered.

Within the past few years, the question of route and means of securing cheap transportation has been discussed, as already stated, from various stand-points, and although it has generally been conceded that the improvement of the water routes would afford the most certain and permanent relief, still there are various opinions as to the extent and manner in which the object could be best effected,—some being in favor of a deep water channel, and the adoption of means for passing large vessels from the upper lakes to the seaboard, whilst others represent that lake sailing vessels are not adapted to river and canal navigation.

These views have obtained to a greater extent within the past few years, as will be evident from discussions in commercial journals both in Canada and the United States; based chiefly, in both cases, on successful and continuous trials of large transportation.

This question occupied the attention of the Canal Commission, but had not then (1870) that degree of prominence before the public which it has since that time assumed; nevertheless, it seems to have been one of the points on which the Commission disagreed among themselves, as may be seen from the majority and minority of the reports, dated respectively 24th and 28th February, 1871.

These documents contain much interesting and valuable information, compiled from various reliable sources, bearing on the rapid increase and course of trade, and its tendency towards the St. Lawrence.

There is, however, good reason to apprehend that the estimated cost of enlarging the canals to the capacity recommended cannot be equally relied upon; but it could scarcely be expected that anything like correct information in that respect could have been supplied, inasmuch as no examination of the river had been up to that time made with a view to such a draught of water.

It was not until midsummer of 1872 that surveys of the St. Lawrence between Prescott and Montreal were authorized, and it is only recently that the necessary charts and plans were prepared. On a close examination of these documents it was found that the probable cost of the enlargement would be considerably more than double the amount represented; this, together with the difference of opinion that exists relative to vessel and barge transportation on canals and rivers, led to a circular letter being addressed to Boards of Trade, shipowners, forwarders and other persons directly interested, asking information on certain points, and inviting them to state their views on the subject.

This, under the circumstances, was looked upon as the best course to pursue, inasmuch as the Canal Commission only printed quotations from, or an abstract of, the replies that had been received by them, and no access could then be had to the original documents; moreover, it was believed the important question of cost carried with it such weight as might have a tendency to modify, or even entirely change opinions previously given.

The invitations, it may be stated, were responded to promptly, and, with one exception, courteously; the replies for the most part agree in substance with those given by the Commission and the letters they received, the originals of which were a few weeks ago sent to this office by an officer of the House of Commons.

The letters as a whole contain much valuable information of different degrees of importance; still, for the most part, all have been of service; and will be freely used without further acknowledgement, except in special cases.

It is well known that the impression prevails amongst ship-owners, grain-dealers, and others connected with forwarding, that large vessels can carry freight profitably at less rates than small vessels, and so general has this belief become that

it has passed into a sort of recognized axiom that "the larger the vessel used, the cheaper the freight can be carried."

This view has long obtained amongst practical men; so that the tendency towards large vessels has been continuously growing wherever there has been sufficient business to be done, and the circumstances warranted.

It is represented as holding good on the ocean, the lakes, and wherever it has been tried, and is used as one of the main arguments in favor of the St. Lawrence as the cheapest and most favorable route from the food-producing regions of the West to the Eastern States and European markets.

It is at the same time true, that an effort has recently been made to show that this proposition is a fallacy, and that the use of large vessels has not reduced the rates of freight, nor do they carry cheaper than the smaller ones.

To establish this position, comparisons have been made between the freight rates of certain lines for a series of years, showing that they have increased, not only as regards the quantity carried, but on the registered tonnage of the vessels.

There are doubtless many interesting matters evolved by the researches and arguments brought to bear on this question; still the facts remain that labor has advanced, the cost of vessels and their equipments increased, and the quantity of grain to be carried is annually becoming greater. This state of matters, it is true, does not prove either theory, still it leads to the conclusion that the old idea contains such an element of truth as cannot very consistently be ignored. At all events, it seems to be so evident to practical business men, that they are ready and willing to invest large amounts of capital annually in the construction of vessels of still greater tonnage capacity than those previously employed on the lakes.

This fact is well known, and it is presumed few persons will be disposed to believe that a class of gentlemen, whose shrewdness is proverbial, would be likely to persevere in such a course without good prospects of its being all but certain to prove successful.

As an evidence of the increase of large vessels employed on the Upper Lakes, it may be said that in 1845 all the vessels engaged in the grain trade could have passed through the Welland Canal.

In 1854 there were 37 propellers, of an aggregate of 20,181 tons register, which could not descend to Lake Ontario. In 1864 there were 70 propellers, of a total registered capacity of 50,101 tons, that could not pass through the Welland Canal. This year (1874) there are 123 propellers, engaged in the Upper Lake trade, of 114,192 tons register, none of which can go lower down than the foot of Lake Erie.

It is however proper to remark that within the past few years there has been a difference in the American mode of measurement, which has had the effect of increasing the registered tonnage of vessels about *twenty per cent.* so that for the purpose of comparison this should be added to the tonnage of each of the two first mentioned periods, thus:—

	1854.	1864.	1874.
Registered tonnage	20,181.	50,101.	114,172
Present standard	24,217.	60,121.	.....

The latter is equal to about *one-sixth* of the *entire tonnage* of lake vessels in 1873, or when the length of voyage is considered the relative proportion is greater.

A correct list of the sail vessels and their respective tonnage, that could not pass through the present Welland Canal, could not be obtained, but there is clear evidence of there being at least 30 of such vessels in 1873.

There were also in 1864, on the Upper Lakes, 12 steamers registered at 9,812 tons, and in 1874 there are 19 steamers registered and measured of 12,345 tons capacity, which could not descend to Lake Ontario.

It may be further stated that there have been brought into use within the past few years, a great number of large barges, some of them with motive power within themselves; but the majority have masts and sails, and are towed through the Lake by powerful tugs, with from three to five in a tow.

These craft vary from 200 to 1000 tons burden, and are stated by an acknowledged authority connected with the American Underwriters to number fully 1,500 ; but as their dimensions are not given, it is uncertain how many of them could not pass through the present Welland Canal.

It is however stated, on what is believed to be good authority, that a considerable number of them could not do so, which, together with the large propellers, steamers and sail vessels above mentioned, establish in some measure the general statement that there are from one-fourth to one-third of the tonnage employed in the Western trade unable to descend lower than the foot of Lake Erie.

The enlargement of the Welland Canal will doubtless change this state of matters so materially that the bulk of the water-borne trade can descend to Lake Ontario, and the chief competition for it will commence there, instead of at the lower end of Lake Erie as at present.

Thus the main point of divergence would be changed, but the rivalry will continue to be very little, if at all, diminished, unless the St. Lawrence route is so much improved as to excel the proposed Oswego and Oneida Lake Barge Canal, as much as the existing canals are superior to the Oswego and Erie Boat Canals.

In short, if the St. Lawrence navigation from Prescott to Montreal were not enlarged and improved, the expenditure on the Welland might fairly be considered to be quite as much for the benefit of Oswego as it would be for the people of Canada.

But when the main line of the Dominion Canals is made of uniform dimensions throughout, the inviting programme prepared for the people of Oswego will be somewhat disarranged, and even were it possible for the United States Government to carry out the barge canal project, the relative position of matters would be very little changed.

It is quite true that the St. Lawrence Canals have never done anything like the extent of business which they might have been reasonably expected to do from their situation, connections and capacity ; still it should be borne in mind that they were not opened for over 20 years after the Erie Canal had been in successful operation, and New York had become the commercial metropolis of North America, [and naturally made great efforts not only to retain, but to attract a still greater share of the trade.

This may be inferred, if not fully shown, by the fact, that now when the advantages possessed by the route to Montreal, are even on its present scale acknowledged as superior to the New York lines, the flow of trade is only slowly drawn towards it ; still the growth is steady and likely to be continuous, and it is mainly due to the constantly increasing quantity to be moved, and the efforts of those directly interested in its success.

In short, experience clearly shows that although commerce will eventually seek the shortest, cheapest and quickest lines of communication, there may be circumstances which render the changing of its course extremely difficult when a route has been once established ; and especially to induce a foreign country to relinquish even a share of a profitable trade peculiarly its own and the bulk of which it has hitherto accommodated.

It may also be remarked that highly-colored descriptions of the severity of the climate, and dangers of the river and gulf navigation, together with under-rating what has been done to overcome natural difficulties, have had a tendency to injure the Canadian route in the estimation of our neighbors, who are much less disposed to exhibit defects in their own lines than to contrast their best points with the worst side of those of their competitors.

The latest evidence of this will be found on page 86 of the proceedings of the "National Convention of the American Cheap Transportation Association," where a paper read before the Dominion Board of Trade in January, 1873, "in reference to deck loads" is made to do duty as condemnatory of the *Northern Route*

Although the unfavorable representations made a quarter of a century ago relative to the navigation of the lower St. Lawrence were doubtless to some extent true,

it should be borne in mind that the condition of matters since that time has been greatly changed.

Light-houses have been constructed on many of the headlands and salient points of the coasts and islands, beacons and land-marks, fog-whistles and signal guns established, and other arrangements made for the guidance and benefit of vessels. These improvements, together with a better knowledge of the route, enable large fleets of both sail and steam-vessels to frequent the ports of Quebec and Montreal from early in May to the last of November each year as regularly and safely as those trading to any other port on this continent.

There are, however, some writers on this subject who do not seem to be aware of these facts, or if they are, do not care to notice them, as they still continue to describe, in strong terms, dangers that have practically ceased to exist, while the best features of rival routes are placed in the foreground, and their capacity for traffic described as much greater than they could by any possibility properly accommodate.

This course, to say the least of it, appears to have nothing to recommend it, the extent of trade is ample to occupy all the lines, and the great pressure of business will doubtless soon lead to the solution of the question, which is the most advantageous.

It is well known that none of the canals have paid the interest of the money expended in their construction, or indeed very little more than the working expenses connected with them. Still, few who compare the past with the present condition of Canada will doubt but that they have been of far greater benefit to the country than the aggregate amount of their cost.

This is so generally admitted, that all who have given attention to the subject approve of the decision to enlarge the Welland Canal to dimensions capable of admitting a larger class of vessels to pass between Lake Erie and Ontario, and by this means obtain and secure, if possible, a greater share of the Western trade.

It being, as already stated, believed by many engaged in forwarding, that large vessels are more profitable than small ones on all channels between places that are a considerable distance apart.

In this connection, it may be further observed that the tendency is not only towards larger vessels, but that the tonnage of lake propellers is increasing in a greater ratio than that of sail vessels, so that many who have carefully considered the question are inclined to believe that propellers, from the regularity and shorter time they occupy in the voyage, will in a great measure supersede sail vessels.

It is stated to be more profitable for sail vessels loaded with grain to tranship their cargo at Kingston, than to proceed with it to Montreal, and it is well known that any vessel, steam or sail, with a draught of more than nine feet, must lighten before passing through the St. Lawrence Canals.

In fact so long as the existing relative condition of the canals, as to draught of water continues, there must be somewhere on the river a transhipment of part of the cargo of deep-laden vessels. This is not a matter of choice on the part of shipowners, but of necessity; and consequently is no evidence that it would be resorted to in case of their being the same draught of water throughout.

It is doubtless better for sail vessels to proceed no further than their sails can be serviceable, but it does not follow that it would be more advantageous for propellers to transfer their cargoes to other craft on any part of the route, provided it could be delivered at its destination, or aboard of the ocean vessel without otherwise breaking bulk.

If it be correct that the latter class of vessels, or others propelled by steam, are likely in time to do the principal business, it seems that it would scarcely be judicious to restrict them to *six-sevenths* of the voyage between Chicago and Montreal, when they might advantageously go the whole distance in like manner, as many of them do at present.

It is quite true that in the past, return cargoes have been comparatively light, but were a large share of the export trade drawn to the St. Lawrence, there is every

probability that a fair share of the import trade to the West might follow the same channel.

There is further good reason to believe that traffic between the Maritime Provinces and Lake Ontario would be promoted by the class of vessels suited to the lower portion of the river, being able to pass through the canals without breaking bulk.

But great as the sea export of grain might be, it would scarcely be equal to the quantity required to supply the wants of the New England States, a large portion of which might also be carried *via* the St. Lawrence, as it could be delivered cheaper on Lake Champlain than by any other route.

It is said on very good authority that this could be done even now, if frequent transshipment could be avoided.

This question has in part been long before the public, and as a whole has lately begun to attract the attention of representative bodies, there having been during last winter a scheme, before the New York Legislature at Albany, for the construction of a ship canal between the Hudson River and Lake Champlain, with a view of forming a continuation of the proposed Caughnawaga Canal. For the latter, the Dominion Parliament at a late session extended the charter, granted some years ago, so that there seems to be a movement in the direction of opening up a line of communication between the rivers St. Lawrence and Hudson.

Were this done there is reason to believe that breadstuffs for export, or consumption in the New England States, could be carried from the West at rates that would defy competition, and the St. Lawrence route have the benefit of the trade.

Powerful influences will, however, in all probability be brought to bear in order to defeat this object, lest it should prove prejudicial to the interests of New York, there being a prevailing impression that grain intended for European markets, when once within the range of sea-going vessels, would be unlikely to seek another and distant port for transshipment.

The average rates for the transportation of wheat from Chicago to Montreal by the lakes and River St. Lawrence; and from Chicago to New York, *via* Buffalo, Erie Canal and Hudson River, also *via* Oswego Canal and Hudson River to New York; for the undermentioned years, were as follows:—

	Chicago to New York via Buffalo.	Chicago to New York via Oswego.	Chicago to Montreal.
1862	26 33	26 27	19 70
1863	22 90	22 63	16 24
1864	28 36	28 46	19 87
1865	26 62	27 23	19 42
1866	30 36	31 45	24 08
1867	22 36	22 35	15 37
1868	22 79	22 87	16 15
1869	23 12	23 13	15 82
1870	17 10	18 44	14 75
1871	20 24	21 27	16 85
1872	24 25	23 47	19 29

The above prices are taken from the Report of the Auditor of Canal Tolls, &c., of the State of New York, with $4\frac{1}{2}$ cents added to Oswego or Kingston rates, for freight to Montreal. The prices are therefore in United States currency.

It will be seen from the table that wheat was carried from Chicago to Montreal, up to the close of 1869, at from 6 to $7\frac{1}{2}$ cents per bushel less than it was delivered at New York.

In 1870, the Erie Canal tolls were reduced one-half, or $3\frac{1}{10}$ cents per bushel; since that time the freight rates to Montreal have varied from $3\frac{1}{2}$ to 5 cents less per bushel than those to New York.

The time occupied by a propeller from Chicago to Montreal varies from eight to ten days, and to make the round trip it takes from nineteen to twenty-one days.

In the year 1871, ten propellers belonging to the "Northern Transportation Company" made 119 round trips between Chicago and Ogdensburg, or an average of about twelve trips each; there were, however, three of the number that made thirteen round trips each during the season.

Freight from Chicago *via* Erie Canal and Hudson River, takes from twenty to twenty-two days to reach New York.

In short, it appears that the freight and charges on wheat are about 20 per cent, less to Montréal than they are to New York, whilst the difference in time from Chicago is from eleven to twelve days in favor of the St. Lawrence route.

This view of the matter is clearly brought out by a writer on "Cheap Transportation" in the *Montreal Gazette*, who states, in one of a series of letters, that "if two propellers be started from Chicago at the same time, loaded with grain for the Liverpool market, one *via* the St. Lawrence to Montreal, which delivers cargo to ocean steamers, and the other *via* Buffalo and the Erie Canal to New York, the cargo *via* Montreal will arrive in Liverpool and be sold before the cargo *via* the Erie Canal is cleared from the Port of New York."

The advantages on the River St. Lawrence as a line of communication will compare no less favorably by the import trade. A merchant residing in Chicago may telegraph an order to New York for goods, and on the same day send a similar order to Europe, and within three weeks find that the European goods are safe on his shelves, or, it may be, a large portion of them sold, whilst those from New York are not yet delivered.

Heavy and bulky articles, or indeed anything sent westward from Burlington, Vermont, or other parts of the Eastern States, can be carried cheaper and more expeditiously by the River St. Lawrence than by any other water route.

These facts clearly indicate that no matter to what extent the controlling influences of New York may at present operate, they most eventually yield to the pressure from the Western producing States, which will scarcely continue to submit to have their grain heavily taxed for the benefit of lines of transportation, solely because they lead through a particular State desirous of monopolizing a trade it is unable to accommodate.

Questions leading in that direction have been frequently discussed, and are now rapidly gaining ground.

A few years ago a Western trader published a series of letters, in which it is stated that "whether exported to Europe or to other countries, or consumed in the Eastern States, the great and important principle remains, that the price the Western producer or farmer gets for his wheat or other grain, is the price it sells for in the consuming market, less the charges for transport, handling, &c.—no matter whether that market be in Europe, Canada or the Eastern States, and every cent which can be saved in that transport is so much added to the value of every bushel of grain now produced, or will ever be produced, in these grain-growing States of the North-west."

It is not however the benefits our neighbors are likely to derive from an uniform and continuous line of navigation for large-sized vessels, being opened from the lakes to ocean ports, which is a matter of so much concern to us, as the advantage it would, in all probability, be to the Dominion.

There are few who, having carefully considered the subject, will be disposed to look upon the mere sale, purchase or exchange of commodities, or even the profits arising from the carrying trade itself, as the only benefits derived from commerce.

The building and equipment of vessels employ a large amount of mechanical and skilled labor; besides those ultimately engaged as navigators, and in other branches of the service, form altogether a very large and important portion of the community whose interests would be promoted, and the country profit very considerably by their success.

The desirability of an enlarged scale of navigation having been it is presumed

determined, the question next in order seems to be the greatest depth that can be obtained within the limits of a reasonable outlay.

It is well known that the level of the River St. Lawrence is liable to considerable fluctuations, the lowest known stage of which must of course be the principal guide if the channel is to be available at all times during the season of navigation.

The lakes within the past 55 years have had a variation of about five and a half feet between extreme high and extreme low water in calm weather, but there does not appear to have been anything like an absolute change in the mean level within the time stated.

In 1819, 1848 and 1872, the waters of the great lakes were lower than at any other time, of which a record could be found; their height in 1848 and 1872 is from well authenticated registers kept at different places. That for 1819 is from a record kept at Cleveland, Ohio, and consequently is strictly applicable to Lake Erie only, but as the relative variations of the normal levels of the lakes in other cases correspond, it may fairly be inferred they would be likely to have done so in 1819, hence it is presumed the water of Lake Ontario that year was several inches lower than it has ever been since that time.

In 1838, 1853, 1859, 1862 and 1870 Lake Ontario was at a higher level than at any other time within the period mentioned. According to the record kept at Oswego, the water was $2\frac{1}{2}$ inches higher in May, 1870, than it was in 1838, or any of the intermediate years.

The difference of levels at the same place between the low water of 1848, and high water of 1870, has been clearly established as fully five feet; but between the low water of 1819 and the high water of 1870 it is quite probable that the difference was about $5\frac{1}{2}$ feet.

At Port Colborne in April, 1859, the water was 7 feet 10 inches higher than it was in November, 1872.

In June, 1870, the water at Port Dalhousie was 5 feet 5 inches over the level of November, 1872; and in May, 1870, the water in the Bay at Toronto was 5 feet $3\frac{1}{2}$ inches higher than it was in March 19th, 1872.

The variations of the lake levels are of several kinds, all of which have more or less influence on the fluctuations of the river:—

1st. There is the general rise and fall referred to, extending over an irregular series of years, and with no uniformity of either increase or decrease, but representing a range of about $5\frac{1}{2}$ feet between the extremes of the normal levels of the lakes from about 1819 to the present time.

2nd. There is an annual rise and fall of from ten to twenty inches, which is entirely distinct from the variations above mentioned, and is due chiefly to the quantity of snow and the rain fall. High water generally takes place in June, and low water in September.

3rd. The action of long-continued strong winds changes the surface level of the lakes by depressing one portion and raising another, in proportion to the intensity and duration of the storm, but modified to some extent by the configuration of the coast.

Other sudden fluctuations have been observed at various times on the lakes, which cannot be attributed to either of the causes above mentioned, but no satisfactory explanation of them or of those under the first heading, has ever been given.

The River St. Lawrence is more or less affected by all these variations of the lake levels; but those under the *third* head, being the most frequent and sudden, are therefore more observed.

As an instance of the latter it may be stated that on the 9th June, 1852, a strong westerly wind had the effect of raising the water at Gallop's Lift Lock, 23 inches in less than six hours. At this height it continued for about two hours when the wind ceased, and in the following six hours the water fell twenty inches, or within three inches of the height it was (14 hours before) at the time first mentioned.

The variations of the water-level at different places on the river are not uniform, that is to say, the rise and fall at all places are not alike.

This fact is arrived at from the daily register kept at the different stations, the result of which is shown in the following table:—

Canals.	Upper Entrance of Canals.			Lower Entrance of Canals.		
	No. of Lock.	Variation of normal water levels.	Variation between extreme high and low water.	No. of Lock.	Variation of normal water levels.	Variation between extreme high and low water.
		Ft. In.	Ft. In.		Ft. In.	Ft. In.
Galops.....	27	4 6	4 11	25	5 9	7 7
Rapide Plat.....	24	4 10	6 9	23	5 0	6 4
Farran's Point.....	22	3 0	5 0	.....	.....	.....
Cornwall.....	21	3 10	4 8	15	3 0	.....
Beauharnois.....	14	2 6	3 3	6	3 4	.....
Lachine.....	5	3 2	7 2	.....	.....	.....

It will be seen by the third column that the variations of the normal water levels of the river do not correspond with those of the lakes; and that those at the various places where registers are kept are quite different.

But although these elevations vary considerably, the relative difference between high and low water is still greater, as will be seen from the fourth column.

It will also be observed by the sixth and seventh columns that the fluctuation of the river levels below the respective rapids is greater than at a point a short distance above them.

Long, wide, and nearly level stretches of the river, such as Lake St. Francis appear to be less subject to variations (ice jams excepted) than where the width is less, and the reaches comparatively short.

Without, however, entering further into this part of the subject, it may at once be stated as a fact bearing directly on the question of canal enlargement, that the low water levels on the sills of the locks at the respective places mentioned, were in 1871 and 1872 as follows:—

	Galops Guard Lock.	Lower Entrance Iroquois Canal.	Rapide Plat Guard Lock.	Lower Entrance Rapide Plat Canal.	Farran's Point Canal.	Cornwall Canal Guard Lock.	Lower Entrance Cornwall Canal.	Beauharnois Canal Guard Lock.	Lower Entrance Beauharnois Canal.	Lachine Canal Guard Lock.
Lock.....	27	25	24	23	22	21	15	14	6	5
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
	8 1	9 3	6 7	7 0	7 9	8 3	9 0	10 10	9 3	9 1

These depths being on the sills of the locks, it will be evident that they must be sunk from about $5\frac{1}{2}$, $4\frac{1}{2}$ to $1\frac{1}{4}$ feet, to enable vessels of 12 feet draught of water to pass freely.

It is well known that the upper reaches of the canals are the longest : that is to say, the summit level has been in all cases extended as far as circumstances would admit, so that to carry out the enlargement, they must invariably be deepened, and at the entrances, lowered $6\frac{1}{2}$, $5\frac{1}{2}$ to $2\frac{1}{4}$ feet, in order to obtain the necessary depth, which it is considered should be at least 13 feet below the low-water level of 1872.

This being the case, it became necessary to obtain correct information relative to the depth of water, nature of the bottom, &c., at all these places between the canals where shoals or other impediments to navigation were known to exist.

The channel from Lake Ontario to Prescott being represented on the charts as deep, and generally understood to be good, attention was first directed to those stretches of the river between the latter place and Lachine.

As it was believed that although there is a sufficient depth of water for vessels suited to the present scale of navigation, still there are a few places where the bottom would have to be lowered and the channel improved to enable vessels of greater draught to pass at low stages of the river.

These places, in descending order, are :—

1st. Where the channel at present used crosses from the south to the north side of the river, about three quarters of a mile above the entrance to the Galops Canal, or some other channel in that vicinity.

2nd. At a few isolated places in Lake St. Francis, and especially within a stretch of one mile, commencing about 2,000 feet above the head of the Beauharnois Canal.

3rd. Near the lower end of Lake St. Louis, and at intervals within a distance of about four and a half miles above the upper entrance of the Lachine Canal, in the vicinity of where the *Light vessels* are at present moored.

These, although not really formidable obstructions, are nevertheless of such a nature that their removal will be attended with considerable difficulty and expense in comparison with the extent of work to be done.

It is, therefore, proposed to draw attention to them in the order above stated, together with such suggestions in connection with the different matters as are considered warranted by the circumstances.

1st. As regards the obstruction to a deep water channel between Prescott and Galop's Rapids. It may be said that for a distance of about three miles above the latter there is a series of islands between which there are channels of more or less capacity. The main one, or what is called the steamboat channel, from the upper end of these islands for about two and a half miles, is on the south, or American side of the river. It then follows an oblique direction towards the north side, between Adams and Pier Islands, where for a distance of about 2,000 feet, the depth of water varies from ten and a half to thirteen feet, when the elevation is such that there is nine feet of water on the mitre sill of the guard lock.

Farther to the eastward on the same stretch the water is deeper, but the current is so strong that it is barely possible for a powerful steamer, without anything in tow, to use it.

This part of the river is by some called "Flat Rock Shoal," the bottom being of limestone, with a comparatively smooth surface ; on which there are, however, occasional patches of boulders and loose rock.

The channel above this is good, and is marked out by buoys ; but in the vicinity of Chimney Island Reefs the current is strong, which renders the place in dark foggy weather embarrassing to those in charge of vessels.

It was, however, found that there is a deep but narrow channel between the south shore and the reef, that might at times be advantageously used by upward-bound vessels.

On examining the Raft or Middle Channel, it was found that its lower end crosses "Flat Rock Shoal," but at the head of Pier Island it leaves this line and takes a westerly course in deep water that terminates suddenly near a bar situated between Chimney and Drummond Islands. This bar is about 1,000 feet in width, and is of boulder stone overlying very hard material ; on it there was found a depth of nine to eleven feet of water, with a strong cross current ; thence upwards there are several

small shoals and patches of boulders, before reaching the line of the South Channel opposite Chimney Point.

A northern route was also carefully examined leading in a straight line through Munro's Bay towards Tuttle's Point, in the general direction of the river. Thence it takes a north-westerly direction to near the lower end of Spencer's Island, then it follows a south-westerly course between Drummond's and Spencer's Islands, at the upper end of which it winds round to a course bearing direct to the light-house on Windmill Point.

On this route there are several places where the channel would have to be deepened, and others where it would have to be both widened and deepened.

The first of these shoals in ascending order is opposite Duck Island, where, for a distance of about 1,600 feet, the depth of water varies from five and-a-half to twelve and-a-half feet, and the bottom consists of boulder stone embedded in mud and clay.

Above Tuttle's Point, a bar 400 feet in length extends across the line, with a depth of from five to ten feet of water over it; the lower portion of this bar is of limestone rock in position, the surface of which is from eight to ten feet below the same water line; the upper part consisting of gravel and boulders. The rocky part of this shoal continues up stream 600 feet for about half the width of the channel, with a depth of eleven and-a-half to thirteen feet of water over it.

Thence upwards to a little beyond Spencer's Island, the channel is sufficiently deep, but at a few places projecting points would have to be removed to give the full width of 200 feet throughout.

From the place last mentioned to the deep water off Chimney Point, the proposed line of channel crosses three different shoals—one 700 feet, another 550 feet, and the third 400 feet in length.

On the largest of these there was found to be an average of about eight and-a-half feet of water; and on the other two, the mean depth was about ten and-a-half feet.

These shoals consist chiefly of large boulder stone and gravel overlying indurated clay.

As the middle channel of the *three*, thus described, crosses "Flat Rock Shoal," besides requiring a large extent of deepening and improvements at the upper entrance to render it available, there is reason to believe that the consideration of the question of route may fairly be limited to what are called the south and north channels.

The respective lines of which at the lower end intersect each other in Munro's Bay, and at the upper end near a point opposite Chimney Point.

To make the northern route thirteen and a half feet deep opposite Tuttle's Point, fourteen feet deep through the shoals above Spencer's Island at extreme low water, and a width of 200 feet throughout; together with constructing the necessary light-houses and beacons, placing buoys, &c., would probably cost as follows:—

	Cubic Yards.	
Blasting and removing rock.....	12,900	} \$432,000
Removal of boulder stone, gravel, &c.....	75,400	
Removal of hard clay, gravel, &c.....	13,000	
Lights, beacons and buoys.....		14,000
		\$446,000

If the channel were made one foot less in depth than that above stated, but of the same width throughout, the cost would be reduced about \$85,000, thus leaving the probable outlay for obtaining the lesser draught of water \$361,000.

The deepening of the southern or present steamboat channel to fourteen feet below extreme low water line, and for a width of 200 feet through "Flat Rock Shoal," together with the construction of light-houses and beacons, placing buoys, &c., would approximately cost as follows :

	Cubic Yards.	
Blasting and removing rock.....	} 28,500	\$500,000
Removing boulders, gravel, &c.....		
Lights, beacons, and buoys.....		12,000
		<u>\$512,000</u>

To make a channel of the width above stated, but only thirteen feet deep at extreme low water, would cost about \$192,000 less; or involve an approximate outlay of \$320,000.

The north channel would possess the advantage of being so sheltered near its lower end by the main shore and Duck Island, and higher up by Spencer's and Drummond's Islands, that it would be somewhat like a canal of large dimensions.

It could be formed without any interference with the existing steamboat channel, and when made would be in comparatively smooth water, not subject to cross or other currents.

But from the winding course it would necessarily have to follow, the line would require to be marked out for day service, and well lighted up for the passage of vessels at night; still it would shorten the distance about two-thirds of a mile between the head of the Galop's Canal and Prescott.

The south channel would have the advantage of being much wider, in some respects straighter, but paradoxical as it may appear, it would be longer than the northern one, whilst there would be a considerable current at the upper end, and a strong one across "Flat Rock Shoal" at the lower end.

It is quite probable this channel, whether improved or not, would continue to be used by passenger steamers when descending, and that rafts would still take the middle channel; but the northern route, if improved, would doubtless be the best for the main line of navigation.

The fact, however, having been ascertained that a sufficient depth of water can be secured, in this vicinity, for about the respective amounts above stated, the question as to the absolute line to be adopted might for the present be judiciously left open.

The deepening and improvement of the channel in the vicinity of Boulton's Island and Point, (where boulder stones, overlying sand and hard pan form the bottom and is of course the material which for a considerable extent will have to be removed), although in the river, is in a great measure, part of the Galop's Canal, and will subsequently be referred to in that connection.

In descending, the next place in the river proper, where a shoal was found, or is known to exist, is about two miles below the foot of Rapide Plat Canal, at a place called "Willards," where there are large accumulations of boulder stone, &c., on which, at ordinary low water, the depth does not exceed from six to eight feet. At this place a considerable improvement could be made by the removal of part of this shoal, but it is not absolutely necessary to do so, as there is a channel in the vicinity sufficiently deep, although it is somewhat crooked and indirect. (See Appendix marked A.)

2nd. Channel through Lake St. Francis, &c.

From the outlet of the Cornwall Canal to Glengarry Point, near head of Lake St. Francis, a distance of fully five miles, there are for the most part two different channels, the principal one of which is fully 700 feet wide throughout, and at least twenty feet deep. From the latter place to the "Narrows," and south of Clark's Island, a stretch of two and a-half miles, there is a water-way thirty feet deep and 1,200 feet wide, north of what is called Grass Island. Thence to Summer's Island one and one-quarter miles, there is a depth of fully twenty-two feet and a width of 500 feet north of Craig's Island. From Summer's Island, three and three-quarter miles to Squaw Island, there is a width of 1,200 feet and a depth of twenty feet, except at the places and for the extent mentioned below, viz:—

1st. A shoal of boulder stone, &c., abreast of St. Francis Island, called the "Middle Ground" on which the depth below the assumed low-water line is seven feet, and the material to be removed to give a depth of fourteen feet would be about 10,500 cubic yards.

2nd. There is what is called the "Highlander" shoal lying towards the northern side of the channel, and abreast of Lislet, with about 10 feet of water over it, so that to obtain a depth of fourteen feet would require the removal of 1,450 cubic yards, chiefly of boulder stone.

3rd. Removing part of north side of "Horse Back" shoal, and the south-west point of "Squaw Island Flats," which in the aggregate would amount to about 2,500 cubic yards of clay.

At other places, as above stated, the water is sufficiently deep, but these shoals from their position, would doubtless be found dangerous to vessels at night, or in foggy weather, unless marked out in a manner that would be likely to cost fully as much as their removal.

From Squaw Island (one mile south-west of Lancaster light) to the floating light at the Traverse, three and three-quarter miles, the channel is 1,150 feet wide, and over twenty-six feet in depth.

Thence it crosses Lancaster Bar, through what is called the South Gully, towards the south shore near Dupuis' Point, a distance of one and one-half miles, in which the least depth of water is twenty feet, and least width 700 feet.

From opposite the latter place (Dupuis' Point), three-fourths of a mile west of Cherry Island, the channel is fully 1,800 feet wide, and at least twenty-three feet deep throughout, straight for about five and three-quarter miles, or until nearly abreast of the light-house on McKee's Point, which is a little over twenty-three miles from the foot of the Cornwall Canal.

Vessels bound to the Beauharnois Canal generally cross Port Louis Flats at a point about one and a-half miles to the westward of McKee's light, but those intending to descend the rapids follow the north, or deep-water channel, to the foot of the lake.

At periods of low water, or indeed at any other time, vessels drawing twelve feet water, as contemplated for the enlarged scale of navigation, could not cross Port Louis Flats, consequently the north channel must be used for at least two miles below McKee's Point, when a course may be steered for fully six miles towards the light situated about one mile and a third above the head of the Beauharnois Canal.

From opposite Grosse Point to within about 2,000 feet of the canal entrance, a distance of one mile and a third, the present channel is at many places narrow, intricate, and difficult to navigate even by the class of vessels now in use.

This locality, it may be stated, is open to the sweep of westerly winds, hence the water-way to be at all times serviceable should be nearly straight, or at all events have flat, easy curves, and be from 250 to 300 feet wide, and have a depth of not less than from thirteen and a-half to fourteen feet under low-water mark. In doing this, the ten feet water line at the first bend above the canal entrance might be assumed as the south side of the enlarged new channel, and the south side of the pier on which the upper or red light stands as the north side of the line; thence curving gently to the north through the shoal off Grosse Point.

To carry out this proposition, the work to be done, and the approximate cost would be as follows:—

The first shoal in ascending order would require the removal of 31,000 cubic yards clay and gravel in which there are fully twenty-two per cent. boulders.

Second shoal, 46,000 cubic yards clay and gravel, including eight per cent. boulders.

Third shoal, 61,000 cubic yards indurated clay and gravel, including thirty-four per cent. boulders.

Fourth Shoal, 3,000 cubic yards clay and gravel.

The probable cost of executing these works, together with lights, buoys, and beacons, would amount to \$430,000.

There is, however, reason to believe that the difficulties connected with the existing approach might be obviated by making the entrance either at Knight's Point, or at Grosse Point, and continuing the line downwards to the south of the Village of Valleyfield until it enters the basin, situated about a mile and a third below the guard locks. See Appendix marked B. & C.

3rd. Lake St. Louis, &c., &c.

From the lower end of the Beauharnois Canal to the upper lightship in Lake St. Louis, a distance of about ten miles, the channel is at no place less than 2,000 feet wide and its least depth is twenty-three feet.

The lightship referred to is moored near the upper part of a series of detached shoals, which occupy a very considerable space in width, and extend downwards to near the foot of the lake, a distance of about four miles.

A careful hydrographic survey, made of the lake, especially that portion of it for five miles above Lachine, indicates that the shoals are of irregular height and dimensions, generally with deep-water openings between them.

Still they are so situated that there is no direct channel through, or amongst them adapted to the enlarged scale of navigation.

In fact the line at present used seems to be the only one that will admit vessels of nine feet draught passing at low stages of the water, and to do even this pilots have to keep an unusual distance outside the range between the lights.

It is believed that the upper light is probably in the best position that can be selected, but the middle one should stand further to the south, otherwise the channel should be on the south side of it.

The position of the lower light might also be changed advantageously for the new line, and be so placed that the north side of the channel, after the necessary improvements have been made, will form one continued straight line up to the middle light.

To admit of this arrangement being satisfactorily carried out, all shoal patches and the points of any shoals that project into, or in any way interfere with a channel of 600 feet in width, should be entirely removed to a depth of fourteen feet below low water line.

To do this from the entrance of the Lachine Canal upwards, would require the removal of about 165,000 cubic yards of material, of which there would be 110,000 cubic yards of indurated clay, mixed so far as could be ascertained with about forty per cent, of boulder stones; the other 50,000 cubic yards would be of ordinary clay and sand overlying at irregular depths a hard class of material.

The probable cost of this work, including buoys, &c., would be about \$520,000 See Appendix marked D.

From the foregoing, it will be seen that the probable expense of deepening, widening, straightening, lighting and buoying out the channel, between Kingston and the head of the Galops Canal—from Morrisburg to the head of the Cornwall Canal—and through Lake St. Francis and Lake St. Louis, would amount in the aggregate, \$1,520,000.

LACHINE CANAL.

From the position of this channel of communication, it will be evident that it has to accommodate the trade both of the Ottawa and the St. Lawrence rivers; consequently its capacity should, if possible, be greater than that of any other division of the Canal system.

It is fully seven and a-half miles in length from the head of the grand lock, a Lachine, to the lower end of the outlet lock at Montreal harbor; between these points the difference of level is about forty-four and three-quarter feet, which is overcome by means of five locks.

The two at the lower end are built to admit vessels drawing sixteen feet water, and are placed 580 feet apart.

The third lock is about one mile above the second, and the fourth one mile and three-quarters above the third, and the fifth about four and one-third miles above the fourth; these three locks were built to pass vessels drawing nine feet water.

The bottom of what may be called the summit reach was originally made with a declivity of *one inch and five-sixteenths*, as sufficient to give a full supply of water, and at the same time afford a uniform depth at its lower end as well as at the guard lock.

But the demand for water leased from the second, third, and fourth reaches to supply mill power, is such, that frequently when there is nine feet ten inches water on the lower mitre sill of the guard lock, the depth at the lower end of the upper reach is only at its proper height, or nine feet on the breast wall.

By deducting one inch for the effects of cross currents produced by the supply races, would make a surface declivity of ten and five-sixteenth inches, or equal to two and three-eighth inches per mile, or a current of one and one-eleventh ($1\frac{1}{11}$) miles per hour, and at some of the bridges, it is found to be considerably more.

The strong current is found to seriously retard the upward passage of vessels, and is no less injurious, although in a different way, to those downward bound.

Ascending vessels require much additional towage power, and those descending by losing steerage way are less manageable, consequently large vessels experience considerable difficulty in passing each other, which occasionally leads to accidents and delays.

Allowing such a volume of water to be used for mill power on so important a line of navigation was, doubtless in the first instance a mistake, to correct which would now be attended with great expense, and probably cause more damage to the locality than circumstances warrant.

Large amounts of capital having been invested in mills and factories of various kinds, upon the continuous and successful operations of which several thousands of employes and their families, in a great measure, if not wholly, depend.

The present canal is eighty feet wide at bottom, and ten feet deep; and the "Rock Cut" is 100 feet wide, so that in both cases the sectional area is 1000 square feet.

The channel, if enlarged to the dimensions stated in your letter, of 100 feet in width at bottom, and thirteen feet deep, would have a sectional area of 1,638 square feet, which would diminish the current at least one-third, and render the movement of vessels easier in both directions.

It should, however, be borne in mind that in carrying out the enlargement, the greater depth required must be obtained solely by lowering the bottom, as any interference with the levels above the second and third locks would be very injudicious, and the level above the fourth lock cannot possibly be changed.

For 200 feet below the lock at Côte St. Paul, the bottom is rock, and for fully two miles of the upper reach the cutting is through the rock, and for the other two and a-half miles there is reason to believe that rock will be found at a depth varying from ten and a half to twelve feet under the present water level.

The bottom of the basin at Lachine is also rock, through which the channel has been formed to a width of 100 feet, and of the depth required at low water for the present scale of navigation,

If, therefore, the same line was continued, the channel would have to be deepened generally about three feet, an undertaking that could not be proceeded with during the season of navigation any more than the work connected with lowering the bottom of the upper reach.

It may further be stated that the probability of being able to do the kind of work required between the guard lock and river during winter is extremely doubtful, whether tried through the ice, or an attempt be made to unwater a part, or the whole, with a view of enabling the excavation to proceed in the ordinary way.

To meet the case with a probability of success, it has been proposed to form a new entrance to the south of the existing one by means of a pier of similar construction that on the southern side of the present basin, commencing near the shore at a place about 200 feet south of the old structure, and keeping in a line parallel to the

latter up to the first bend, then following a course leading a little more out into the river, and continuing upwards along the northern side of a shoal, to a distance of about 6,200 feet from the starting point,

Alongside of this pier, for a stretch of fully 3,000 feet at the upper end, there would be a sufficient depth and width of water-way, except for a short distance opposite the extreme end of the old pier, where a projecting point of rock (300 by 100 feet) would have to be removed so as to make the channel at that place 300 feet in width.

The lower or landward half of this pier for a distance of about 3,200 feet from the shore would require to be made water-tight, and the new and old structures connected by a cross dam placed in deep water, and formed in such a manner that the whole of the enclosed space below it could be laid dry, so as to admit of the deepening of that part of the channel being proceeded with as ordinary rock excavation.

The construction of the pier and coffer dams, together with the excavation, and all the works connected with deepening the channel, is estimated by Mr. Sippell to cost about \$591,500.

By the adoption of this plan the work could be carried on without in any way interfering with the traffic to or from the canal, and when completed would afford a greater extent of both harbour and basin accommodation than could be obtained in any other way.

In continuation of it a new cut would require to be made on the south side of the present line, and a guard lock constructed in such a position as not to interfere with the present supply race.

It is, however, proper to state that the pier would be some distance out in the swift water of the river, and that it is all but certain there would be considerable difficulty in unwatering the landward portion of the channel, while the removal of such a quantity of rock by underwater work would doubtless be a very formidable undertaking.

But although the adoption of this plan would enable the principal difficulties connected with the entrance to be overcome, it would by no means obviate the necessity of emptying the canal for two or more winters to admit of widening and deepening the "rock cut," and other places where the bottom could not otherwise be removed.

The sinking of the channel would, of course, render necessary the lowering of the culverts above and below Côte St. Paul Lock as well as the rebuilding of the abutments and piers of the swing bridges, works which could only be done when the canal is laid dry, or at least those parts of it where the culverts and bridges are situated.

It may, however, be stated that these remarks do not necessarily apply to the culvert originally constructed for passing the main pipes of the Montreal Water Works, the top part of which could, with the consent of the corporation, be removed entirely, and the space over and around the pipes be filled with clay, as was done with the two large mains which were laid across under the canal in April last.

The culvert, situated between St. Gabriel Lock and Wellington Street Bridge, might without any public inconvenience be dispensed with, as it has been nearly, if not altogether, superseded by the sewage system brought into use on the south side of the canal; except for the purpose of carrying off the waste from the sugar refinery, which can be advantageously disposed of through the sewers on that side.

In fact an agreement to that effect was made about twelve years ago, between the Government and the Corporation of Montreal, in which provision is made for the culvert being at any time closed.

The drawing off the water so frequently and for so long periods would doubtless, as already stated, be attended with serious consequences to the mills and factories which depend on the canal for motive power: it being confidently stated that the mere maintenance of the persons who would be thrown out of employment, together

with that of their families, would at the very moderate rate of twenty-five cents per day each, amount in the aggregate to \$7,500 daily. See Appendix E.

The strong current before referred to would, doubtless, be considerably diminished by the enlargement of the channel to the capacity authorized; still, to obtain this advantage, a very large expenditure would have to be incurred, the business of an important portion of the community seriously deranged, and many thrown out of employment, who it is to be feared would be found unprepared for such an occurrence.

To ascertain whether another and less objectionable course could be adopted without materially augmenting the necessary outlay, it was deemed advisable to make a careful instrumental survey and examination of that part of the adjoining country which appeared most favorable for changing the upper portion of the route.

It is therefore proposed briefly to draw attention to the results of this survey, and submit, for consideration and comparison, the probable relative advantages and disadvantages of the respective schemes.

The difficulties connected with increasing the capacity of the present channel, commence at the point where it leaves the River St. Lawrence at Lachine and continue downwards to at least the place where the River St. Pierre is carried under it by means of an inverted syphon-culvert:

If, therefore, from a point in the neighborhood of Lachine, where there is deep water at or near the shore, a new and independent line could be formed downwards to a proper distance below the culvert above mentioned, many perplexing matters would be avoided, and the operations could be carried on at the time and in the manner most suitable for such an undertaking.

As ready stated, this canal receives both the trade of the St. Lawrence and the Ottawa rivers, consequently its capacity should be greater than that required for either; in fact if these canals are intended to be made merely of the dimensions necessary to accommodate the anticipated trade, it may fairly be urged that the Lachine Canal should be nearly, if not altogether, as large as both of them.

In view of the delays and inconvenience which arise from want of space, it is proposed that from the basin above the second lock upwards, to near the Grand Trunk Railway swing bridge, the channel should be increased to 200 feet by the removal of as much of the bank on the north-west side as may be necessary to give the additional width.

It is contemplated to resume possession of the plot of ground now used for and in connection with the saw mill adjoining the north-west side of St. Gabriel Lock, with a view of removing a large portion of the land to secure a channel-way of the width stated.

The island situated a little higher up and leased by the "Montreal Transportation Co.," is likewise to be resumed and part of it removed.

A connection between the second and third reaches is intended to be formed by a lock constructed on the north-west side of the existing one, and in the position best suited for access by both upward and downward-bound vessels.

There is good reason to believe that the whole of the excavation on this portion of the line can be done during the summer months without in any way interfering with the passage of vessels or the flow of the water.

From the railway bridge upwards it is proposed to form a new and continuous line to connect with the River St. Lawrence, at a point in the vicinity of the railway wharf situated near the upper end of the Village of Lachine.

This line will be parallel to that of the present canal for a distance of fully four and one-quarter miles, and generally so close to it that the two channels will only be separated by a bank of sufficient width for a towing path, and the new one will be formed by a single range of embankment built along its north-west side.

From the starting point at the railway bridge, to the lock at Côte St. Paul, a distance of a little less than a mile, the material excavated from the prism will be in excess of the quantity required to make up the bank.

At this place a new lock, of the same lift as the present one, and a little to

the north-west of it, is to be built on what is shown by the borings to be a rock foundation.

Thence upward to the lower end of the "rock cut," a distance of about three and one-quarter miles, the earth and clay excavation necessary to form a channel 100 feet wide at bottom, will be insufficient to make up the outer embankment; the surface of the ground being at a few places lower than canal bottom, and at others about that height, whilst throughout the quantity of rock to be removed will be about one-ninth of that of the earth and clay excavation including borrowed material.

The line then follows along through the low ground north of the Village of Lachine to the place before mentioned, as near the railway wharf, a distance of about two and one-third miles. This part of the route would generally be a thorough cut, in the formation of which the quantity of rock excavation would be about double that of ordinary earth or clay, and the latter double the quantity (180,000 cubic yards) of indurated clay and boulders.

In order to carry out this proposition, the line of the Montreal and Lachine railway, for a distance of nearly two miles, would have to be removed to the north-west, and arrangements made for it to terminate at or near the same place as it does at present.

This would doubtless be better for both lines of traffic, than to construct a swing bridge over the canal to carry the business of the railway.

There would, however, be two or probably three swing bridges required for ordinary travel, and the roads leading to them would most likely have to be slightly changed, so that the crossings could be made nearly at right angles.

Wharves would have to be built at the entrance, of such an extent as would if possible accommodate both the canal and railway business.

A guard lock, of course, would have to be constructed, and a regulating weir built, and raceways formed for admitting the supply.

The probable cost of the new line, from the Grand Trunk Railway Bridge upwards, made to a sectional area of 1,469 square feet, is estimated by Mr. J. G. Sippell, the officer under whose direction the surveys were conducted, at \$2,312,000. From the same point (the Grand Trunk Railway Bridge) upwards, the probable cost of enlarging the present canal to a sectional area of 1,469 square feet, together with the deepening and improvement of the present entrance, is estimated by the gentleman above mentioned at \$2,123,000. But if an entire new entrance is made, he estimates its cost, together with that portion of the line above referred to, at \$2,164,000.

It may here be stated that although the bottom width of a canal is a matter of great importance, its sectional area is no less so; especially if there is a much larger volume of water passing through it than is required for navigation, as is constantly the case in the Lachine Canal. It is, therefore, believed that whatever shape the cross section of the canal may have, its sectional area should be at least 1,638 square feet, which is equivalent to a bottom width of 100 feet and a depth of thirteen feet, with side slopes of two horizontal to one vertical.

To make the present canal of this capacity would, in addition to the quantities shown in the estimates above referred to, be equal to removing a prism of earth or rock (as the case may be) thirteen feet in width for the full depth and length of the cutting, which for the enlargement, would make the necessary outlay for that kind of work thirty per cent. greater than represented.

To make the sectional area of the new route 1,638 square feet, also, would add about twelve per cent. to the quantity of line excavation and nearly a like percentage to the cost.

These matters, together with the fact that the estimates appear to be based for the most part on low rates, lead to the conclusion that the amount would be more nearly correct if they were increased at least twenty per cent.

This would make the probable cost of the new portion of the line nearly.....	\$2,780,000
The enlargement of the present canal from the same place upwards, making an entirely new entrance at La-chine, would, by the addition, be about.	2,600,000
Difference.....	\$180,000

These estimates of the amounts required to carry out the different schemes, show that the enlargement would be slightly the cheapest, but a comparison in many respects is in favor of the new line, especially for $4\frac{1}{2}$ miles above the Grand Trunk Railway Bridge.

A few of the more important advantages of which, may again be briefly brought under notice as follows :—

1st. The works connected with it could be proceeded with at the time and in the manner best suited for carrying on such operations.

2nd. Navigation would in no way be interrupted, nor would either public or private interests suffer, from the works being conducted in the way and at the rate likely to prove most successful.

3rd. There would be no necessity whatever for emptying the canal, or of interfering in any way with the rights or privileges of lessees of hydraulic property.

4th. When completed the channel would be free from objectionable currents, and could be navigated by vessels at the minimum of expense.

From the Grand Trunk Railway Bridge downwards to the south-west angle of the slip situated below Wellington Street Bridge, the channel as previously stated is proposed to be made 200 feet in width.

On the western side of which, between the latter place and St. Gabriel Lock, two basins 150 feet apart, have been recently constructed, each 150 feet wide and 750 feet long at right angles to the canal.

It is contemplated that two other basins of like dimensions shall be formed to the southwards of those above referred to, and that a space of 300 feet shall be left between the upper two, for the convenience of landing lumber and other bulky articles.

The western end of the upper basin to be made into docks for vessels requiring repairs, &c.

The widening and deepening of this portion of the canal, constructing basins and graving dock, building a new lock and regulating weir at St. Gabriel, forming raceway, excavating channel, removing part of island, &c., are estimated to cost \$958,000.

In this connection it may be stated that there is now under contract, and in progress, what is known as "Wellington Basin," intended to be 1,250 feet in length, 225 feet in width, and have a depth of nineteen feet.

It opens into the present main basin, which is to be enlarged by the removal of the triangular piece of land lying north of the road between Wellington Street Bridge and the waste weir situated west of the mill property leased.

This space, as well as a wide channel towards the outlet, are to be made nineteen feet in depth, and all other parts of the present basin are to be made thirteen feet deep.

The formation and construction of another entrance to the canal from Montreal harbor, on the outer or river side of the existing one, is also under contract and in progress.

It embraces the construction of two lift locks, arranged so as to have eighteen feet water on the mitre sills, and the formation of a basin 540 feet long, situated between the locks.

These works, together with a regulating weir, bridges, lock gates, roads, &c., are estimated to cost \$1,300,000.

It is also considered proper to state that it is proposed to make another deep-

water basin of like dimensions, and parallel to the one now under contract, the probable cost of which, embracing privileges to be acquired, and paying for improvements made on the property, would amount to about \$600,000.

When the basin accommodation above referred to shall have been provided, there will be 5,500 lineal feet of wharfage for vessels drawing eighteen feet water; and the new wharfage adapted for upper lake vessels only, together with that at present in use, will in the aggregate be fully 10,000 lineal feet.

The estimated expenditure required for the execution of the various works above enumerated, will therefore be as follows:—

Formation of a new line of canal from Lachine to the Grand Trunk Railway Bridge.....	\$2,780,000
Works between the latter place and Wellington Street Bridge	958,000
New entrance from canal to Montreal Harbor, including two locks, and intermediate basin, &c. ; Also, Wellington Basin, and forming channel to it.....	1,300,000
Forming second deep-water basin.....	600,000
Total.....	\$5,638,000

After the foregoing part of this Report had been prepared, authority was granted (in October last) to have the necessary arrangements made for placing the works under contract, and steps were at once taken with a view to that object.

It was, however, soon ascertained that a great part of the land through which the new line would pass, was controlled by parties who not only attached great importance to its position themselves, but had succeeded in impressing others with greatly exaggerated notions of its value.

In fact, land that a few years ago could have been bought for \$120 per acre, and which at the time the canal survey commenced was not valued at more than from three or four hundred dollars an acre, has been recently disposed of, at a credit sale, at the rate of from eleven to eighteen thousand dollars per acre.

These enormous prices are stated to have been "bid" for property situated on the North side of the canal, and between the Grand Trunk Railway Swing Bridge and Côte St. Paul Road.

Above the latter place land had not gone up to rates quite so surprising, although portions of it were represented to have been disposed of at from eight to ten times its value for any known purpose to which it could be applied.

In order to obtain more full and reliable information relative to the value set upon the lands, M. Sippel, the local officer, was in the early part of November requested to "call upon the principal land owners through whose property the proposed new line would pass, and ascertain from them, personally, the price they would be disposed to sell the land required for that purpose, &c., &c."

On this information having been collected, it was submitted in detail, giving the quantity and price asked for the land, and stating that the respective parties were in the first instance informed of the purpose for which it might be required.

In this statement the strip of land lying between the Railway Bridge and Côte St. Paul Road, containing about 29½ English acres, is set down at.....	\$425,740
From the latter place up to Leishman's Point, North of the Village of Lachine.....	674,141
Total.....	\$1,099,881

At the end of the statement it is intimated that the prices asked cannot be maintained, and therefore an approximate estimate amounting to \$580,180 is sub-

mitted as the sum that would have to be paid, if the land were taken for canal accommodation in the usual way.

In this connection it may be stated that in the general estimate previously referred to, the probable value of all the lands necessary for the proposed new line from the Grand Trunk Railway Bridge upwards, to Leishman's Point, above the Village of Lachine is put at \$73,905.50 ; an amount which in less speculative times, it is believed, would have been ample for every purpose connected with obtaining the right of way.

In short, property, in some unusual way, has been run up to such excessively high rates, that in my opinion the circumstances do not warrant any one in advising the Department to entertain, in the remotest degree, the idea of paying out of the public funds such exorbitant prices.

It may be observed, that although the land for a distance of fully two and a half miles above Côte St. Paul is low, it is by no means advantageously situated for the construction of a canal.

For about one-third of the distance the bottom is of black muck, or other porous material, at some places of considerable depth.

This would, of course, have to be removed down to a solid foundation, and the space afterwards be made up with clay in such a manner as to render the lower part of the bank secure.

To do this the trench would of course have to be unwatered, which at a dry, favorable time could be readily done ; but as the low ground is frequently flooded, and sometimes for entire seasons is wet, that to get rid of the water at such times would be an extremely difficult undertaking.

Another, and still more troublesome matter, which would involve a considerable outlay, is the fact of a large portion of the bottom being rock, in which there are numerous fissures and open seams, likely to admit the water of the canal escaping under the banks, and thereby damaging the adjoining property. This could only be avoided by excavating the bottom considerably lower than required for the channel, and afterwards covering the entire space to a depth, and in a manner that would be certain to guard fully against such an occurrence.

It may also be stated that there being very little material in the vicinity suitable for making a water-tight bank, it would have to be hauled an unusually great distance, and it is to be feared under very unfavorable circumstances.

The only places where a sufficient quantity could be obtained, would be either in the neighborhood of Côte St. Paul Road, on the high ground north of the Grand Trunk and Lachine Railways, or on the south side of the existing channel.

To guard against some of these difficulties was doubtless one of the objects contemplated in locating the present canal along the more elevated ground where material for banks could be taken from the excavation, and a good foundation for them obtained.

At Leishman's Point, the proposed upper terminus of the route, there is a good depth of water at a comparatively short distance from shore ; but there is no natural basin or harbor accommodation ; nor can any be formed in that vicinity within the limits of a reasonable expenditure. Even such wharfage space as could be formed beyond that required by the Lachine Railway (which has the first right) would be wholly inadequate to meet the wants of trade connected with an ordinary line of navigation.

The facts, together with difficulties likely to be encountered in crossing or changing the line of the Montreal and Lachine Railway, and several less important matters observed in course of a re-examination of the proposed route, led to the conclusion that neither the interests of navigation, nor those of the general or local public, would be consulted by the formation of a canal that would connect with the River St. Lawrence at a point north of the Village of Lachine.

The obstacles before mentioned, which stand in the way of making a new and independent line of canal parallel to the present one, together with the uncertainty of being able to secure properly that part of it through the low ground, pointed

clearly to the desirability and importance of having a further and closer examination made with a view to the enlargement of the existing channel.

To this duty, the attention of the officer in immediate charge of the works was directed, with a special request to bear in mind the following matters:—

The formation of a water-way around the south end of Wellington Street Bridge of such a capacity that its area, jointly with that of the two present openings, shall be at least four-fifths of the sectional area of the prism on what is called the summit level.

From the Bridge mentioned, to St. Gabriel Lock, the channel to be made of a mean width of 200 feet, with side slopes of one to one, faced with stones placed at right angles to the slope. The addition width near the bridge to be taken off the south side and below St. Gabriel, the width to be increased on the north side.

A new lock to be built at St. Gabriel, nearly parallel to the present one, and placed, if possible, so as to admit of making a raceway between it and the factories on the north side of the canal, or forming a tunnel between the old and new locks; otherwise ascertaining whether any better way can be adopted for regulating the water levels.

The south side of the Island, above the lock at St. Gabriel, to be taken off, instead of the north side, as originally proposed, and only such a width taken off the next island above as may be necessary to make the channel of the full width.

From St. Gabriel Lock to that at Côte St. Paul, the channel to be made a mean width of 175 feet, and the widening to be taken chiefly off the south side.

All the swing bridges to be made so as to cover two openings of sufficient width for the passage of vessels; and on the north and south sides of them, as well as at the present Grand Trunk Railway Bridge, water-ways are to be formed of such dimensions that the sectional area of all the openings in each case shall be sufficient to allow the free and unrestricted flow of the water.

The new lock at Côte St. Paul to be on the north side of, and parallel to, the present one; a regulating raceway, to be made on the north side, or an arched culvert built between the old and new locks for that purpose.

From Côte St. Paul upwards to the present guard lock, the prism of the canal to be made of a mean width of 150 feet, or a sectional area of 1,950 feet, which is nearly double the capacity of the present canal.

Through the present basin at Lachine a line was to be examined with a view to a new entrance north of the present one, and the location of a new guard lock on the north side of the present structure.

An estimate based on the foregoing general instructions, together with a like class of information for several other projected lines, was recently submitted by Mr. Sippoll, a copy of all of which is given in Appendix H. In reference to these estimates, it may be stated, that the last item in all of them, called Section No. 13, being for cutting a channel through the shoal below the lower light ship, is strictly speaking connected with the river improvements, and has therefore been embraced in the estimate for deepening the channel through Lake St. Louis.

It may also be stated that the enlargement and improvements proposed between Wellington Street and the Grand Trunk Railway Bridges embraced in sections numbered three, four and five, amounting together with a proportion of the allowance for contingencies, &c., to the sum of \$963,400, is common to all these estimates.

It may further be observed that the "eleventh section," in all cases includes the work stated to be required up to a point where the river entrance commences, except on what is called Leishman's Point line, the twelfth section of which includes the guard lock, supply weir, bridges, and about one third of a mile of the canal; amounting in the aggregate to \$482,000.

According to the estimates referred to, the enlargement of the present canal from the railway bridge up to the bank of the river, at a point on the upper side of the road, which crosses above the guard lock at Lachine, will cost about \$2,705,447.

They also show that a new line from the Grand Trunk Railway Bridge up to

the bank of the river at Leishman's Point at the Village of Lachine, would cost \$3,283,654.

Hence the new line from the railway bridge to Leishman's Point, would cost \$578,207 more than the enlargement of the present canal between the railway and the river bank near the present guard lock.

In comparing the probable cost of carrying out these two different projects, it should be borne in mind, that there are about 940,000 cubic yards of earth and clay excavation to be done, for the enlargement above the railway bridge, which may fairly be considered as sufficiently extensive, to warrant a contractor procuring the best class of machinery for doing the work. Under the impression that the greater part of the earth and clay excavation, can in this way be advantageously done during the season of navigation, and the material deposited on the low ground in rear of the north bank about half way between Côte St. Paul and Lachine, it is believed that the estimated cost of this class of work, might safely be reduced \$200,000 at least.

It may also be stated that in the estimate above referred to, for the enlargement, side walls along the line between the points before mentioned, together with the excavation for them, are set down at \$507,886, whereas in the estimate for the enlargement referred to in the first part of this report, slope walls for the entire line are stated to cost \$186,300, to which, for the reasons then given, twenty per cent. was added, making the amount \$223,560.

Believing that the slope walls referred to in the first estimate, when increased as above stated, are all that is required, it is considered that at least \$200,000 may fairly be deducted from the amount of the recent estimate for side walls.

Thus making a reduction in the item of earth excavation, together with that for side walls, of \$400,000.

This would make the probable outlay necessary for the enlargement of the present canal, between the railway bridge and the river bank, a little above the head of the present guard lock at Lachine \$2,305,447.

The principal arguments in favor of a new line from the railway bridge upwards, as well as those against it, having been brought under notice, and also the objections to the enlargement of the present canal; it is now proposed to submit the chief points in favor of the latter plan, viz:—

- 1st. There would be no uncertainty connected with the bottom, or formation of the banks, nor risk of damage to adjoining property from leakage.
- 2nd. The canal could be enlarged without the Department being at the mercy of property holders, who entertain such extraordinary ideas of the value of land.
- 3rd. The principal part of the clay excavation could be advantageously done by machinery during the open season, and all the work over water-surface could also be carried on at the most favorable time.
- 4th. The future outlay for working expenses, maintenance and management, would doubtless be very much less for one large canal, than for two of lesser dimensions.

The examination made with a view to a new entrance, through the basin at Lachine, showed that a very good line could be obtained, but that its formation would be very expensive, and at the same time destroy the present accommodation afforded to the timber trade.

It is, therefore, believed that the plan (already described) of forming a new harbor and basin to the south of the existing line, or some modification of that plan, is the best that can, under the circumstances, be adopted.

By carrying it out a good entrance will be obtained, and fully 40 acres area of additional harbor and basin space rendered available for any line leading in a direction towards the present guard lock.

From the estimates submitted by Mr. Sippell it appears that the cost of the improvements from Wellington street up to the Grand Trunk Railway Bridge amounts to.....	\$963,400
From the latter place upwards, for a distance of four and two-fifths miles, a new canal to be formed, which, together with the right-of-way now valued by him at \$362,888 (but for which the owners ask \$755,310) is estimated at.....	1,479,314
At or near the point above mentioned the line enters the present canal, then follows it a distance of full five-sixths of a mile, when it crosses the channel and continues in a thorough cut past the new site for a guard lock to the river bank and lower end of new basin, all of which is estimated to cost.....	1,508,600
New entrance to Montreal harbor, locks and basins, under contract, and basin contemplated.....	1,900,000
	<u>\$5,851,310</u>

To this estimate, and the plan represented by it, the following objections may fairly be made :—

1st. Prices are put upon the land, which, although far above its value, are much less than the rates that would doubtless have to be paid for it.

2nd. For the preparation of the bottom and foundation of the banks through the low ground, and long haul of material, a much greater allowance should have been made.

3rd. If the items above referred to were embodied in the estimate, the probable expenditure would be shown greater than that for the enlargement as a whole, whilst the necessity of emptying the canal for at least one winter would still remain, inasmuch as there is nearly one mile of the proposed line in the present channel where the bottom is rock.

Another estimate submitted by Mr. Sippell, shows the approximate cost of forming a new line for about three and one-tenth miles, improving and enlarging the other parts of the present channel, to be as follows :—

From Wellington Street upwards to the bridge for Côte St. Paul Road, enlarging present channel, &c.....	\$1,725,694
Thence upwards for a distance of three and one-tenth miles, a new canal is to be formed, which, together with the right-of-way valued at \$119,880.25 (but for which the owners ask \$250,670) is estimated to cost.....	704,896
At or near the point above mentioned the line enters the present canal, then follows it a distance of fully five-sixths of a mile, where it crosses the channel, and continues in a thorough cut past the site for a new guard lock to the river bank and lower end of the proposed new basin, all of which is estimated to cost.....	1,508,600
New entrance of canal to Montreal harbor, locks and basins under contract, and basin contemplated.....	1,900,000
	<u>\$5,839,190</u>

To this estimate, and the design contemplated in it, similar objections may be made as to the preceding one, *i. e.*, as to the probable cost of the right-of-way that greater allowance should have been made for preparing the bottom, foundation of banks and haul of materials, and the necessity that would still exist for drawing off the water for at least one winter.

The probable outlay required to enlarge the present canal throughout to the dimensions above stated, and the formation of a new entrance at Lachine would be as follows:—

From the Grand Trunk Railway bridge to the river bank at Lachine, with channel through the summit level made a mean width of 150 feet.....	\$2,305,447
Forming a new entrance and basin south of the present pier at Lachine.....	751,500
Works between Wellington Street and Grand Trunk Railway bridge..	963,400
New entrance from canal to Montreal harbor, including two locks, intermediate basin, etc., also Wellington Basin, and forming second deep-water channel to it.....	1,300,000
Forming second deep-water basin.....	600,000
	<hr/>
	\$5,920,347
	<hr/>

By the first of these estimates it will be seen that to form a new stretch of canal four and two-fifths miles in length, and do all the other works indicated, will require about the same expenditure as shown by the second estimate in which there are only three and one-tenth miles of new canal, and for the third or enlargement of the present line throughout, the cost will be about the same as for either of the two other schemes.

But if the land has to be paid for at the prices set upon it by the owners, even if no unusual difficulty is experienced in making a water-tight channel through the low ground, the cost of carrying out either of the two first-mentioned projects would considerably exceed the expenditure necessary for the enlargement.

The design embraced in the first estimate calls for an additional swing-bridge to be built for the Grand Trunk Railway, and another at Côte St. Paul road, both of which would of course have to be worked and maintained, and, as already stated, the outlay for working expenses would be much less for one large canal than for two of smaller dimensions.

At the same time it is deemed proper again to remark that the emptying of the canal for one year would enable the works connected with either of the first two designs to be carried out; whereas, the water would have to be drawn off for probably three winters to carry out the plan of enlargement.

If the latter was completed, and the canal 150 feet mean width on the summit level, the present rate of current would be diminished one-half, so that to supply the same volume of water as now in use would cause no inconvenience whatever.

If the suggested new piece of canal was made, it would, by affording additional surface area, be of advantage, but would be, comparatively, of little other benefit, whilst the risks connected with it would be greater than those of the improved old line.

The main features of the different projects having been, it is believed, fairly and fully represented, it may now be stated that if the right-of-way could have been acquired at anything like moderate rates, or even treble what the land was valued at when the survey commenced, I would still have advised the new line from the Grand Trunk Railway Bridge upwards to be made.

The condition of matters has however changed so completely, that there is reason to believe such a course would now be very injudicious.

After having endeavored to consider the question in every way in which it presents itself, and being fully convinced of its importance as well as the difficulties which have to be met, it appears to me that the best course to adopt, under all the circumstances, will be to enlarge the present line of canal throughout to the dimensions on which the third estimate is based.

I therefore advise that the necessary authority be granted, for proceeding with the works on this basis, so that working drawings, &c., can be prepared, and operations commenced at the earliest possible time.

Mill owners who must, of necessity, be deprived of water-power during the winter months, might be exempted from paying water rent for the time the enlargement is in progress, or assistance might be given them to provide steam power to drive their machinery when water cannot be supplied.

It may here be stated that, in the latter end of September last, a letter was received from the Department requesting an examination to be made of certain documents relating to the construction of a canal on that part of the north shore of the River St. Lawrence, between Côteau Landing and the Cascades, with a view of enabling its relative advantages, and probable cost to be compared with those of the enlargement and improvement of the present line of the Beauharnois Canal.

This being a matter of importance, involving great difference of opinion, and as its investigation would be likely to occupy quite a length of time, it has been considered proper to leave the question at present in abeyance rather than delay submitting information that has a direct bearing on other divisions of the canal system.

CORNWALL CANAL.

This was the first constructed, and is the largest of the existing series of what is known as the St. Lawrence Canals. It is about $11\frac{1}{2}$ miles in length, 100 feet wide at bottom, and 150 feet at the water-surface where formed through cutting; but at all the road culverts under it, and at the swing bridge at Cornwall, the water-way is considerably reduced.

On the line there are six lift locks, and a guard lock, built and arranged so as to overcome a difference in the water-level of about 48 feet.

The locks are 200 feet in length between the gates, fifty-five feet wide in the chamber, and on the sills throughout there is a depth of nine feet water except at extremely low stages of the river.

At the lower end of the canal three of the locks are so situated, that between the one at the immediate outlet (No. 15) and the next in ascending order, the distance is only 331 feet, and the basin between Locks Nos. 16 and 17, is about the same length.

In these short reaches, although they are of considerable width, a good deal of difficulty is at times experienced when two vessels, that can freely navigate other portions of the route, attempt to pass each other.

The lowest water ever observed on the sill of the outlet lock was on the 3rd November, 1872, when it stood for a short time at *eight feet eight inches*.

From the lower end of this lock (No. 15) to the head of No. 17, the distance is about 1,475 feet, thence to the first road culvert or tunnel 1,000 feet, where the surface width of the canal is 110 feet, and the crown of the arch one inch and a-half over the present bottom of the reach, which is generally about one foot under the top of the lower mitre sill of Lock No. 18.

From the tunnel to the swing bridge opposite the town of Cornwall, the distance is 1,900 feet, or from the foot of the lowest lock 4,375 feet.

The opening between the bridge abutments is about fifty-six feet, which is the only means at present of passing the supply for navigation, and the water-power leased on the north side of the canal, which is used for an extensive cotton factory, a large cloth or woollen factory, and a grist mill.

At a distance of 250 feet below the tunnel, a regulating weir was a few years ago constructed, over and through which the surplus water can be discharged at times when not otherwise required.

The head gates for passing the supply for water-power on the north side of the canal were built by the Government, and still continue, I believe, under the control of this Department. On the south side of the canal, and a short distance above the swing bridge, a grist mill, with other machinery attached, also a saw-mill, have been

for many years in operation, and a large cotton factory was recently built, which was only a short time in use when it was destroyed by fire.

On this reach there are water-powers leased and granted, estimated to drive thirty-six runs of ordinary mill-stones, which are understood to mean at least 360 nominal horse power, although it is quite probable that considerably more water is used.

From the head of Lock 17 to the lower end of Lock No. 18, the distance is 7,025 feet; about 300 feet from the tail of this lock, Wood's Creek culvert passes under the canal at such a height that the top of it is three feet two inches below the present bottom.

The supply to this reach passes over and through a weir, built on the north side opposite the head of the lock, thence by a raceway which enters a short distance lower down on the same level as that of the canal. It is, however, found that the position and direction of the strong current thus produced are very objectionable to upward-bound vessels entering the lock.

The reach between Locks 18 and 19 is 7,789 feet in length, and the supply to it is maintained in a similar way to that for the level below, except that the weir is below the lock, and in a position which throws the current more directly across the channel.

Between Locks 19 and 20, the distance is 8,333 feet, and from the head of Lock 19, to the road culvert leading towards Barnhart's Island the distance is about 4,650 feet.

This culvert, like all others intended for a roadway, is twelve feet wide and nine feet high; but in this instance the crown of the arch is about three feet nine inches under present bottom, and the canal is only ninety feet wide at top water line.

Lock No. 20 is fully four and three-quarter miles above the outlet, and nearly six and three-quarter miles from the light on the pier at the upper entrance.

Water sufficient to drive ten runs of stones has been leased from the level above this lock, only part of which has been brought into use. The balance of the supply required for the Cornwall level, in addition to that passed as above stated, is furnished over and through a weir situated at right angles to the lock, at a place nearly opposite the lower quoins.

From this lock, situated at the foot of the summit level, the line for a distance of fully five miles follows along the margin of the river in a tortuous course, doubtless to avoid as much as possible the projecting high points along the shore.

At several places on this part of the route (in the aggregate probably three-fourths of a mile) there are wide stretches of water-way, some parts of which are of considerable depth.

At about a mile above the lock referred to, the road culvert at Mille Roches passes under the canal, and is of such a length and so arranged as to leave the water-way only 100 feet wide at surface, and the crown of the arch about sixteen inches below the present bottom line. Moulinette Road culvert is situated nearly two miles further up, at which place the canal is 117 feet wide at the water line, and the crown of the arch rises to within fifteen inches of the bottom.

The guard lock is nearly five and three-quarter miles above Lock No. 20, or about one mile below the extreme end of the outer or river pier at the entrance; it is a composite structure, the ends and recesses for the gates being of dressed stone masonry, and the sides which form the chamber are of timber crib-work.

On the landward side of the lock a supply race has been formed twenty-eight feet wide at the water surface, and a regulating weir thirty-seven feet between the side walls built nearly opposite the lower gates.

The breastwall of the weir is carried up to within about two and a-half feet of low-water level, and in it there are six sluiceways, each four by three feet, which, after deducting the thickness of the respective gates, leave the sluice openings equal to an area of sixty-three square feet.

The section of the water-flow over the breast (less the centre pier), being 85 square feet, at the time when there are nine feet of water on the lock sills, gives an

aggregate area of only 148 square feet for the water to enter, when all available means are fully open, or less than one-eighth of the sectional area of the canal.

It will be obvious that this means of admitting the supply must be wholly inadequate to the requirements, when it is borne in mind that at low stages of the river, the water above the guard lock is on the same level as that below it, and frequently, during some years, the river level is not more than one foot over that of the canal.

In October, 1872, the depth of water on the lock sills was for a short time eight feet three inches, and in October, 1873, it was one day eight feet seven inches.

These sills having been placed so as to have nine feet of water over them, it will be evident that unless the river is higher than to give that depth, there will be no "head" on the guard gates; consequently the supply cannot be greater than the limited capacity of the weir will admit, with a flow such as may be produced, by drawing down the summit level at its lower end.

This fact in 1872 was forcibly brought under the notice of those connected with the navigation, as well as the lessees of hydraulic power, the water being then nearly, if not altogether, as low as at any time of which there is a record.

The bottom of this reach, both above and below the guard lock, is only a few inches lower than the top of the present mitre-sills, consequently it must be sunk at least four and a half feet to give a depth of one foot below lock sills placed, so as to admit of vessel drawing 12 feet to pass freely at low water.

By lowering the bed of the canal as above stated, and continuing the slopes at a like inclination as at present, the bottom will be diminished to 82 feet, thus rendering it necessary to increase the width 18 feet in order to obtain the dimensions contemplated.

From the general appearance of the south bank, together with what could be learned of its formation, there is reason to believe that it would be injudicious to interfere with it in any way. The widening must therefore be done altogether on the north side, although the ground is for the most part high, and has every indication of being unusually hard.

The material excavated will generally have to be deposited along the outer or river side of the south bank, and the removal of all that portion of it below ordinary water line, should be done by powerful dredges or excavators, adapted to work in hard material, and such arrangements made that the deepening and widening of the whole can be done, without at any time drawing off the water, or in any way interfering with the passage of vessels during the season of navigation.

To effect these objects, it is quite probable that a number of movable derricks will have to be constructed, and arranged at short distances apart, along the south bank, so as to facilitate the operations connected with depositing the excavated material on the outer or river side.

The deepening and widening of the prism of this reach, to the contemplated dimensions, will require the removal of fully *one million and a quarter* cubic yards of material.

As already stated, the water above and below the guard lock has been frequently on the same level; and for a considerable length of time in seasons of ordinary low water, the river is not more than from ten to twelve inches higher than the canal.

These facts clearly point out the necessity of having the supply race as large as possible; and especially of having the regulating weir with as many sluice openings in its breast wall, and such an available width and depth of water-way over it, as will when they are open and clear, admit of the full supply entering freely.

At present the centre line of the lock, and that of the canal, are nearly the same, so that there is really only one-half of the surface width of the canal, for the northern half of the lock, its embankment and the raceway.

It may also be observed that the ground on the landward side is fully forty feet higher, than the proposed bottom of the reach.

From the depth which the channel has to be sunk, it will be evident that the

guard lock must be taken down and a new one built; at the same time a wider raceway formed, and a much larger supply weir constructed.

To admit of this being done, and of the new structures being placed in nearly the same position as the present ones, the water would have to be drawn off for one full winter, a state of matters that should, if possible, be avoided, as it would involve the stoppage of all the mills and factories at Cornwall, and thereby throw a great number of persons out of employment.

By the selection of another site for the lock and weir, this unfavorable result, it is believed, might be entirely avoided, a better class of work secured, and the outlay very little, if any, increased.

There is, however, good reason to believe that any place much below the present structures, could not judiciously be chosen for that purpose, as the present water-level of the canal is several feet higher than that of the river immediately opposite, whilst the bank between them is of a nature unlikely to retain the water, if the level of high stages of the river were extended farther downwards.

Although, as previously stated, the river and canal are for short periods at irregular intervals, on the same level, there are times of much greater length when the former is several feet higher than the latter. At these times the difference between the canal below the guard lock and that part of the river opposite, is really less than at low water, the long reach being generally maintained at an uniform height by the regulating weir.

This condition of matters would, however, be entirely changed by placing the guard lock lower down, as the high-water level would then be extended along a part of the bank where, in the first instance, great difficulty is said to have been experienced in making it tight, even at the lower level.

It is therefore believed, that whatever advantages could be gained from a more easterly position for the guard lock, they are more than counterbalanced by the risk connected with raising the water on an uncertain portion of the bank.

To meet the case in what is believed to be the least objectionable way, it is proposed to place the new guard lock about a quarter of a mile above the present one, and in such a position as to be on one side of the centre line.

This arrangement, together with cutting from forty-five to fifty feet off the north bank (where there is now within the distance above mentioned a bend in the line of fully more than the width of the present surface water), would give sufficient space for all requirements.

The lock could be placed on either the south or north side of the channel; but if the latter position for it was selected, a bridge would have to be constructed for access to it,—in either case it is believed that the lock can be built during summer, by first cutting off the salient point referred to, and enclosing the necessary space by means of coffer-dams, arranged so that vessels can pass freely on one side of them.

The regulating weir could be built the following season, and the supply during that time be passed through the lock; otherwise, by having everything required, fully prepared, delivered and ready, the weir could be built within a month, at the time when the water is drawn off for spring repairs.

At the upper end of the river bank, a pier of crib-work was a few years ago built, extending up stream about 325 feet, which had the effect of greatly improving the entrance, as well as of raising the water, above the guard lock, fully *five inches*.

There is, however, very little declivity in the surface of the river for a long distance above the upper end of the pier, so that its further extension for any reasonable distance would not have the effect, of raising the water inside, to any appreciable extent. Thus clearly pointing to the fact before mentioned, that in order to obtain the contemplated depth of water, the bottom of the upper reach must be lowered.

It is now proposed to draw attention to the lower entrance, as the place where works no less extensive are likely to be required. The locks there being as already stated, only 331 feet apart, the ordinary class of vessels frequently experience considerable delay, in passing each other between them. This being the case at present, there can scarcely be a doubt but that the difficulty would be increased were the

vessels larger, and still more so if the length of the reaches were at the same time diminished.

The latter evidently must be the result on one or both of these reaches, if seventy feet be added to the length of each of the existing locks, no matter to which end the addition is made.

It should also be borne in mind, that the sills and foundation of the outlet lock, except the centre portion of the chamber floor, are at least three feet too high, the lowering of which, there is good reason to believe, will necessitate the taking down and rebuilding of the whole structure.

This lock cannot judiciously be moved any farther out into the river, a fact which leads to the conclusion that to obtain the length of reaches required, the other two locks must also be taken down and rebuilt.

Vessels are unable to pass each other freely in reaches of less dimensions than about two and a half times their own length, which for the class of vessels contemplated, would be a space much greater than could be obtained at anything like a moderate expenditure.

This state of matters does not result altogether from the present relative positions of the locks; but from the fact that an ice jam annually occurs at a short distance below the entrance of the canal, which has the effect of raising the river so that the water at such times passes over the two lower locks.

Under these circumstances it will be evident that the formation and maintenance of such dams as would be necessary, to enable the outlet lock to be laid dry, would be exceedingly expensive, even if the object could be effected at all, between the close of navigation one year and its opening the following spring.

At the times alluded to, the water is not unfrequently raised twenty feet over its ordinary height, and in 1861 it was twenty-one feet higher, than the September level of the preceding year.

In the year just mentioned, a barrier of ice was formed opposite the town of Cornwall, which had the effect of raising the river so that the water backed up through Wood's Creek Culvert (near lock No. 18), where it entered the canal and raised what is called the Cornwall level, so that at several places it overflowed the banks. At this time the water in that part of the river alluded to was twenty-nine feet above its usual height.

These occurrences clearly indicate that the taking down and rebuilding the lower locks of the Cornwall range, during the winter or early spring months, would be an undertaking attended with difficulties of no ordinary nature; still the bottom of the outlet lock must be lowered, and the relative position of the others must be changed, in order to obtain reaches of the necessary length.

On fully considering the various perplexing matters, that would be likely to arise during the enlargement of this portion of the existing line, and the uncertainty of being able to meet them successfully, it was deemed advisable to make a thorough examination of the locality, in order to ascertain whether a new outlet and an independent cut could be advantageously formed, in the course of which it was found, that about 300 feet south of the present line, there is a place favorably situated for a new entrance, with a good depth of water in the vicinity. It is at the same time to some extent sheltered by a slightly projecting point, on the up stream side, which has the effect of throwing the current outwards and creating a sort of eddy, that renders it fully as accessible as any other place in that locality.

From it a line could be continued upwards, nearly parallel to the present range of locks, to a short distance beyond the road culvert before mentioned; in the neighborhood of which the new and old portions of the route would unite. In the execution of this plan the difference of level, between the river, and Cornwall reach, might be overcome by means of two locks, an arrangement that would admit of the intermediate reach being made of such a length as might be required.

By the adoption of this plan the preparation of the foundations, and laying of the lock masonry, could be done during summer, when the work would doubtless be

better, and could be more economically carried out, than at any other season of the year.

It would also obviate the necessity of emptying the canal, or in any way interfering with the extensive water powers in operation there.

The lower terminus would, there is good reason to believe, be in fully as good a position for the entrance or exit of vessels as the present one, besides there is a projecting point lying to the north of it, that could be raised and secured in such a manner, as would to a great extent protect it from the effects of ice, when the annual blocking up of the river takes place.

This plan of course would involve the necessity of purchasing all the block of land lying between the canal and the river, or about thirty-four acres; the acquirement of which would, however, fully warrant the closing up of the road culvert, if considered better than to extend it farther to the south.

The present waste weir would also have to be taken down, and another built in a suitable position for the new channel, otherwise the old locks might be converted into regulating weirs, and the channel into a raceway, which, under the circumstances, would probably be the best use that could be made of them.

Experience acquired from the recurrence of the phenomenon above referred to, has led to the removal of the upper works connected with the outlet lock, and to fastening the gates back in the recesses, after the close of navigation each year; but as the lift is only from six to eight feet, there are seldom, even at such times, less than three feet of water in the reach above, or sufficient to prevent any serious scour on the bottom.

At the new entrance lock, although the probability of damage from ice would be much less, it is quite likely that a similar course to that alluded to would have to be adopted, and as the lift would be about equal to the depth of the canal, the reach at such times would be entirely emptied.

To guard against this, it is proposed, when required, to place such a number of stop timbers over the breast wall of the lock as will maintain a depth of from three to four feet in the reach. These timbers to be put in December and removed early the following spring.

To purchase the land lying between the river and the canal, forming and protecting a new entrance channel, constructing two new locks and a regulating weir, lengthening out the road culvert, or the entire removal of the present structure, forming a connection between the new and old portions of the line, protections of banks, &c., would cost about \$530,000.

To obtain the necessary depth of water in the Cornwall reach, and also in that between Locks Nos. 18, and 19, it is proposed to raise the level in both cases about three feet, instead of attempting to lower the bottom, as the latter would necessitate increasing the width also.

It is believed that the securing, raising, widening and protection required to the banks, by raising the water, would barely cost one-half the amount, that would be necessary to deepen and enlarge the prism.

There is also reason to believe, that it would be found so advantageous to lessees, especially during the time of back-water, that they would scarcely hesitate to raise their flumes, races and head gates, to the proper height, at their own expense.

In adopting this course no apprehension need be entertained, of any interference with private or other property in the vicinity.

It may further be stated that by raising these levels, the bottoms of Locks 18 and 19, would be sufficiently low for the enlarged scale of navigation, so that an addition to the foundation floor, such as would admit of the side walls being made of the full length, would, together with increasing their height throughout, enable the object to be effected.

There are, however, several objections to this plan, some of which may be stated as follows:

1st. The present walls are not in a very good state of repair, arising, in part

from the failure of some of the stones, but chiefly from the class of mortar used in their construction.

2nd. The locks are 55 feet in width and must remain so, if the walls are only made longer and higher, which would necessitate a heavier class of gates, require a longer time to fill and empty than a lock of 45 feet wide, and that too without possessing any advantage whatever.

3rd. The work would have to be done in the winter and early spring months, when even at a much greater outlay, it could not be so well executed; besides, in order to effect the object the canal would have to be emptied, which would throw all those dependent upon the water power out of employment.

On considering these various matters, the question naturally presents itself. Can they be met in such a way as to lessen the difficulties, within the limits of a moderate expenditure?

It is doubtless true that the locks are now in the best line and position for the navigation; still others could be built during the summer where they would be equally as accessible, after suitable approaches to them have been made.

They could be placed on the north side of the existing structures, nearly in line of the raceways, at less expense; but the selection of any position on that side, would render it necessary to build and maintain a bridge at both ends of each lock, so as to form a continuous towing path. This plan, of course, assumes that the present small supply weirs would be dispensed with, and that the old locks would be used solely for the purpose of regulating the water levels.

By placing the new locks on the south side of those now in use, a considerably greater quantity of excavation would have to be done, some high embankments formed and protected, but the expense and inconvenience of towing-path bridges would be avoided.

The work in either case could be done at the most favorable season of the year for such operations, and what is of at least equal importance, without drawing off the water or interfering with navigation.

In short, by adopting the plan of building entirely new locks, they could be made of uniform dimensions, the work better executed, and most, if not all, the objections above enumerated be fully met.

Under the impression that this is the best course to pursue, it may be stated that the examinations made, lead to the conclusion that the south side should be selected as a site for Lock No. 18, but Lock No. 19, will, in all probability, have to be placed on the north side.

The contemplated depth and sectional area of the reach between Locks Nos. 19, and 20, may be obtained either by raising the level, or lowering the bottom and widening the channel, as may be considered best.

By raising the water, the head and fall at Lock 20, would be reduced, consequently the mill property there would be depreciated in value, and at several places the lands on the north side would be flooded. On the south side, the banks being at many places high and comparatively narrow, would have to be widened, strengthened and protected, as well as raised.

The arch of the culvert for the road leading to Barnhart's Island is of a height, that would admit of lowering the bottom of the channel, but the culvert must in either case be lengthened forty feet at least, to obtain the necessary width of waterway.

On considering the matter fully, it is believed, that in this instance it would be less expensive to deepen the channel than to keep the water permanently at a higher level.

The present Lock (No. 20) being situated at a sharp curve in the line, the approaches to it from either direction for vessels of a large class are unfavorable, and of course would be still more so if the lock was lengthened and the size of the vessels increased. This, together with the fact of its being ten feet wider than required, and the foundation too high in case of lowering the bottom of the reach, to give the full draught of water, point to the necessity of having a new lock constructed.

Judging from the general appearance of the ground lying between the canal and the river, the new structure could be placed there in such a position that the line and approaches to it would be improved, without incurring much, if any, greater outlay than would be necessary to adapt the present lock to the requirements.

It has been already stated that the bottom of the summit level must be lowered from three and a-half to four and a-half feet; consequently the culverts at Mille Roches and at Moulinette, which are only from fifteen to sixteen inches under the present bottom, must be partly taken down, rebuilt and lengthened.

The bottom of these culverts are already so low that the river backs up into them, whilst the height between the road-way and centre of the soffit of the arch is only nine feet, which barely admits a waggon with a moderately high and wide load to pass.

If that portion of the arch immediately under the channel be lowered three feet, the road under it must also be lowered in order to retain a passage-way of the height above stated. This, together with the required extension of the arches, will render it necessary to cut down, considerably, the inclined parts of the road leading to and from the culverts.

But even to obtain additional head-way, the road cannot judiciously be reduced to an extent that would in any way interfere with the foundations of the abutments, or leave them exposed to the action of frost, or direct influence of back water from the river.

Although the height between the road and intrados of the arch might unavoidably have to be reduced to even less than it is at present, ordinary traffic would nevertheless be in a great measure accommodated, and if necessary arrangements could be made, for bulky articles to be taken from one side of the canal to the other on a ferry scow, provided for that purpose. See Appendix marked F.

Attention having been drawn to the leading matters connected with the proposed enlargement, it may now be stated that an approximate estimate of the amount required to carry out the works would be as follows :

Forming a new outlet for the canal, constructions of two new locks, converting present locks into regulating weirs, formation and protection of banks, purchase of land, &c.	\$530,000
Raising, securing and protecting banks of levels between Locks Nos. 17, and 18, and between 18, and 19, lowering bottom and widening reach between Locks 19, and 20, constructing <i>three new locks</i> , building piers, abutments, and a new swing bridge at Cornwall, lengthening out road culvert at Maple Grove, &c.....	800,000
Deepening and enlargement of submit level, constructing new guard and supply weir, docking at entrance, &c.....	830,000
	\$2,160,000

Steam vessels of the draught which have hitherto been in use on the River St Lawrence, when descending at ordinary stages of the water, generally keep the main channel from Prescott to the head of the Cornwall Canal, and passenger steamers for the most part run the rapids and follow the channel the whole way to the harbor of Montreal.

The Lachine, Beauharnois and Cornwall Canals are all used by ascending vessels, but from the head of the latter, at Dickinson's Landing, passenger steamers continue the upward voyage in the river independent and wholly outside of what are known as the

WILLIAMSBURG CANALS.

These canals are situated on the north shore of the river, and were constructed chiefly to overcome the Galops and other rapids of less descent, together with certain stretches of swift water, all of which will be subsequently referred to.

They have been formed by cutting through projecting points, and with the material removed, enclosing bays and indents in the shore-line so as to make in each case a continuous range of bank, between the river and the canal.

Where the current is strong and the water deep, or wherever required by circumstances, the banks have been kept in place by a line of rough crib-work, and along the outer side, as well as at other places where necessary, they are for the most part protected with a facing of stone.

In thorough cutting the channel was made fifty feet wide at bottom, with side slopes of two horizontal to one vertical.

The locks are of a good class of dressed stone masonry, in a fair state of repair; they are 200 feet long between the gates and 45 feet wide.

Although collectively called the Williamsburg Canals, they are situated in three different counties (Stormont, Dundas and Grenville), and, being considerable distances apart, are really in three divisions, and may together with their relative positions, be briefly described as follows:—

The first of the series in ascending order is known as Farran's Point Canal, which commences at the head of what is called "Big Eddy," near the rapids in the north channel, or about four and three-quarter miles above the upper end of the Cornwall Canal.

In that part of the river, between these places, there is a sufficient depth of water for vessels of the largest class, and the surface declivity is only six-tenths of a foot; but in the bay or eddy above mentioned there is a cross and irregular current very perplexing to those unacquainted with its peculiar action; this a few years ago was especially the case in the vicinity of the lock; but the entrance has been much improved by the construction of a pier on the outer or river side, which has had the effect of changing to some extent the northern part of the current.

The canal is about three-fourths of a mile long, with a depth of not more than seven and a-half feet at extreme low water; it was formed chiefly by cutting into the outer edge of the bank on the north-west side of the river, which at this place varies from fifteen to thirty-eight feet in height over the water surface.

The lock has a lift of three and a half feet, and on its lower sill, during the year 1872 there were frequently not more than seven feet nine inches of water.

It will therefore be evident that the bottom of the reach must be lowered fully five feet, and made of such a width as will admit two of the large class of vessels passing each other freely, and that the lock must either be taken down and rebuilt, or a new one constructed in another position in that vicinity.

But there is reason to believe that no other location for a lock in that neighborhood could be judiciously selected, so that the rebuilding of the present one will be unavoidable, unless the suggestions, subsequently brought under notice be considered worthy of adoption either in part or as a whole, in which case it is probable that the lengthening of the lock may be deemed sufficient.

The upper entrance of this canal is so situated, that the south side of a shoal, which runs obliquely out from the landward side, is at 300 feet above the pier in line with the south side of the channel, and a little higher up it extends a considerable distance beyond that line.

To the southward of the immediate entrance the current is fully three and a half miles per hour, and continues at this rate up to near the foot of Cat Island.

Taking down the lock and constructing a new one of the dimensions proposed, deepening channel, and enlarging it to eighty feet bottom width, and improving the upper entrance would probably cost \$320,000.

From the upper end of this canal to the foot of Rapide Plat, a distance of ten and a quarter miles, the surface inclination is about 8.29 feet, and through that part of the channel below Cat Island, and north of Sturgeon Point shoal on the American shore, the current as previously stated is about three and a half miles per hour. Thence for about two miles, to "Pillars," the channel is straight and the water is comparatively still; above this, opposite "Chrysler's farm," the current is strong in the line of deep water, and navigation is rendered difficult by extensive boulder flats,

known as "Casselman's Shoals." These extend out a considerable distance from the north shore, causing vessels to cross and recross the current, and ultimately take a circuitous route on the American side to the foot of "Goose Neck" Island. The channel then follows along the north side of this Island for nearly a mile, when vessels have to cross over towards the "Churches" on the north shore (about two and a half miles below Morrisburg); they then continue on that side between the shore and "Willard's Shoal" up to the foot of Rapide Plat.

It should, however, be stated, that at periods of low water a series of shoals, which extend out from the north shore, force vessels out into the strong current, and sometimes necessitate their crossing over near "Monk's" Island before reaching the canal.

The second division is *Rapide Plat Canal*, which is about three and three-quarter miles in length, and the difference of level between the water at its upper and lower ends is nearly eleven and a half feet. This elevation is overcome by a lift lock at the outlet at Morrisburg, and near the upper end is a guard lock at which the head of water varies from nothing to four feet, and at periods of extreme low water, such as occasionally occurred in 1872, it was fully two feet lower than would allow vessels drawing nine feet water to pass through the canal. The summit level in this case extends to the outlet lock, which renders necessary the deepening of the entire canal fully five and a half feet, and the widening of it to about eighty feet at bottom, will also be required, to admit of two vessels passing each other freely.

By taking advantage of several bays on the line, and widening out where practical on the south side, together with enlarging the channel above the guard lock to a width of 100 feet, and a depth of not less than thirteen feet below extreme low water line, would require the removal of about 1,040,000 cubic yards of material.

In October, 1872, there were, for a time, only seven feet water on the sill of the outlet lock, which show that the present foundation is fully five feet higher than it should be for the proposed scale of navigation; consequently, if the same line was continued, the whole would have to be removed and rebuilt at a lower level.

It is, however, deemed proper to state, that a new structure might be advantageously placed on the south side of the existing one, whether viewed in connection with the approach to it from above, or the entrance to it from below.

The overhauling of the present lock, and building another structure in the same position, would of course have to be done between the closing of navigation one year, and the opening of it the following spring; whereas, an entirely new lock might be built during the summer, when a better class of work could be done, at very little, if any more expense, than would be required to effect a similar object under the most favorable circumstances in the winter or spring months. Moreover, there would be no risk from the breaking of coffer-dams, unwatering of work, or any other probable cause that might retard the operations, and thereby lead to delay in opening navigation, or of otherwise interfering with it; a state of matters it is believed that would fully warrant, if need be, some additional expenditure.

In October, 1872, the river was so low that there were only six feet seven inches of water on the sills of the guard lock, clearly establishing the fact that the bottom will have to be lowered about five and a-half feet to secure a depth of twelve feet at low water.

This, it is scarcely necessary to say, implies the taking down of the entire structure, or the building of a new lock in some other position.

On both these points the remarks above made, relative to the outlet lock, are no less applicable in this case, except that the new lock would have to be on the north side of the present one.

If entirely new locks are built, the present one at the upper end could be used as a supply weir, and that at the lower end be converted into a waste or regulating weir. At all events some provision must be made for both these purposes, and by adopting the course indicated, the expense might fairly be credited to the construction of new locks.

The probable cost of enlarging Rapide Plat Canal to a width of eighty feet at

bottom, and a depth of thirteen feet in the reaches; constructing new locks and forming the present ones into supply or regulating weirs, rebuilding entrance piers, &c., would be about \$820,000,

The rapid which this canal was constructed to overcome, is about $3\frac{3}{4}$ miles long and has a declivity of about eleven and a-half feet, and the channel through it is deep so that vessels drawing twelve feet may use it safely at any stage of the water.

From the head of Rapide Plat Canal to Point Iroquois, the distance is a little over four miles, with a deep channel throughout, uninterrupted by shoals and comparatively straight, with a surface inclination of three and a-half feet.

Ascending vessels generally keep near the north shore for a distance of two miles, to opposite "Pine Tree Point," which is said to be the narrowest part of the River St. Lawrence.

In this vicinity there are no bays or indents in the shore-line of any considerable extent, so that vessels are forced out into the current and frequently cross the river three times, within a stretch of little more than half a mile, and then follow along the south shore one and a-half mile to "Point Rockaway," thence cross over to the bay at the lower entrance of Iroquois Canal. There is, however, no real necessity for crossing the river, as the channel from "Pine Tree Point" upwards, to the entrance Lock at Iroquois is both deep and wide, and as a whole favorable for vessels either ascending or descending.

The third division embraces what was formerly the Iroquois and Galops Canals, which were at first separated by a considerable stretch of river, but were subsequently joined by a bank forming what is called the Junction Canal. They now form one continuous line of about seven and a-half miles in length, with a fall of 1,481 feet, and are collectively known as the "Galops Canal."

The Iroquois section is two and nine-tenth miles long, about one mile of which is through rock, where the cutting varies from one to ten feet in height, the deep portion however is not more than one-fifth of a mile in length.

By the junction of the Galops and Iroquois sections, the water was raised nearly two feet so that there is now a depth of 12 feet throughout this portion of the canal. It has a bottom width of fifty feet in all thorough cuts, with side slopes in clay of two horizontal to one vertical, and in rocks of a quarter to one; towards the upper end of it there are a few stretches of wide but shoal water.

The probable quantity of material to be removed to afford a bottom width of eighty feet, and a depth of 13 feet, would be about 270,500 cubic yards of clay, and 62,000 cubic yards of rock.

The Junction section is nearly two and a-half miles long, and consist chiefly of an embankment formed on the outer or river side, so arranged as to have a sufficient water space inside, and connect the two portions of the canals above mentioned.

The material for that purpose was chiefly taken from two thorough cuts, one situated about the middle and the other near the upper end of the line; between these points there are several long stretches of wide and in some places of deep water.

There are, however, at present, only a few isolated places where the water exceeds $10\frac{1}{2}$ feet, so that the bottom for the most part must be lowered fully two feet, and the width of the thorough cuts increased to at least eighty feet at bottom.

To do this will require the removal of 233,000 cubic yards of material, chiefly clay, but above Presqu'Isle the bottom at several places consists of boulder stone.

The Galops section proper is about $2\frac{1}{2}$ miles in length, from the lower end of the lift lock at Point Cardinal, to the upper entrance which is in line with the lower ends of Boulton's and Adams' Islands, situated about seven miles below Prescott, and a short distance above the head of the Galops Rapids. Its course at the inlet bears directly towards the north side of Munroe's Bay, and over certain boulder shoals on which there is a strong cross current, and where considerable difficulty will be experienced in forming a channel of the necessary depth.

The upper end is much exposed to the action of moving ice when the river opens in the spring, and from its being of timber pier work is expensive to maintain.

From the entrance downwards, the embankment which forms the south side of the canal, follows closely along the margin of the river, and was doubtless made up of the material excavated from the prominent points, sloping side banks, &c., through which the channel was cut in order to diminish the curvature; nevertheless, the line is unusually tortuous.

For a considerable distance at the upper end, in and near the rapids, also where the swift water strikes towards the lower end, the embankment is kept in place and protected by ranges of rough cribs, and the outside at other places has been faced with stone.

As a whole it stands well, a circumstance no doubt due to the peculiar nature of the material of which it is formed: being for the most part a sort of indurated clay that within a short time after it has been excavated and properly placed, assumes nearly its original compactness.

At periods of extreme low water there is very little more than eight feet on the sills of the guard-lock, so that it will be necessary to deepen the channel fully four feet for vessels of the contemplated draught, and to enable them to pass each other freely the width should be increased to 80 feet at bottom.

This would require the removal of 430,000 cubic yards of material, a large portion of which would be of a very hard nature, and at several places boulder stone would be numerous and in some cases large.

It is now proposed to draw attention briefly to each of the three locks, already casually mentioned as on this Division.

Lock No. 25, situated at the Village of Iroquois, has now a lift of eight and a quarter feet, and the one at Point Cardinal, No. 26, has a lift of six and a-half feet; but the head of water at the guard lock varies with the fluctuations of the river, and there are times when the water above and below the gates is on the same level.

When these two sections of canal were first opened, the water below Lock No. 26 and above No. 25, varied in height with the rise and fall of the river; but the joining of them has enabled the intermediate level to be maintained at an uniform height, which has been found not only an advantage to navigation, but also to the water power in use at the respective places.

On the sill of the outlet lock, (No. 25,) at Iroquois, there was in October, 1872, a depth of nine and a quarter feet, or nearly three feet less than required for the proposed scale of navigation.

But as this lock is built on a comparatively flat ledge of rock, there is reason to believe that the chamber and lower recess floor might be cut down sufficiently low to afford the depth required, without disturbing the side walls, and that the walls might be advantageously extended from the line of the breast wall upwards.

The rock in the bottom was ascertained to be sound and good in the winter of 1851 and 1852, when the lower recess floor and part of that of the chamber was cut down, and the mitre sill laid at a level fully three feet lower than it was originally.

The adoption of the plan suggested would enable the work to be done, for at least from one-third to one-half less than the construction of an entirely new lock.

In this connection it is deemed proper to state that the guard lock (No. 27) at Galops, is also built on a rock foundation, which is about four feet over the level required. This, there is equally good reason to believe, might be cut down and the walls secured in like manner as intimated for the lock at Iroquois—the principal difference being the fact that the structure may be lengthened at the end where the foundation is best suited for that purpose.

When constructing the lock at Point Cardinal (No. 26) it is said that the unequal bearing which the material afforded, springs in the bottom, &c., led to considerable difficulty in forming a good foundation and securing it properly. See appendix marked G.

The present bottom at the sides being about three feet too high for the enlarged scale of navigation, it is to be feared that the lowering of it would in all probability be found equally, if not more troublesome than it was in the first instance to form it;

especially as the time for executing the work would unavoidably be limited and confined to the most unfavorable season of the year.

It is therefore proposed to place the enlarged lock immediately on the upstream side of the present one, and on the line best suited for access to it at both ends.

At the place mentioned there is reason to believe a good foundation will be obtained, and the works as a whole be in a favorable position for execution.

The raceway for the supply of water-power, granted in lieu of damages, as well as for that since leased at this place, will doubtless have to be extended, but that will be a small matter compared with the uncertainty and expense of dealing with an unfavorable foundation for the lock.

In carrying out the plan above indicated, the north wall of the old lock might after the toe is properly secured be allowed to remain, and the south side be removed or both walls might be taken down and the best of the stone used in the new work.

To enlarge the *Galops Canal*; embracing the Junction and Iroquois sections, to a width of eighty feet at bottom, and the depth of thirteen feet throughout, enlarging the outlet lock and guard lock, constructing a new lock at Point Cardinal, improving the upper entrance, &c., &c., would approximately cost..... \$970,000

Rapido Plat Canal.....	820,000
Farran's Point Canal.....	320,000

Probable cost of enlarging the Williamsburg Canals..... 2,110,000

As already stated, descending vessels of moderate draught follow the channel of the river, from the head of the *Galops Rapid* to near the upper end of the "Long Sault" Rapids, and ascending passenger-steamers take the same channel upwards at ordinary stages of the river.

The time occupied between the places mentioned, by downward-bound vessels, when they follow the channel of the river throughout, is generally about *two and a half* hours; but those that are forced to use the canals and the stretches of the river between them, spend at least *seven* hours between the same places.

Passenger steamers ascending from Dickinson's Landing to the head of the *Galops Rapids*, keeping altogether in the channel of the river, make the trip in *four* and a *half* hours, and those which pass up through the canals and parts of the river between them, occupy generally about *six* and a *half* hours, and loaded propellers bound upwards, require from *nine* to *ten* hours between the same places.

These facts clearly point to the conclusion that the carrying trade could scarcely fail to be greatly benefited, if the most expeditious line could be rendered available to all vessels whether downward or upward-bound.

This question, important at all times, presses itself still more forcibly on the attention at present, when matters connected with the enlargement of the canals are under consideration, and in view of the large expenditure necessary for that purpose.

It has been fully ascertained that the depth in *Farran's Point Rapids*, *Rapido Plat*, and *Iroquois Rapids*, is more than sufficient for the passage of vessels of the draught for which the enlargement of the canals is contemplated to provide. But in the *Galops Rapid*, although there is a channel of fully ten feet at ordinary low water, it is rendered so narrow and tortuous by projecting ledges of rock and shoals that at extreme low stages of the river only a skilful pilot can take a vessel of nine feet draught through it.

The bar above the "Chute" is a comparatively flat ledge of rock that extends across the river, and practically limits the draught of all vessels bound downward by the river route.

The channel above and below this bar is deep, but at places there are shoals of boulder stone and patches of rock, which render the deep water unserviceable.

This rapid, although apparently presenting less formidable difficulties in the way of its improvement than those more turbulent "chutes," at places farther down, still any interference with it of an extent at all likely to prove successful, must unavoidably be attended with considerable risk and some degree of uncertainty.

To attempt lowering the bottom of the channel would doubtless be a work of great difficulty, if at all practicable to remove the material even after it was loosened, within anything like the limit of a reasonable outlay; moreover there is reason to believe that the depth of water would not increase to the same extent as that to which the bottom might be lowered, as the surface would be likely in some degree to diminish in height.

After fully considering this subject in all the different forms in which it presents itself, the conclusion has been arrived at, that the most certain and least expensive way of obtaining a channel sufficiently deep through this rapid, will be to endeavor to raise the water in it, a proposition which, if made in relation to some of the lower rapids, might fairly be looked upon as questionable; but in this case, the position of the "Chute" and channel to the north shore, and islands south of it, may be viewed as not unfavorable for such a purpose.

One way of effecting the object would be to contract the channel, at and below the rapid, in such a manner as would be likely to raise the water above, and in some measure divide the "chute" and spread the current over a greater range.

With a view to this, wing-dams might be constructed in the vicinity of "McLaughlan's Point," and from a point on "Galop's Island" opposite Little Bay, or by a dam through the passage called "The Gut" between Galop's and Adam's Islands, and continuing a guide pier from it a short distance downwards; or by a combination of these two plans as may be determined on a closer examination of the locality.

It may further be stated that by closing "The Gap" there is every probability that the deep-water channel between "Adams' Island" and "Flat Rock Shoal" could be advantageously used, and the estimated expense of deepening a channel through the shoal in line of Pier Island (previously described) might be nearly, if not altogether, avoided.

Attention has been drawn to these matters, for the reason that unless a greater depth of water can be obtained in the Galops Rapid than there is at present, all vessels of the full draught contemplated, whether downward or upward-bound, would have to pass through the canal.

On the other hand it may be said that although the depth of water in the Galops Rapid was increased, and the canals enlarged to the capacity embraced in the estimate (eighty feet at bottom) the latter would still continue to be used only by such upward-bound vessels as could not ascend the rapids.

This, under present circumstances, is no doubt correct, but it does not follow that a like state of matters should be continued; especially, if at a moderate outlay, arrangements could be made by which the upward passage of vessels could be facilitated without interfering with those descending.

As the first step towards effecting this object, it is proposed to consider whether a mode of towing could not be advantageously introduced at the different rapids, above the head of the Cornwall Canal, whereby vessels might be enabled to pass upwards independent of the canals. There is good reason to believe that this might be successfully done by a system of *submerged chain towing*—such as has been for many years in use on the "Seine" below Paris, on the "Rhine" and "Elbe," and latterly in towing vessels up the Hochelaga current to the Harbor of Montreal, or by *submerged wire-rope towage*, such as that in use upon the Danube and several other rivers and canals in Europe.

It may be observed that all ordinary tug boats, whether side-wheel or screw, in attempting to pass upwards through a stretch of swift water, lose a percentage of the effective power applied, in some measure proportionate to the strength of the current—if the rapid has much declivity the upward progress of a vessel through it quickly diminishes until no advance whatever can be made, even with the most efficient machinery working at full power.

The fact may also be stated that vessels unable to ascend a current, frequently send a line ahead, make it fast to a fixed object on the shore above, or to an anchor dropped in the channel, and then by a capstan on deck accomplish what the side wheels or screw alone could not effect.

Proceeding from a greater to a lesser power it may be said that one man with a line on shore can drag a boat or canoe up a current through which six men could not row or paddle it.

In short, it is obvious that a direct pull from a fixed point, must be a more effective means of hauling a vessel up a current, than any method in which the propelling power applied depends, solely, upon the resistance of the water as a fulcrum to effect the forward movement of the vessel.

Upon this principle a system of submerged chain towing, similar to that in use at some of the important places above mentioned, might with advantage to the trade be employed to overcome some, if not all, of the rapids between the head of the Cornwall Canal and Prescott.

There can scarcely be a doubt of the success of such a mode of towing at Farran's Point Rapid, or at Rapide Plat. The water in the former being smooth, the channel straight, and the current less than three and a half miles an hour—in the latter, although part of the water is rough and the current from three to seven miles per hour, the channel is deep and free from sharp or sudden bends.

The Iroquois Rapid is comparatively smooth with a current of four and a half miles an hour, and Galops Rapid has a stretch of rough water with a current varying from three to ten miles per hour.

The application of the chain towage system at the two last mentioned places must, of course, in a great measure depend upon the depth of water that can be obtained in the Galops Rapid.

But as already stated, the prospects of being able to increase the depth of water there and at the same time improve the channel above, are favorable, so that the project might reasonably receive a fair trial, especially when success would be followed by such important results.

These, it may be observed, would not be confined to a saving in the time of making the trip, but in obtaining the benefits of an enlarged scale of navigation, at the least possible expense.

In fact, were the improvements at Galops effected, and arrangements made by which vessels could be towed upwards through all the rapids, from Dickinson's Landing to Prescott, there is a probability that the Williamsburg Canals would be very little used.

If these statements be correct, and any likelihood exists that the formation of a deep water channel through "Flat Rock Shoal" could be avoided, then there can scarcely be a doubt but that the improvements at Galops Rapid should be undertaken, and the chain tug system of towage receive favorable consideration.

In carrying out this plan, it is proposed to extend a chain from a convenient place above the rapids, to another at a proper distance below them, and that a suitable tug should work backwards, and forwards, on the chain between these places.

At the lower end of the station one or more vessels, or an ordinary tug with its two can be "hitched to" and delivered at a place above the swift water, from which point they can proceed on their voyage, in like manner as if they had passed through a canal.

A similar arrangement to be made at each of the four rapids, so that the system of towage proposed may, for all practical purposes connected with the main line of navigation, be looked upon as a substitute, for all the three different divisions of the Williamsburg Canals.

It may be stated that a properly constructed and well equipped tug-boat of the kind contemplated, together with a chain and the necessary wharf accommodation, would cost from \$50,000 to \$70,000, or an average of..... \$60,000

This for the four different rapids would amount to..... 240,000

For working expenses, fuel and general repairs, at each station for one year	\$11,500	—16,000
Placed to credit of renewal fund, annually		4,600
Interest on capital invested.....		14,400

Probable annual outlay for working expenses, fuel, repairs, &c. 65,000

The dam proposed to be built through the "Gut" between Adams' and Galops Islands, together with wing dams, &c., for the purpose of increasing the depth of water in Galops Rapid would probably cost about \$120,000.

If, however, the channel next Adam's Island was rendered available by the adoption of the plan indicated, the deepening of "Flat Rock Shoal" would not be necessary.

In the event of this being correct, the amount estimated for the latter purpose would more than meet all expenses connected with the construction of a dam through the "Gut" and works adjoining the rapids, as well as provide fully for the first cost of the tug system recommended.

The principal matters connected with the enlargement of the St. Lawrence Canals, and deepening where necessary the stretches of the river between them, having been brought under notice, it is now proposed to submit the various estimates in a more connected form, as follows:—

LACHINE CANAL.—Enlargement of upper reach to a mean width of 150 feet, forming new entrance and Basin at Lachine, constructing new locks in the vicinity of the present ones, embracing works under contract, all others mentioned in foregoing report..... \$5,920,347

CORNWALL CANAL.—Forming new entrance at lower end, constructing new docks, raising and securing banks, deepening and enlarging upper reach to 100 feet at bottom, &c., &c. 2,160,000

WILLIAMSBURG CANALS.—Enlarging prism to 80 feet in width at bottom throughout, alterations to some of the locks, taking down and rebuilding others, new lock at Morrisburg, &c., &c. 2,110,000

Lowering the bed of the river through "Flat Rock Shoal" above the head of the Galops Canal, lights, buoys, &c. \$512,000

Dredging and removing boulders at "Willard's Shoal," between Rapide Plat and Farran's Point Canals. 13,000

LAKE ST. FRANCIS.—Dredging at three different places, including lights, beacons and buoys..... 45,000

Deepening and enlarging channel at Head of Beauharnois Canal..... 430,000

Deepening and improving channel through Lake St. Louis..... 520,000

1,520,000

\$11,710,347

It may be stated that if the improvements previously mentioned were carried out, and the chain tug system adopted, there is reason to believe that the enlargement of the prism of the Williamsburg Canals might be dispensed with, and their improvement be confined to lengthening the locks, without attempting to increase the depth of water.

Increasing the length of the locks so as to have a space of 270 feet between the gates, without interfering with the present depth of water, would allow large-sized unloaded vessels to pass in case of necessity.

The works required to effect this object could be done for about \$400,000, which would consequently result in a saving of \$1,700,000.

The probable outlay required would thus be reduced to about *ten millions* of dollars, exclusive of the sum that may be found necessary for the enlargement of the Beauharnois Canal, or to form a new line on the north shore of the river, from Coteau Landing to the Cascades.

In conclusion, it may be stated that from the position of many of the works, great difficulties are likely to be encountered in their execution, a fact which, in my opinion, renders it not only desirable but really necessary for their due and faithful performance, that the practical knowledge and energy of the contractors to whom they are awarded, should be fully as much considered as the rates on which "tenders" are based. Unless some course of this kind be followed, it would be unsafe to venture a decided opinion as to the time when the undertaking will be completed. It may, however, be remarked, that by letting the works in sections of moderate extent, good contractors with sufficient means and proper equipments, would doubtless be able to have the portions allotted to them ready in time for the enlarged scale of navigation to be opened by May, 1879.

I have the honor to be,

Sir,

Your obedient servant,

JOHN PAGE.

Chief Engineer, Public Works.

APPENDIX No. 22.

PACIFIC RAILWAY SURVEY.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER IN CHIEF.

OTTAWA, 30th June, 1875.

SIR,—I have the honor to report on the progress made in surveying operations and in construction to the end of the fiscal year.

SURVEYS IN THE WESTERN OR MOUNTAIN REGION.

1. An exploration was made early in the season of 1874, from Lac la Hache via River Blue to the North Thompson, to examine into the practicability of route No. 5, referred to in last year's report. The result proved unsatisfactory, chiefly on account of the high summit to be passed over. Further expenditure in this direction has therefore been deemed inadvisable.

2. A re-survey was made of the most difficult portions of route No. 4, from clear water via Lac la Hache to the River Fraser. It is now established, that much heavy work may be reduced, the gradients improved and the distance shortened.

3. An exploration has been made through the mountain chain, between Lake Clearwater and the Valley of the North Thompson, with the view of obtaining a direct route from Tête Jaune Cache to Bute Inlet. The route was found to be impracticable, the summit being 7,000 feet above sea level,

4. A continuous instrumental survey was made from Tête Jaune Cache, down the Valley of the River Fraser to Fort George (route No. 6), with satisfactory results. Fort George can be reached in a distance of about 245 miles from Yellow Head Pass, with favorable gradients and comparatively light works of construction.

5. A survey was projected from Fort George, across the Chilicotin country, to connect the line near Lake Tatla with the survey to Bute Inlet of 1872. The distance from Fort George to Bute Inlet will prove to be fully 300 miles. The season was too short to admit of an instrumental survey being completed throughout, and a gap of some 50 miles remained unsurveyed, when the field parties were compelled to cease operations. A *reconnaissance* on snow-shoes was made of this distance. The examination has shown that a route may be obtained with favorable gradients for nearly the whole distance from Tête Jaune Cache to the entrance of the Homathco Pass, a total distance of 400 miles. Indeed the only serious difficulty between the eastern slope of the Rocky Mountains and the Pacific, will be the descent to tide water, through the Homathco Pass.

6. In order to make a comparison of the various routes, it was deemed necessary to obtain definite information, on which estimates could be formed respecting the cost of overcoming the canyons of the Lower Fraser, the whole extent of which is about 70 miles. Accordingly, a careful survey, with numerous cross sections was made from Yale, ascending the river for a distance of 15 miles, and the required data obtained for this distance.

7. An instrumental survey was at the same time made from Yale to Burrard's Inlet, in order to complete the chain of measurements between the latter point and Yellow Head Pass.

8. A thorough examination of the country, easterly from Fort Hope, has been made with the view of obtaining definite information respecting the Passes through the Cascade Range. The result does not give any pass so low as the Coquihalla, alluded to in the report of last year.

9. The region of country lying between the Pacific coast, North of Vancouver Island and Fort George, and hitherto unexplored, has been examined in different directions and much information obtained. Several passes through the Cascade chain from Dean and Gardner Inlets, have also been explored, but no route entirely favorable for the railway can yet be reported.

10. In order to exhaust the exploration of the passes through the Rocky Mountains, an expedition was organized to cross by the Smoky River pass. The expedition left Fort George in January last, so soon as the ice in the rivers was sufficiently firm. This expedition, after encountering many hardships arrived at Fort Garry on the 21st May last. The examination has established that the Smoky River Pass, if not impracticable, is quite ineligible for the Railway.

Surveys projected.

11. The surveys in the Western or Rocky Mountain Region, projected for the present season, and for which full instructions have been given, consist of a trial location from Waddington Harbor to Fort George on the River Fraser, and thence to the eastern slope of the Rocky Mountains via the Valley of the Fraser and the Yellow Head Pass; the continuation of the exploration to Dean Channel and Gardner Inlet, from the neighborhood of Fort George; and lastly, a location survey on Vancouver Island, between Esquimalt and Nanaimo.

SURVEYS IN THE WOODLAND AND PRAIRIE REGIONS.

1. The line of Railway has been located for construction between the waters of Lake Superior at Fort William and Lake Shebandowan, about 45 miles; likewise the line between the Lake of the Woods at Rat Portage and Red River, about 114 miles in length.

2. A trial location has been made for the trunk line from Rat Portage for about 50 miles easterly to Lake Vermillion.

3. Examinations have been made during the past season in various sections of the Lake region, between Lake of the Woods and Nepigon and considerable information obtained. All the Portages on the line of the Dawson Route have been instrumentally surveyed with a view to ascertain the best means of overcoming them.

4. Exploratory surveys have been made from Nepigon Bay easterly to Pic River, to ascertain if it be practicable to construct the Railway along the coast of Lake Superior; and explorations have been made from the mouth of Pic River, in as direct a course as possible towards the Eastern Terminus.

5. Surveys have been made of the Portages between the Lakes which are north-westerly from Red River and the River Saskatchewan, and tenders have been invited for steamers to be placed on these waters.

6. An eligible point for crossing Red River has been selected. It possesses the following recommendations:

First. It is in a direct course between the Lake of the Woods and the narrows of Lake Manitoba.

Secondly. It is at a point where the Railway will conveniently connect with the navigation of Lake Winnipeg.

Thirdly. It lies contiguous to a considerable tract of land, still under the control of the Government, suited for a Town plot and for general railway purposes.

7. A preliminary survey was made from the railway crossing of Red River, via the narrows of Lake Manitoba, River Mossy and River Swan to Livingstone, in the

neighborhood of Fort Pelly. The results proved so satisfactory that this route has been adopted in lieu of the one passing to the South of Lake Manitoba. It has now been located. The distance from Red River to Livingstone is about 260 miles. A considerable extent of the distance passes through forest, with a plentiful growth of useful timber. In view of the future demand for building and fencing material and fuel in the Prairie Districts, south of Lake Winnipeg and west of Livingstone, the location possesses great advantages. The line between Red River and Livingstone is favorable with respect to gradients, alignment and ease of construction.

8. About half the length of the Pembina Branch has been located for construction.

9. A *reconnaissance* has been made between French River, Georgian Bay and the Valley of the Ottawa at Pembroke and Renfrew.

10. A similar examination has been made between Parry Sound and Ottawa.

Surveys projected.

11. Instructions have been issued for carrying on during the present summer the following survey work :—

(1.) Extending the location of the line from Livingstone near Fort Pelly westerly to the Rocky Mountains to connect with the location from the Pacific Coast.

(2.) The re-location of a portion of the line in the neighborhood of the Lake of the Woods, with the view of reducing the amount of work in construction.

(3.) The examination of the country between Rat Portage and Lake Shebandowan, to obtain the most eligible line between those points, utilizing at the same time, as far as practicable, the intervening water stretches.

(4.) A *reconnaissance* easterly along the coast of Lake Superior from Pic River to Sault St. Mary, to ascertain if it be practicable for a line of railway.

Surveys (generally).

Surveying operations are being pushed forward over the entire distance between Lake Superior and the Pacific. It is confidently believed that the line will be practically established before the close of another year. The immediate object is to secure the completion of telegraphic communication throughout the whole distance on the precise route of the Railway.

WORKS OF CONSTRUCTION.

1. *Pacific Telegraph Line.*

In 1874, tenders were asked for the construction of a line of telegraph along the route of the railway.

Contracts have been entered into for the work from Lake Superior to British Columbia, so as to effect a connection with the telegraph system of that Province. These contracts embrace the clearing, through forest land, of the railway line to a width of 132 feet and the formation of a trail or road for mules or horses. The work of construction, covered by these contracts, will be commenced on every section, so soon as the location has been made.

2. *Pembina Branch.*

In August 1874, tenders were called for the grading of part of the Pembina Branch. The work was awarded to Mr. Joseph Whitehead. It was prosecuted so long as the weather permitted in 1874 and has been resumed this year.

3. *Steel Rails.*

The price of steel rails having fallen to a low rate, I deemed it my duty to recommend the government to lay in a supply without delay. Accordingly, tenders were called for and several contracts have been entered into for the supply of 50,000

tons. The government has consequently secured a sufficient quantity of the best steel rails to lay 550 miles, at rates which average \$49.41 per ton free on board in an English port, this price being actually lower than that at which iron rails were sold during the whole of the year 1873, and less than 60 per cent of the average price of steel rails during the same period.

4. *The Georgian Bay Branch.*

During the summer of 1874, an exploration was made of the country through which the Georgian Bay Branch is projected. From the information thus obtained, proposals for the building of the Branch were called for and engagements for its construction have been entered into.

5. *The Trunk Line.*

Plans, profiles, specifications and other information necessary for the guidance of contractors having been prepared, tenders were called for the bridging and grading of the Railway from Fort William to Shebandowan, 45 miles; from Red River to Cross Lake, 77 miles; and from Cross Lake to Lake of the Woods, 37 miles.

Contracts have been entered into for the work required to be done on the two former sections. The latter having proved unusually heavy, its construction has been deferred until further surveys be made with a view to reduce the estimate of cost.

6. *Easterly connections.*

In order to secure the extension of the existing Railway system of the Country to the point fixed upon as the Eastern Terminus, a subsidy has been granted to the Canada Central Railway Company under certain conditions.

A schedule of all contracts entered into up to this date in connection with the construction of the Pacific Railway is appended to this report.

I have the honor to be, Sir,

Your obedient servant,

SANFORD FLEMING,

Engineer in chief.

F. BRAUN, Esq., Secretary,
Department of Public Work.

CANADIAN PACIFIC RAILWAY.

SCHEDULE OF CONTRACTS, entered into in connection with the construction of the Canadian Pacific Railway, up to 30th June, 1875

No. of Contract.	Character of works contracted for.	Date of Contract.	Name of Contractors.	Rates.	Approximate amount of Contracts.
1st	Construct. of Telegraph Line, Fort Garry to Livingstone.	1874.		\$ cts.	\$ cts.
2nd	do do Livingstone to Edmonton.	October 17.	Messrs. Sifton, Glass & Co.	{ 492 00 per m. Woodland.	{ 107,850 00
3rd	do do Edmonton to B. Columbia.	do 30.	Mr. R. Fuller.	{ 189 00 per mile, Prairie. }	{ 117,250 00
4th	do do Lake Superior to Fort Garry	November 10.	Mr. F. J. Barnard.	{ 213 18 " " }	{ 272,250 00
5th	Pembina Branch, Grading.	1875.	Messrs. Oliver, Davidson & Co.	{ 495 00 " " }	{ 243,150 00
6th	Supply of steel rails.	February 9.		{ 590 00 p. m. Woodland. }	{ 200,000 00
7th	do do	February 9.		{ 435 00 per mile, Prairie. }	{ 546,200 00
8th	do do	August 31.	Mr. Joseph Whitehead.	{ 0 22 per cubic yard. }	{ 267,650 00
9th	do do	December 23.	Messrs. Guest & Co.	{ 54 00 per ton, delivered in Montreal. }	{ 1,083,200 00
10th	do do	1875.	Ebbw Vale Co.	{ 53 53 do }	{ 267,650 00
11th	do do	February 9.	Mersey Co.	{ 54 26 do }	{ 243,350 00
12th	Georgian Bay Branch—Construction.	January 14.	West Cumberland Co.	{ 53 53 do }	{ 850,000 00
13th	do do	April 6.	do	{ 48 67 F. O. B. Engl. Port }	{ 466,194 00
14th	do do	do 6.	do	{ 51 16 F. O. B. Liverpool }	{ 402,950 00
15th	do do	February 9.	Naylor, Benzon & Co.	{ 10,000 00 per mile. }	
16th	do do	do 27.	Hon. A. B. Foster.	{ 25,500 00 per ann. f. 25 yrs. }	
17th	do do	April 3.	Messrs. Sifton, Ward & Co.	{ Schedule prices. }	
18th	do do	do 3.	Messrs. Sifton, Ward & Co.	{ do }	
19th	do do	Contract not awarded.			
20th	do do	O. C. Nov. 4.	Canada Central Railway Company.		1,440,000 00
21st	do do	1874.			\$6,705,194 00
22nd	do do		Approximate total exclusive of annual payment for Georgian Bay Branch and land grant.		

* In addition to these rates, which are \$10,000 per mile and interest at the rate of 4 per cent on \$7,500 per mile, on an estimated length of 85 miles, being, as stated above, \$25,500 annually for 25 years, the Government grants 20,000 acres of land per mile, estimated total 1,700,000 acres. The Branch, on completion, to be the property of the Contractor.

† Government subsidy, \$12,000 per mile for 120 miles as per order in Council 4th November, 1874.

APPENDIX No. 23.

PUBLIC WORKS DEPARTMENT,
VICTORIA, BRITISH COLUMBIA, 13th July, 1875.

SIR,—I have the honor to transmit my Annual Report on the Works entrusted to my charge, during the fiscal year, ended 30th June last.

I have the honor to be, Sir,
Your most obedient servant,

B. W. PEARSE,
Resident Engineer.

F. BRAUN, Esq.,
Secretary, Public Works Department,
Ottawa.

WORKS OF CONSTRUCTION.
Custom House, Victoria.

This building has been erected from designs prepared under the direction of the Chief Architect at Ottawa. It is a plain brick structure with cement facings and quoins, and a coursed rubble stone basement. The walls are built hollow in American bond, with a Mansard roof of shingles and gravel laid in bitumen. It will give accommodation to the officers of Customs, Inland Revenue, Marine and Fisheries Departments and the Telegraph line. It will be completed and ready for occupation by the end of this month.

The following is an abstract of the cost, viz:—

Original contract for all works other than Plasterer's, including wharf as originally designed.	\$26,030 00	
Do for plastering.....	1,800 00	
	27,830 00	
Extra work—Blasting in foundations.....	20 00	
do Gas fittings.....	450 00	
do Well.....	100 00	
	570 00	
Wages, Clerk of Works.....	1,200 00	
Surveys and plans of site, &c.....	75 00	
Purchase of 20 ft. of land on each side.....	3,600 00	
Copying plans and advertising for tenders in 1873-74.....	29 50	
	4,904 50	
Total cost of building and site, not including side pavement, furniture, or proposed enlarged wharf.....		\$33,304 50

Marine Hospital, Victoria.

The payments made during the various fiscal years are as follows :

Amount expended in 1872-73.....	\$200 00
do do 1873-74.....	15,423 07
do do 1874-75.....	2,988 86
	\$17,611 93

The last named expenditure includes the last payment on account of the contract for construction, of \$1,714.83, the cost of fencing and gates necessary for about an acre of ground, and the balance for repairs and refittings of damaged boiler, water-pipes, &c.

Penitentiary, New Westminster.

This structure is being erected from designs prepared under the direction of the Chief Architect at Ottawa. The basement is built of coursed rubble stone, with hammer-dressed and drafted quoins, and fine tooled facings, &c. The upper walls will be of cut stone ashlar with brick backing well clamped throughout. The roof will be of the Mansard pattern as already described for the Custom House. There will be 50 male and 12 female, and 5 punishment cells, with a chapel for each sex. The dwelling will contain all necessary offices for the Warden and his staff. No provision has been made at present for fencing or grading the yard.

The site is a most commanding one on the banks of the River Fraser, the ground gradually rising from it at a gradient of about 1 to 10. It forms a part of the Government Reserve which contains 77.90 acres. It is well supplied with wood for firing, and excellent water at a high level which can be brought at a small cost into the building. The old Government House is situated on the Reserve and about 250 yards from the Penitentiary. It is much in need of repair. The contract for this work was signed on 31st October, 1874, at a price of \$139,305.00. The time for its completion is 30th September, 1876. The building is now completed to about the level of the basement windows. A large quantity of material and machinery is on the ground, and the bricks to be used are being made on the spot. The total amount certified to 30th June is \$28,902.50.

Government Buildings—Post Office, &c., Victoria.

The total amount expended on this building during the year is \$2,036.15, being chiefly for additional fittings and furniture to the Post Office, not included in original contract.

Repairs to Buildings.

Certain repairs were made to the old Custom House at New Westminster to render it available as a residence and office for the Collector stationed there. They consisted of repairs to the foundation, painting throughout, papering, repairing chimnies, &c., and were let by contract for the sum of \$527.50 which, with \$18.50 cost of inspection and acceptance, amounts to \$546.

Dredging Victoria Harbour.

The year's operations show a marked improvement in the amount of work performed, and the decrease of cost. These are due to three causes :

- 1st. The purchase of a Tug Steamer ;
- 2nd. The continuity of the operations ;
- 3rd. The greater efficiency from constant practice of the officers and crew engaged in the work.

In former years the actual working time had been 3 and $3\frac{1}{2}$ months. The cost of fitting up, ungearing and dismantling the machinery, in each case, increased the expenditure and cost of dredging.

In your instructions dated 10th June, 1874, it is stated: "By your letter you set forth the sum of \$24,600, as the estimated total expenditure. The purchase of the Tug you recommend will doubtless somewhat modify these figures."

The following figures show that a material modification has taken place, as the result of this purchase:

Total expenditure for year 1874-75.....	\$24,780 87
Deduct cost of Tug.....	6,250 00
	<hr/>
Actual expenses and repairs	\$18,530 87
Charter and extra cost of "Grappler" or other similar Tug Steamer.....	13,200 00
	<hr/>
	\$31,730 87

A saving of \$7,000 has thus been effected in the year's operations, and a Tug has moreover been purchased and paid for in full.

The following Schedules will be found to show the details of work performed, cost, &c., for the fiscal years 1872-73, 73-74 and 74-75, together with the cost of wages, provisions, fuel, water, &c. They will be valuable for instituting a comparison between the results obtained here and elsewhere. It must, however, be borne in mind, in making such a comparison, that we have here to tow the silt dredged, $1\frac{1}{2}$ mile to sea, and hindered oftentimes by wind and weather.

1872-1873.

SCHEDULE of dredging and cost of same.—11th November to 14th March.

Fitting up for work, Steam Tug chartered @ \$400 per mensem and expenses paid by Government.

Month.	Working days.	Cubic yards removed.	Cost per cubic yard. Approx. nett.
			\$ cts.
March.....	10-00	1,090	1 36
April.....	14-00	1,830	1 08
May.....	17-50	3,434	57
June.....	15-06	3,587	52
	56-55	9,941	3 53
Averages.....	14-13	2,485	\$0 88
Total expenditure including cost of 4 new mud punts (\$2,500), fitting up, &c..			\$12,976 38
Gross cost per cubic yard.....			1 30

1873-74.

SCHEDULE of dredging and cost of same.

Works stopped on 23rd September and all machinery ungeared and vessels dismantled and laid up. Steam Tug chartered @ \$400 per month and all expenses borne by Government.

Month.	Working days.	Cubic yards removed.	Cost per cubic yard. Approx. nett.
			\$ cts.
July.....	18-10	5,236	0 30
August.....	20-90	5,352	0 37
September to 23rd.....	10-50	2,924	0 80
	49-50	13,712	1 63
Average.....	16-50	4,570	\$0 51
Total expenditure.....			\$11,082 61
Gross cost per cubic yard.....			0 81

1874-75.

SCHEDULE for dredging.

Towing by Government Steamer "Georgie."

Month.	Working days.	Cubic yards removed.	Cost per cubi yard. Approx. nett.
\$ cts.			
1874.			
July.....	Heavy repairs to Boiler, &c.		
August 18th to 31st.....	10-10	2,278	0 31
September.....	22-80	5,695	0 24
October.....	19-15	5,032	0 28
November.....	14-50	3,400	0 35
December.....	19-90	5,236	0 28
1875.			
January.....	1-50	364	0 52,
February.....	10-80	3,064	0 67
March.....	15-20	5,049	0 26
April.....	20-30	6,001	0 20
May.....	18-60	5,491	0 25
June.....	20-30	5,695	0 18
	173-15	47,301	13 54
Average.....	14-43	3,942	0 32
Total expenditure.....			\$24,780 87
Gross cost per cubic yard.....			0 52

SCHEDULE showing cost of dredging and dredge vessels from 1872 to 1875.

Total expenditure, 1872-73.....	\$12,976 38
do on 4 punts, repairs, &c., to machinery.....	4,707 87
Actual expenditure on dredging only.....	\$8,268 51
Total expenditure, 1873-74.....	\$11,082 61
do on vessels, &c., &c.....	1,464 88
Actual expenditure on dredging only.....	\$9,617 73
Total expenditure, 1874-75.....	\$24,780 87
do Tug Steamer.....	\$6,250 00
do Boiler and Machinery.....	5,087 21
	11,337 21
Actual expenditure on dredging only.....	\$13,443 66

SCHEDULE showing cost of dredging, exclusive of cost of vessels, &c.

1872-73.		
Cost of dredging only.....	\$8,268 51	} Cost per cub. yd. \$0 83
Cubic yards removed.....	2,485	
1873-74.		
Cost of dredging only.....	\$9,617 73	} Cost per cub. yd. \$0 70
Cubic yards removed.....	13,712	
1874-75.		
Cost of dredging only.....	\$13,433 66	} Cost per cub. yd. \$0 28
Cubic yards removed.....	47,301	
Gross expenditure from 1872 to 1875.....	\$48,830 86	
No. of cubic yards removed.....	70,954	
Gross cost per cubic yard.....	\$0 68 ⁸ / ₁₆	

SCHEDULE of cost of wages, provisions, fuel, &c.

Superintendent and Master of Tug, per month.....	\$150 00
Foreman of Dredge.....	120 00
Engineer do.....	145 00
Fireman do.....	50 00
Mate of Tug.....	50 00
Engineer of Tug.....	75 00
Cook for both vessels.....	40 00
Four seamen..... each	40 00
Provisions, cost per man.....	12 00
Coal (dross) and freight per ton @ \$4.25, 25 tons per month.	
Wood per cord @ \$4.12 ¹ / ₂ —25 cords.	
Water for Tug (fresh.)..... per month.	35 00

Dredging operations have been entirely confined to the channel at the entrance of the Harbour.

VICTORIA HARBOUR.

Removal of Beaver Rock.

The Contractor has been proceeding slowly with this work. He has had no experience in blasting under water, and has hitherto been unable to obtain the assistance of any experienced Foreman. He has drilled a large number of holes, and has succeeded in fixing a good many of the charges of Dynamite placed in them, but a great many have missed fire, owing to some defect in the connection between the battery and the charge. The rock contains about 884 cubic yards. Contract price for blasting and removal, \$11,950.

Telegraph Line.

The land portion of the line is in fair working order. Constant interruptions of communication, however, happened during the winter, which was the most severe ever recollected in this Province, and it is to be feared that the recent heavy freshet will do great damage. A break in the submerged portion of the cable between Sydney and Sallas Islands occurred in July, 1874. This cable is $4\frac{1}{2}$ miles long. It was laid in 1865-66 and was repaired and re-laid in 1869. Great efforts were made to recover the whole of this cable, but the Superintendent only succeeded in saving 2,101 yards, when it broke in 130 fathoms water, and a second portion of 1,850 yards when it again broke in about the same depth. A subsequent attempt gave us 800 yards of badly damaged cable, and with this result it was not considered expedient to make any further efforts. Altogether, we saved about $2\frac{3}{4}$ miles, worth about \$3,280 at a cost of \$1329.84. Another break in the cable between the Islands forming the Rosario and Cordova Channels, occurred in January, 1875. This cable is $6\frac{1}{2}$ miles long, and the whole of it was found to be much damaged. The Superintendent laid $1\frac{1}{8}$ mile of the new cable, and repaired the rest, and immediately another break occurred near James' Island. This break was soon repaired by splicing. There is now on hand 2 miles of nearly new cable, and 4 miles of cable in course of manufacture at San Francisco. The authorized purchase of the Donkey Engine has facilitated greatly the work of laying and raising the cables. It cost \$1,000 and is in good condition. It cost originally \$1,500. It is now lent to the Contractor for blasting the "Beaver Rock" at a rental of \$200, till the end of August, subject to be given up at any time when needed for cable purposes.

The 3 years during which the Government agreed to pay an annual subsidy of \$4,000 to the Western Union Telegraph Company, to enable them to maintain that portion of the line from Swinomish, Washington Territory, to Portland in Oregon, having expired on 30th June, I was instructed to notify them that from that date the subsidy would cease. I accordingly advised them to this effect. The Superintendent has consequently addressed a communication to me, setting forth the difficulty of keeping up the line and the impossibility of doing so, without a continuance of the subsidy for a further period of 3 years, at the same rate. I submitted this letter, with a Report on 15th June, pointing out that the determination of the Company not to maintain the line without a continuance of the subsidy, might be considered an infraction of the terms of the lease under which the Government holds the line in this Province from the Company. It is necessary to understand definitely the position of the Government under this lease, in order that the other questions that have arisen may be properly met. As to the taxes levied by the authorities of Washington Territory, on the land portion of the line between Swinomish and the 49° parallel, they were paid under protest, and my action reported under date 17th April last, and additional information on the subject was sent in a following report dated 28th May. As there is no covenant in the lease compelling the Government to pay these taxes, it would appear to me that the Company, as owners of the line, are liable for them. A copy of the lease is given in App. II, page 201, Hon. Mr. Langevin's Report on British Columbia. The question of the cost of ferriage during breaks in the submerged cable, also in a great measure turns

upon the construction of the lease. Hitherto the Company have paid their share of the cost of this service, but are now resolved not to do so in the future, and it will therefore be necessary that I be instructed whether, in the event of their refusing to bear their just share of the expense, we are bound to transmit their messages free. This question was raised and discussed in Report dated 25th February last.

The following Schedule shows the expenditure and revenue to 31st May :

Expenditure.

Total monthly expenditure on line, 1st July, 1874, to 31st May, 1875.....	\$22,420 21
Purchase of 6 M. submerged cable, freight and charges.	9,582 50
do Donkey Engine.....	1,000 00
Recovery of broken cables and ferrriage of messages. . .	4,424 82
Subsidy to Western Union Telegraph Company to 30th June, 1873—arrears.....	\$4,000 00
do do to 31st December, 1874.	2,000 00
	6,000 00
Service telegrams.....	3 25
	\$42,430 78

Revenue.

Total receipts on line from 1st July to 31st May, 1875.	\$7,509 86
Refund of overcharge on freight of cable from Los Angeles'.....	\$152 50
do $\frac{1}{2}$ ferrriage of messages during break in line.....	583 37
	735 87
	\$8,245 73

This gives about 20 per cent. on the actual cost of maintenance of line, including new cables, &c.

IMPROVEMENT OF NAVIGATION.

River Frazer.

A detailed survey was undertaken last October with the object of ascertaining the nature and cost of removal of certain obstructions to the navigation of this river, between Big Bar and Soda Creek, a distance of 120 miles, and maps and sections were made. Copies of these maps and of Mr. G. B. Wright's Report on the subject, were sent to Ottawa in my report dated 8th January last and a copy of his supplementary report with mine, dated 4th May, which will be found to contain all the information necessary to elucidate the question. I may mention briefly that this survey discloses the fact, that the obstructions (chiefly rock) can be removed at a cost of, in round numbers, \$100,000, with the exception of that at Big Bar Canon, which, however, can be avoided by the construction of a waggon or tramway portage, $1\frac{1}{4}$ mile long on the right bank of the river, with a rise of 250 ft. and at a cost of about \$3,000. The improvement in the navigation of this portion of the river may hereafter greatly facilitate the operations connected with the Canadian Pacific Railway, in giving cheap transport to men, rails, provisions, &c., and would certainly give a great impetus to the settlement of this part of the Province, where there are large tracks of fine wheat growing land, at present lying waste, for want of cheap transport for grain. It is reasonable to believe that were these improvements made, this Province would be enabled to ship grain to the European markets in large quan-

tities. Ships coming here with cargoes would then have no difficulty, as at present, in obtaining return freights. The total expenditure under this head of service has been \$5,717.08—amount still due \$50,—the cost being about \$48 per mile, a satisfactory result, considering the inaccessibility of the country, the cost of getting there, and the difficulties and hardships to be encountered in the survey of a rapid and dangerous river.

Rents of Lots and Buildings.

The following is an abstract of the amounts received :

Rent of Custom House lot, Victoria, prior to building on same	\$ 42 75
Rent of buildings at the Camp at New Westminster to 27th August	130 00
	<hr/>
	\$172 75
	<hr/>
Rent due from Contractors for Penitentiary from 21st November last to 30th January, 1875, for Lease of part of Government House, New Westminster.....	\$73 33

There is also a sum of money due by Mr. J. K. Inter, of New Westminster, for the rent of the building occupied by him since Confederation, at \$60 per annum.

Office Contingencies.

The expenditure under this head of service for the year has been \$376.74, including wages of messenger, fuel, stationery, office furniture and printing and binding office books, &c.

I have the honor to be, Sir,

Your most obedient servant,

B. W. PEARSE,

Resident Engineer.

APPENDIX No. 24.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, 15th October, 1875.

SIR,—I have the honor to submit accountant's statements and reports for the year ended 30th June 1875.

I arrived on the Island on the 1st May. The road was not fully cleared from snow until the 5th of that month, and trains did not run regularly until the 12th, but since then have run according to time table and without interruption.

I am happy in being able to draw your attention to the fact that I have furnished no report of casualties as none occurred.

I have the honor to be, Sir,

Your obedient servant,

W. McKECHNIE,

Superintendent.

F. BRAUN, Esq., Secretary
Public Works Department,
Ottawa.

LIST OF ENCLOSURES.

- A. 1. General balance.
 - " 2. Capital account with abstracts.
 - " 3. Expenses of special commission.
 - " 4. Revenue.
 - " 5. Special traffic, fall 1874.
 - " 6. Passenger statement.
 - " 7. Freight.
 - " 8. Statement of station expenses, etc.
 - " 9. Value stores on hand.
 - " 10. Mechanical superintendent's report.
 - A. Locomotive power and car expenses.
 - B. Abstract, monthly locomotive power.
 - C. Statement, locomotives.
 - D. " Cars on hand.
 - E Engineer's report.
 - E 1. Statement, maintenance way and works.
- Charlottetown, P. E. I.
15 October, 1875.

PRINCE EDWARD ISLAND RAILWAY

GENERAL BALANCE. (A 1.)

Dr. 1875 Cr. 12,309 16

	\$	cts.		12,309 16
To Stores	10,950	48	By Dominion Account.....	
Traffic Ledger :				
Stations				
Post Office Department.....				
Schreiber & Burpee.....				
	1,258	68		
	300	00		
	12,509	16		\$12,509 16

F. ROPER,
Accountant.

CHARLOTTETOWN, P. E. I., 30th June, 1875.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT. (A 2.)

1875

DR.

CR.

June 30.....	\$	cts.	June 30.....	34,281 39
To Expenditure to date as follows:—			By Dominion of Canada.....	
Machinery for workshops and erecting same.....	11,030	71		
Smoke Hoods and lengthening Pits in Round House.....	250	00		
Buildings.....	8,647	32		
Scales, track and depot.....	1,298	40		
Grading.....	475	48		
Ballasting.....	128	00		
Telegraph Construction.....	5,038	27		
Outfit of Offices, Stations, Trains, &c.....	7,413	21		
	34,281	39		34,281 39

F. ROPER,
Accountant.

CHARLOTTETOWN, P. E. I., June 30, 1875.

PRINCE EDWARD ISLAND RAILWAY.

ABSTRACT OF CAPITAL EXPENDITURE.

<i>New Machinery.</i>		
New Machinery in Machine Shop.....		\$ 7,911 44
Belting for do do		584 59
New Machinery in Car Shop.....		953 00
do in Blacksmith Shop.....		435 00
Labor furnished putting up New Machinery, and Digging Machine, Shop Well, work unfinished.....		700 88
Percentage upon New Machinery, charged by Stores.....		445 80
<i>Smoke Hoods.</i>		
Labor and Material for same and lengthening Pits in Round House.....		250 00
<i>Buildings.</i>		
Timber, Lumber, &c., for Charlottetown, Georgetown, Summerside and Way Stations.....		4,623 97
Carpenters' wages.....		2,622 28
Door and Frames for Vault at Charlottetown.....		220 00
New Snow Plows.....		900 00
Miscellaneous.....		281 07
<i>Scales.</i>		
Track Scales for Charlottetown.....	\$700 00	
Stone for do	81 66	
Labor for do	111 74	
		893 40
Depot Scales for Charlottetown, Georgetown, Summerside		405 00
<i>Telegraph.</i>		
Stores (including 1865 poles)		1,710 45
Wages.....		1,582 07
Train service per Mechanical Abstract.....	\$1,310 40	
Do General do	145 60	
		1,456 00
Miscellaneous.....		289 75
<i>Grading.</i>		
Wages at Port Hill.....		33 20
Do Bradalbane.....		173 97
Do Royalty Junction.....		302 83
Carting clay do		33 25
Do at Bradalbane.....		30 88
Stores		1 30
<i>Ballasting.</i>		
Train service at Souris, four days as per Mechanical Abstract.....		115 20
Do do do General do		12 80
Outfit of Offices, Stations, Trains, &c		7,413 21
Total.....		34,281 38

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER.—(ABSTRACT "A.")

	Amount.
	\$ cts.
Mechanical Superintendent's salary, Clerks, office and travelling expenses.....	2,404 14
Wages of Drivers, Firemen and Cleaners.....	2,059 72
Fuel.....	3,420 32
Oil, tallow, waste and small stores	1,015 81
Repairs to engines, tenders and engine tools	5,000 00
Water, including pump and tank repairs	1,292 80
	15,192 79

CHARLOTTETOWN, P. E. I.,
30th June, 1875.

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES.—(ABSTRACT "B.")

	Amount
	\$ cts.
Repairs to passenger cars	777 25
do postal and baggage cars	677 90
do freight cars	683 90
Salaries and Wages of Train Despatchers, Conductors, Baggage-men and Brakesmen	1,636 00
Labor, oil and waste for packing	165 00
Small stores and fuel	493 68
Miscellaneous	113 48
	4,547 18

F. ROPER,
Accountant.

CHARLOTTETOWN, P. E. I.,
30th June, 1875.

PRINCE EDWARD ISLAND RAILWAY.
MAINTENANCE OF WAY AND WORKS (ABSTRACT "C.")

	Amount.
	\$ cts.
Engineer's salary, Clerk, office and travelling expenses	1,163 22
Wages in repairing roadway, fences, &c.....	11,409 41
Rails, spikes, &c.....	1,838 79
Timber, lumber, &c., for repairs to bridges, cattle guards, fences, &c.....	361 49
Repairs to wharves	12 51
Do snow ploughs, flangers and tools	180 06
Do turntables	53 14
Clearing ice and snow	2,938 26
Miscellaneous	78 29
	18,035 17

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.
STATION EXPENSES (ABSTRACT "D.")

	Amount.
	\$ cts.
Salaries and wages of Agents, Clerks, Telegraph Operators, Baggage Masters, Switchmen, &c.....	2,441 90
Fuel, oil, light, stationery, tickets and other incidental expenses.....	2,677 13
	5,119 03

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES. (Abstract "E".)

	Am unt.
	\$ cts.
Superintendent's salary, Clerks, Office and Travelling expenses (including those of Express Manager).....	1,006 12
Accountant's salary, Clerks, Office and travelling expenses (including those of Cashier and Paymaster).....	1,939 67
Advertising.....	29 17
Miscellaneous.....	1 872 30
	4,777 26

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

EXPENSES OF SPECIAL COMMISSION. (A 3.)

	Amount.
	\$ cts.
Remuneration for services of Commission.....	5,000 00
Hotel, travelling, boarding and incidental expenses of Commission.....	2,098 00
Salaries and expenses of Assistant and Clerks.....	3,140 19
Horse hire.....	105 00
Stationery, &c.....	480 63
Postage and Telegrams.....	268 55
Printing, Advertising and Subscriptions to newspapers.....	205 41
Inspection:—A. Stronach, Mechanical Engineer.....	\$ 63 00
T. Ridout, Civil do.....	1,237 00
	1,300 00
Miscellaneous.....	47 46
	12,555 24

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT to 30th June, 1875. (A-4)

DR.

CR.

EXPENDITURE.		RECEIPTS.	
	\$ cts.		\$ cts.
Locomotive Power per Abstract A.....	15,192 79	Passenger Traffic.....	14,813 62
Car Expenses do B.....	4,547 18	Freight Traffic.....	8,924 86
Maintenance, Way & Works, Abst. C.....	18,635 17	Mails and Sundries.....	735 51
Station Expenses do D.....	5,119 03	Balance.....	24,493 99
General Charges do E.....	4,777 26		23,177 44
	47,671 43		47,671 43

F. ROPER,
Accountant.

CHARLOTTETOWN, P. E. I.,
30th June, 1875.

PRINCE EDWARD ISLAND RAILWAY.

SPECIAL TRAFFIC, Fall 1874. (A 5.)

STATEMENT No. 1.	
Earnings.....	5,140 12
Less—Proportion transferred to Schrieber & Burpee..... \$3,500 00	
Amount placed on deposit in Merchants' Bank to cover expense of turning engine wheels..... 500 00	4,000 00
Balance	1,140 12
Disbursement by Railway Department	2,813 31
Loss accrued to Railway Department.....	1,673 19

STATEMENT No. 2.	
Expenditure by Schrieber & Burpee.....	5,738 38
do Railway Department	2,813 31
Earnings.....	8,551 69
	5,140 12
	3,411 57
Loss—Chargeable to Schrieber & Burpee..... \$1,738 38	
Railway Department..... 1,673 19	3,411 57

F. ROPER,
Accountant.

CHARLOTTETOWN, P.E.I.,
June 30, 1875.

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT, to 30th June, 1875. (A 6.)

MONTHS.	East.	West.	Total.	Mileage.
	Number.	Number.	Number.	
April	91	103	194	5,263
May	4,812	3,917	8,729	231,346
June	4,138	4,915	9,053	273,722
Totals.....	9,041	8,935	17,976	510,331

CHARLOTTETOWN,
June 30, 1875.

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

FREIGHT STATEMENT, to 30th June, 1875. (A 7.)

MONTHS.	East.	West.	Total.	Mileage.
	Tons.	Tons.	Tons.	
April	94	102	196	9,868
May	2,255	644	2,899	103,748
June	841	875	1,716	59,251
Totals.....	3,190	1,621	4,811	173,867

CHARLOTTETOWN,
June 30, 1875.

F. ROPER,
Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the Business Expenses of the several Stations, to
30th June, 1875. (A. 8.)

STATIONS.	NO. OF PASSENGERS.			TONS OF FREIGHT.			STATION EXPENSES.	
	Inward.	Outw'rd	Percent of Total.	Inward.	Outw'rd	Percent of Total.	Amount.	Percent of Total.
Tignish.....	493	368	2.40	284	184	4.86	\$170 00	3.32
Alberton.....	686	706	3.87	402	242	6.69	240 58	4.70
O'Leary.....	74	55	0.36	46	57	1.07	80 00	1.56
Port Hill.....	196	343	1.50	99	323	4.38	184 34	3.60
Summerside.....	3,308	3,242	18.22	446	678	11.68	944 85	18.46
Kensington.....	617	750	3.80	347	336	7.10	192 27	3.76
Hunter River.....	332	346	1.89	236	637	9.10	202 00	3.95
North Wiltshire.....	124	172	0.82	41	694	6.70	163 52	3.19
Charlottetown.....	4,113	4,543	24.08	1,495	956	25.47	1,512 78	29.55
Mount Stewart.....	1,474	1,579	8.49	283	43	3.39	228 13	4.46
Cardigan.....	944	822	4.91	152	51	2.11	207 50	4.05
Georgetown.....	994	1,265	6.29	621	221	7.71	470 85	9.20
Morell.....	98	72	0.47	5	84	0.92	80 00	1.56
St. Peter's.....	302	285	1.63	232	180	4.28	168 04	3.28
Harmony.....	153	163	0.88	24	180	2.12	148 69	2.91
Souris.....	533	457	2.75	198	35	2.42	125 48	2.45
Flag Stations.....	3,535	2,808	17.64	*	*	*	*	*
	17,976	17,976	100.00	4,811	4,811	100.00	5,119 03	100.00

Freight Traffic from and to Flag Stations is included with that of adjacent regular Stations.

F. ROPER,
Accountant.

CHARLOTTETOWN,
JUNE 30, 1875.

PRINCE EDWARD ISLAND RAILWAY.

VALUE OF THE STOCK OF STORES ON HAND, 30th June, 1875. (A. 9.)

General Stores.....	\$7,259 01
Stationery and Tickets.....	2,193 96
Track material.....	
Chairs.....	\$ 18 80
Fish Plates.....	253 71
Coal.....	272 51
	1,225 00
	10,950 48

S. H. BROWN,
Storekeeper.

CHARLOTTETOWN, P. E. I.,
JUNE, 30, 1875.

 PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT. (A. 10),

CHARLOTTETOWN, August 21, 1875.

SIR,—I beg to submit my report for the period ended June 30, 1875.

The abstract sheets will shew the expenditure; the credits are made up from the charges against the engineering department, fuel, charges against wear and tear last fall, and for work done upon engines, and left undone by the contractors, and which could not be done until our wheel lathe was placed in position, about the first of June.

A portion of the machinery has yet to come.

The Tank Engines, that I have reported upon at different times, will require extensive repairs and numerous alterations. Nine will require retubing, new pistons, new exhaust pipes, six new whistles, nine will require new axle-boxes, four will require new crank pins, and eccentrics, some of them will require new slide valves. The motion will be strengthened, tenders for carrying coal will be attached to the large Tank Engines, and every thing done to render them more reliable for future use.

Appended, are statements.

A.—Locomotive power and car expenses.

B.—Monthly statement of locomotive power, miles run and stores consumed.

C.—Weight of locomotive equipped, etc., etc.

D.—Rolling stock on hand the (28) flat car decks; some of them we have been using by taking the trucks from the box cars, when not in use, until such time as we can get trucks made for them; these decks were bought from the contractors after they gave up work.

The engine and car mileage was not kept by the contractors whilst using the rolling stock for construction; it therefore cannot be shewn in statement C.

I have the honor to be, Sir,

Your obedient servant,

A. STRONACH,

Mechanical Superintendent.

WM. McKECHNIE, Esq.,

Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER AND CAR EXPENSES to June 1875. (A.)

ITEMS.	Expenses.		Cost per mile run of Engines.	
	\$	cts.	\$	cts.
Drivers, Firemen and Cleaners Stages	2,698	83	7	59
Fuel	3,794	32	10	67
Oil, Tallow, Waste, etc.....	1,128	81	3	17
Repairs to Engines, Tenders and Tools	5,886	09	16	55
Water, including Pumps and Tank repairs.....	1,392	80	3	91
Locomotive Power.....	14,910	85	41	89
Car Expenses.....	2,977	21	8	37
	17,878	06	50	26

A. STRONACH,
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MONTHLY ABSTRACT OF LOCOMOTIVE POWER TO JUNE 30, 1875. (B.)

Months. 1874 and 1875.	Miles run by.			Consumption of.				Average.						
	Engines.	Cars.	Snow Ploughs.	Bushel of Coal.	Pints of Oil.	Lbs. of Tallow.	Lbs. of Waste.	Cars, to mile run.	Snow Plows, &c. 1 mile run.	Miles run to 1 hour in steam.	Bush. of Coal to 100 miles run.	Pints of Oil to 100 miles run.	Lbs. of Tallow to 100 miles run.	Lbs. of Waste to 100 miles run.
December 28 to January 7.....	423	914	216	2,100	84	3	31½	2.16	.51	.73	496.45	19.86	.70	7.44
April	1,179	2,983	139	807	148	13	29	2.53	.11	1.98	68.44	12.55	1.10	2.45
May.....	15,585	65,501	205	10,676	1,190	316	210½	4.20	.12	6.71	68.50	7.64	2.02	1.35
June.....	18,368	65,693	.....	12,583	1,242	398	291½	3.57	.....	7.82	68.50	6.76	2.19	1.58
Totals.....	35,555	135,093	560	26,166	2,664	730	562½	3.80	.15	6.08	73.59	7.49	2.05	1.58

E. STRONACH,
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF LOCOMOTIVES. (C.)

Number.	Builder.	Weight.				Capacity of Tenders in Gallons.	Cylinder.		Drivers.		No. of wheels.		Miles run to date.
		Engine.	Tender.	Total.	On Drivers.		Diameter.	Stroke.	Number.	Diameter.	Truck.	Tender.	
1	Hunslet Engine Co., Leeds, } England.	44,400	None.	44,400	32,190	700	10	16	4	3' 7"	4	None.	3,955 4,571 2,683
2													
3													
4	Black Hawthorne, &c., Gates } head on Tyne.	51,620	None.	51,620	35,970	800	12	19	4	3' 90"	4	None.	2,133 1,338 1,054 2,141 880
5													
6													
7	Baldwin Locomotive Works, } Philadelphia, Penn.	45,360	22,000	67,360	29,700	900	12	18	4	3' 11 1/2"	4	4	2,684 5,443 3,988 363 3,322
8													
9													
10													
11													
12													
13													
14													
Total mileage.....												35,555	

NOTE.—Engines No. 1 to No. 10 were used by Contractors on an average of two years.
do " 11 " 14 " do do do
The Contractors kept no mileage.
Engine No. 3 is used as stationary engine for machine shop.

A. STRONACH,
Mechanical Superintendent.

CHARLOTTETOWN, June 30, 1875.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Cars, &c., on hand to 30th June, 1875. (D.)

Designation.	Number and Description.	Miles run to Date.
A	14 First Class Passenger Cars.....	31,938
B.....	9 Second do do and Baggage.....	28,781
C.....	5 Postal and Express Cars.....	3,560
D.....	128 Box Cars.....	44,395
E.....	37 Flat Cars.....	26,419
	4 Snow Plows.....	560
		135,653
	25 Hand Cars.....	
	28 Flat Car decks (no trucks).....	

A. STRONACH,
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

ENGINEER'S DEPARTMENT, (E.)

CHARLOTTETOWN, June 30, 1875.

SIR,—I beg to submit report of my department for the year ended 30th June, 1875.

As you are aware, the snow storms of the past winter were so heavy and violent as to completely block the line. Before the Dominion Government assumed the line, in the end of December, it had become greatly obstructed with snow and early in January all attempts at clearing the line had to be abandoned as futile. Early in April the work of clearing was again commenced and on the 17th of that month the engine and snow plow reached Royalty Junction, six miles from Charlottetown. On the evening of the 23rd, Georgetown was reached.

The Souris branch was cleared by the 4th May, and on the evening of the 5th the clearing gangs reached Alberton. In many places, the drifts of snow were twelve, fourteen and even sixteen feet deep rendering the clearing very laborious.

Though tried by so severe a winter the line was in a better condition than might have been expected, and in a few weeks the road bed was put in very fair running order.

It is a matter for congratulation that beyond the killing of a few cattle, owing to the insufficiency of the fence, I have not to report any accident in my department.

I am Sir,

Your obedient servant,

GRANVILLE C. CUNNINGHAM,

Resident Engineer.

WM. MCKECHNIE, Esq.,
Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of maintenance of Way and Works expenditure, to 30th June, 1875.
(E.)

Quantity of Material.	Items	Wages.		Material.		Total.	
		\$	cts.	\$	cts.	\$	cts.
t. cwt. lbs.	Repairs of Track.....	10,433	72			10,433	72
3 15 27	Rails.....			199	60	199	00
	Fish Plates.....			121	39	121	39
	Bolts and Nuts.....			8	44	8	44
5,076 lbs.	Spikes.....			299	30	299	30
79	Sleepers or Ties.....			19	75	19	75
	Frogs.....			75	00	75	00
	Switches.....			27	56	27	56
	Signals.....			21	00	21	00
	Bridges.....	20	01	3	78	23	79
	Culverts, Cattle guards, &c.....			92	27	92	27
	Wharves.....			12	51	12	51
	Fencing.....	966	89	269	22	1,236	11
	Tools.....			882	79	882	79
	Snow Plows and Flangers.....			180	06	180	06
	Removing ice and snow.....	1,872	63	1,065	63	2,938	26
	Engineers Office and expenses.....	954	15	269	67	1,163	22
500	Fogles.....			27	50	27	50
	Miscellaneous.....			273	50	273	50
	Totals.....	14,247	40	3,787	77	18,035	17

GRANVILLE C. CUNNINGHAM,

Resident Engineer.

CHARLOTTETOWN, 30th June, 1875.

APPENDIX No. 25.

INTERCOLONIAL RAILWAY.

REPORT OF THE GENERAL SUPERINTENDENT OF GOVERNMENT RAILWAYS.

RAILWAY DEPARTMENT,
MONTREAL, 26th August, 1875.

SIR,—I have the honor to transmit the accounts showing the working of the Intercolonial Railway in New Brunswick and Nova Scotia, for the year ended 30th June, 1875.

The extent of Railway operated during the year is as follows:

St. John to Shediac.....	108	miles
Painsec to Truro.....	118	"
Halifax to Pictou.....	113	"
	<u>339</u>	"
In addition, the line from Windsor Junction to Windsor is maintained by the government but leased to the Windsor and Annapolis Railway Company.....	32	"
Total.....	<u>371</u>	miles.

The Windsor and Annapolis Company run their trains over the main line into Halifax, and pay one third of their gross earnings between Halifax and Windsor.

I enclose the following statements in an appendix, viz:

- No. 1.—Statement of capital account.
- No. 2.—Details of capital expenditure.
- No. 3.—Revenue account for years ended 30th June 1874 and 1875.
- No. 4.—Abstract of locomotive expenses.
- No. 5.—do car expenses.
- No. 6.—do cost of maintenance of way and works.
- No. 7.—do station expenses.
- No. 8.—do general charges.
- No. 9.—do renewal of permanent way.
- No. 10.—Statement of monthly receipts.
- No. 11.—do do expenses.
- No. 12.—Balance sheet of stores account.
- No. 13.—General balance sheet.
- No. 14.—Comparative statement of averages.
- No. 15.—Statement of casualties.

I also enclose copies of reports made by the Engineer and the Mechanical Superintendent.

Capital account.

The statement of the capital account shows the total outlay now to be \$13,232,300.49; the sum of \$377,452.00 having been expended during the year, consisting of:

1. Outlay upon the extension into the City of Halifax.	\$267,343 48
2. On account of the extension to deep water at St. John.....	15,598 93
3. Outlay upon the roadway including new sidings &c.	41,923 39
4. For wharf and ferry service.....	4,540 10
5. For building new stations, additions to old stations, water service, &c	46,618 53
6. For machinery and tools.....	1,427 57
	\$377,452 00

The completion of the extension into Halifax, including station buildings for passengers and freight, will probably cost a further sum of \$250,000.

The extension of the wharves at Pictou Landing, now in progress, will cost \$25,000.

And sundry works, authorized and in progress, including completion of station buildings, sidings, water service, coal drops at stations, signals &c., will cost about \$70,000.

All the above works with the exception of the Halifax extension will be fully completed and paid for by the end of fiscal year 1876.

With the exception of the extension into Halifax and to deep water at St. John, I recommend that at the close of the fiscal year 1876, the capital account for the opened lines be closed.

The lines are now amply supplied with rolling stock. With the completion of the few works now in progress, there will be sufficient station buildings, sidings and work shops; and whatever may be wanted after the 30th June 1876, ought to be charged to ordinary working expenses.

This arrangement will simplify the accounts and make the check upon expenditure more careful and complete.

Change of Gauge.

This important work was successfully carried out on the main line between Halifax and St. John on the 18th June last. Careful and ample preparations for the work had been previously made, and I am glad of the opportunity of expressing my complete satisfaction with the manner in which the work was done in every Department. It was accomplished in a remarkably short space of time, and with very little inconvenience to the public.

The outlay up to the 30th June, 1875, was \$745,044.33. This amount included the purchase of 38 new engines and tenders, 200 new coal cars, 586 sets of new freight car trucks, 35 sets of new passenger car trucks, machinery to enable the work to be done promptly in the shops, the conversion (not yet completed) of 42 broad gauge engines and a large number of cars, and the cost of changing the main line and sidings.

Advantage was taken of the change to supply the passenger car stock with "Miller" platforms and air brakes.

The whole of the engines and cars will not be entirely changed until about the end of the year 1875; and it will be the end of the following year before all the old engines and trucks are broken up and the materials disposed of.

The estimated cost of the change was \$800,000. and when the old material is disposed of, that amount will not be exceeded.

The Windsor and Annapolis Company with which this line connects at Windsor, also changed their gauge. An arrangement was made to supply them with 9 narrow gauge engines, (3 new and 6 converted) and 159 sets of car trucks; the Windsor and Annapolis Company returning 9 broad gauge engines and 159 sets of old trucks.

The estimated cost is \$80,000. of which \$15,997.55 has been expended to 30th June 1875.

REVENUE ACCOUNT.

Earnings.

The gross earnings for the year were.....	\$861,593 43
And for the previous year.....	893,430 17

Decrease.....	\$31,836 74

Ordinary Working Expenses.

The working expenses for the year ended 30th June, 1875, were....	\$ 850,775 27
For year ending 30th June, 1874, they were	1,085,011 48

Showing decrease of.....	\$ 234,236 21

There has been a marked decrease in every Department.

In the Locomotive Department, the decrease amounted to \$75,440, of which \$32,448 was in the cost of fuel.

In the car expenses the reduction has been	\$25,044
In the maintenance of way and works.....	78,647
In Station expenses.....	12,345
And in general charges.....	32,659

The year was well advanced before the expenses could be vigorously dealt with, and it is therefore satisfactory to find that it has been possible to make so large a reduction in the year as nearly \$235,000.

The reduction in the total number of men employed has been very large.

The mileage of trains and of cars has not materially varied, as the following table will show

	1875.	1874.
Train mileage	1,031,152	1,057,333
Car	6,708,099	6,765,817

In 1874, the working expenses were 114½ per cent on the gross receipts. In 1875 they were 95¼ per cent.

The expenses by train per mile in 1874, were \$0.96,71. In 1875, they were reduced to \$0.79,57.

For several months, a night train has been run between Halifax and St. John, which has proved of great advantage to the travelling public.

Renewals.

The outlay for renewals of permanent way and fencing for the year ended 30th June, 1875 was	\$292,382 00
In 1874.....	216,538 00
Increase	75,844 00

The following figures will shew the quantities of steel rails used in each year:—

In 1875	3,583 Tons.
In 1874	2,867 “
Increase.....	716 Tons.

The rails laid in 1875 were those purchased through Messrs. Haws & Co., for which about \$40,000 too much was paid, of course unduly increasing the cost to that extent.

The condition of the Railways has been much improved, but the renewal of the old rails with steel, must be proceeded with as rapidly as possible.

For the present fiscal year 3,528 tons of steel rails and 1,800 tons of iron rails for the Windsor Branch have been procured and are now being put into the track.

The cost of the current year's renewals will be about \$230,000, although 5,328 tons of new rails will be laid instead of 3,583 tons as in last year. This reduced outlay arises to a large extent from the very low price at which the rails were purchased.

To complete the relaying of the whole line, a further quantity, beyond the rails being laid this year, will be required of 11,303 tons of steel rails and 1,120 tons of iron rails for the Windsor Branch.

If these rails are purchased at the low prices which are now ruling, the cost of completing the relaying of the line after 30th June 1876 will be rather less than \$600,000

It would be decidedly economical to do this work in the two following years. After it is completed, the working expenses should be more than covered by the traffic receipts.

Stores.

Great attention has been paid to the question of the stores.

The stock at the 30th June 1874, was.....	\$381,757 40
On the 30th June 1875 it was.....	90,852 15
Shewing a reduction of.....	\$290,905 25

It has required great care and close attention to bring out this satisfactory result.

All old materials that were useless have been disposed of for cash, realising considerable sums.

Every order for new goods has been stopped until it was ascertained that there was nothing in store which could be used. In this way large quantities of material which had been lying useless for months, have been brought into use.

In the month of April, stock of all the different articles was very carefully and thoroughly taken and the prices at which the stores were standing in the books were revised and made to accord with present prices. The books have been adjusted in accordance with the results of this stock taking, the sum of nearly \$11,000 having been charged off for obsolete stores,—those which can never be used—the final loss of \$14,488.46 on clearing up of all the wood on hand has also been charged off,—

and the stock actually on hand, of all stores, charged at present current market prices is about \$9,000 in excess of what the books call for.

It is intended in future to keep the actual stock at about this excess of book value.

It is not unlikely that the stock of stores, especially until the completion of the renewal of the rails, may occasionally go beyond the present figures; but there has been a permanent reduction established in the Stores Department, which nothing but great negligence can again disarrange.

All goods are now purchased by tender, and at the lowest current market rates. They are paid for promptly in cash, and can always therefore be procured at the lowest prices.

The facilities for obtaining goods are now so great and so well understood, that a comparatively small stock is all that is needed.

The cost of printing and stationery has been very largely reduced.

The contracts for coal for the current year have been made at the following rates, viz:

Albion Mines—delivered at pit's mouth.....	\$2 00 per ton.
Spring Hill Colliery, delivered at Junction of their Branch with Main Line	\$2 10 “

A new Ferry Boat for Pictou has been ordered, the boat in use being unfit for the service. The cost of the new boat, less the value of the old one, will be charged to working expenses.

At the close of the present fiscal year, the railway will be thoroughly well supplied with rolling stock of the best description; the appliances in the shape of station buildings, sidings, &c., will be ample for a large traffic—the work-shops will be fully sufficient—well arranged, and supplied with excellent machinery—and when the rails are all steel, the railway will be in every respect a first-class Railway.

The freight station at the new terminus in Halifax will, it is hoped, be ready for use before the close of winter.

The passenger station may probably be partially used next summer. The great delay in the completion of this work has arisen from the difficulty of getting possession of two lots of land, which were Imperial property.

The cash outlay of the Railway during last year has been very greatly diminished.

The reduction in ordinary working expenses has been..	\$234,236
In the stock of stores.....	290,905
The outlay on capital account has been less by.....	263,742
	<hr/>
	\$788,883
Less increased cost of renewals.....	75,844
	<hr/>
Total reduced cash outlay	\$713,039

The cost of changing the gauge has therefore been nearly provided for by the cash savings effected in the items above referred to.

The accounts at the head office and in all the Departments are thoroughly well

kept and are all promptly rendered. Monthly statements of all the operations of the railway are regularly made and enable me to see promptly the working of each Department.

The accounts at each station are carefully audited at short intervals, and all payments due are promptly accounted for.

I am glad to be able to speak favourably of the manner in which the work on the railway is carried on, which reflects credit upon the staff in all Departments.

I have the honour to be, Sir,

Your obedient Servant,

C. J. BRYDGES,

*General Superintendent,
Government Railways.*

F. BRAUN, Esq, Secretary,
Department of Public Works,
Ottawa.

 INTERCOLONIAL RAILWAY.

STATEMENT OF CASUALTIES DURING THE FISCAL YEAR ENDED 30 JUNE, 1875.

1. On the morning of the 18th June 1874, a man named David Swallow, was killed at Wentworth Station by a car running over him. The deceased was sitting or lying on the track of one of the sidings, into which a freight train had occasion to pass in order to take out some freighted cars; and owing to the night being dark, the engine driver was unable to see him.

The jury, give it as their verdict that the deceased came to his death by being run over by a freight car at Wentworth Station, and exonerated the railway from blame.

2. On the 22nd August 1874, as No. 9 train was leaving Truro, and about one mile north of that place, a man named Edward Carter, was run over and killed. The following is the verdict of the coroner's jury:—

“That the deceased Edward Carter was killed by the evening express train bound North on Saturday evening the 22nd August. No blame to be attributed to the railway employees.”

3. On the 10th September, a man named Alexander Sturtevant, a trackman, was run over and killed, at a point between Pictou and Truro.

The following verdict was given:

“It is our belief that Alexander Sturtevant came to his death from injuries received from the engine of a special train, bound from Pictou to Truro on the night of the 10th September, and that deceased was at the time under the influence of liquor and that no blame can be attributed to any of the railway employees.”

4. On the 30th September, George McWilliams, a switchman at Petiteodiac was killed by his head being caught between two freight cars, causing instant death.

The following verdict was given:—

“We are of opinion that deceased George McWilliams, came to his death by being struck on the head with the buffers of two flat cars, while in the act of picking up the chain which had been hooked on a draw car for the purpose of drawing it out, and not otherwise; and would further say, that, in their opinion, no blame can be attached to any person.”

5. On the 17th December, an old man, named James Hayes, while walking on the track between Windsor Junction and Windsor was run over and killed by a special train. The verdict of the jury was as follows: “We, the undersigned jury, after having all the evidence adduced in the matter of the death of James Hayes, now lying dead before us, come to the conclusion that the deceased came to his death by being run over by a special train between Windsor Junction and Windsor, and that we, the jury, do exonerate the officers and employees on said special train from any blame whatever.”

6. On the 18th January 1875, a man named William Styles was killed by being struck by the engine of No. 1 day express at a crossing, a short distance south of Dorchester Station. The following verdict was given, viz:—

“That William Styles came to his death accidentally, on Monday the 18th January, at the Dorchester Cape Crossing (so called), by being struck by the forward engine of the day express train going West, and after a thorough investigation and from the evidence produced before us, although we relieve the parties in charge of the said train from any dereliction of duty, having performed the duties required by the railway regulations for the protection of life and property, yet cannot too strongly recommend the railway authorities to make further regulations for the safety of the public passing over the cross ways near Gidéon Palmer's Cut (so called); and we, the said jury, found the approaches to the Dorchester Cape Crossing insufficient and would call the attention of the parties, whose duty it is, to give it their particular attention.”

INTERCOLONIAL RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,
MONCTON, N. B., 9th August 1875

SIR,—I beg to submit a report of the operation of the Mechanical Department for the year ended 30th June 1875.

Appended hereto will be found the following statements:—

- A. Statement shewing the number of locomotives and various classes of cars on the 1st July 1874 and 30th June 1875.
- B. Statement of locomotives.
- C. Report on each locomotive.
- D. Abstract of locomotive returns.
- E. Comparative statement of the cost of locomotive power for each month from 1st July 1874 to 30th June 1875.
- F. Statement of car mileage.
- G. General statement of expenses of this department.

Six locomotives being part of unfulfilled contract of W. Montgomery, were finished in Richmond shops.

3 first class, 3 second class and 3 baggage cars were built, and 6 first class, 3 second class, 13 box and cattle cars and 27 platform cars were rebuilt during the year.

A large amount of work was done in connection with the change of gauge.

35 set passenger trucks were built, 40 set passenger trucks, 3 set Pullman trucks, 20 set freight trucks and 219 coal cars were narrowed.

Seventeen convertible engines were changed from broad to narrow gauge at a cost of \$8,393.61, an average of \$493.74 for each engine.

Two of the old engines have been sold and the boilers of 2 others are in use in the car shop at Moncton.

One will be sent to Campbelltown for use in the shops there, and six are being converted for the Windsor and Annapolis Railway.

I am, Sir,

Your obedient Servant,

H. A. WHITNEY.

C. J. Brydges, Esq.,

General Superintendent of
Government Railways.

NOTE.—The returns mentioned above are not printed. The summary of them will be found in the accounts, and the stock of engines and cars will alter every month until all are narrowed.

INTERCOLONIAL RAILWAY.

ENGINEER'S OFFICE,
MONCTON, N. B., 19th August 1875.

SIR,—I beg leave to submit the following report on the operations of the Road department for the fiscal year ended 30th June 1875.

70,405 sleepers were renewed in the main line and Pictou and Shediac branches and 9170 in the Windsor branch.

4,022 sleepers were also provided for the fifteen sidings laid during the year, the position and length of which are given in the list of "new works" hereafter named.

The sum of \$8,302.47 was expended in ballasting various portions of the Eastern and Western divisions; \$5,314.18 in repairs of fences, and \$35,438.38 in the erection of 45,299 rods of fence, under contract on the Eastern and Western divisions; the latter of which has been charged to "renewals account."

The tank house and tank at Westcock, $3\frac{1}{2}$ miles north of Sackville, accidentally destroyed by fire thrown from a passing train on the 8th May 1874, have been rebuilt; the tank having a capacity of 8,200 gallons.

On the morning of the 17th February last, the passenger station at Petitcodiac was burned to the ground. An investigation as to the origin of the fire was immediately made, and resulted in its being traced to a defective stove. Plans for a new station building have been prepared, and the work of erection is in progress, and by the first of November next, the building will be ready for occupation.

Salmon Creek bridge, one mile east of Rothsay and consisting of 5 spans of 30 feet each, was replaced by a 10 feet arch culvert of stone, 96 feet long, over which an embankment 40 feet high was formed. This work was begun the previous year and forms an important improvement, as the bridge timbers had become weak and defective.

Brownell's bridge, a trestle work of 4 spans of 20 feet each, and situate 2 miles North of Dorchester, became unsafe for trains. It has been replaced by an aboideau and sluice for the passage of water from a tidal creek flowing into the River Memramcook.

In consequence of the south abutment of the iron girder bridge over the River Stewiacke, two miles north of that station, continuing to move bodily down the river, it became necessary to erect a pier of masonry in front of the abutment. This pier rests upon a foundation of piles firmly driven covered with a platform of heavy timbers.

The movement had been going on for a number of years, owing to the abutment having been built on a side hill, and on a foundation of marsh clay.

The whole of the iron bridges on the western division (9 in number) were scraped and painted, and all loose rivets were tightened.

All wooden bridges throughout the line were thoroughly examined, and those in need of repairs received attention.

Many station buildings and platforms also received necessary repairs; the sum of \$12,145.55 having been expended on this service.

$40\frac{1}{2}$ miles or 3,583 tons steel rail were laid in the track, against 2,867 tons the previous year.

The following is a list of the "new works" executed under authority.

A passenger station of wood 45' x 25' was built at Bedford; and at Shubenacadie and Stellarton stations, new passenger buildings were also erected of the same dimensions, with dwelling apartments for the agent.

At Brookfield and Apohaqui stations, freight sheds 88' x 25' were erected of wood and the combined passenger and freight building received extensive repairs and are now used wholly for passenger traffic.

A combined passenger and freight station of wood was built at Spring Hill Junction, and accommodates the main line and Spring Hill Branch.

A shed 20' x 170' for the storage of coal was erected on the Spring Hill Branch, adjacent to the station from which a trestle work 1300 feet long is built, to connect with the main line at an elevation sufficient to discharge the coal direct into the tender from one ton cars provided for this purpose.

At Albion Mines on the Pictou Branch, engines are supplied with coal, in a similar manner direct from the bank; the trestle work being 50 feet long or thereabouts.

At Truro a frame car shed 30' x 200' was erected and 2 tracks laid therein.

A paint shop of wood 40' x 170' was built at Moncton and is supplied with the necessary heating apparatus and tracks.

A frame dwelling 20' x 25' was erected for the use of the messenger and keeper of the general offices at Moncton.

Frame blacksmith shops for the use of the Road Department were built at

Moncton, Amherst and Truro, and their erection has enabled work to be executed with economy and despatch.

Semaphores or distant signals were erected at St. John, Hampton, Norton, Sussex, Penobscuis, Amherst, Londonderry, Truro, Wellington, Windsor Junction and Pictou Landing.

At the following stations, timber trestle work with tracks were provided for the storage of coal for local consumption.

Station	Length of trestle	Length of siding
Apohaqui.....	312 feet.	374 feet.
Petitcodiac.....	do 295 "	do 374 "
Dorchester.....	do 190 "	do 405 "
Sackville.....	do 112 "	do 311 "
Brookfield.....	do 268 "	do 591 "

A gravitation water supply for Dorchester station was provided, the tank having a capacity of 8,000 gallons.

Track scales of a weighing capacity of 60,000 lbs. have been erected at Point-du-Chêne.

The following is a list of the new sidings which were laid during the year :

Position.	Extreme Length.	Remarks.
Salisbury.....	2,163 feet.	Leads to Travis' Tannery.
Moncton (2 sidings).....	2,046 "	
Palmer's Shipyard.....	311 "	3 miles South of Dorchester.
2nd Westcock.....	415 "	5 $\frac{1}{2}$ " North of Sackville.
Bulmers.....	310 "	3 " " "
O'Brien's Shipyard.....	854 "	2 $\frac{1}{2}$ " " Maccan.
McLellan's.....	270 "	1 $\frac{1}{2}$ " " Wentworth.
Aitkins Mill.....	591 "	
Stellarton.....	835 "	
Pictou Landing (2 sidings).....	2,250 "	

Instead of procuring a fire engine at Moncton Station, for which there was an appropriation of \$1,500, it was deemed more desirable to lay down iron pipes and hydrants at convenient points, through which water could be forced by steam power from the machine shops.

The appropriation was sufficient to purchase the pipe, which is now on the ground, and in the estimates for the current year is included the additional sum to lay them.

The contract for the wharf at Pictou Landing was awarded to Joseph Hamilton, of Bedford, but as it was found impossible to complete the work during the year just ended, authority for the expenditure of the grant during the current year was obtained.

The work is now in progress and the time allotted for its completion extends to the 31st December next.

The deep water wharf at Richmond has been completed and has been in use for some months. It has a total frontage of 1,538 feet, with a depth ranging from 10 to 49 feet.

Owing to the delay which occurred in obtaining possession of certain properties on the line of the Extension into Halifax, but little progress could be made with the work during the year. A contract for the grading and masonry was awarded to Mr. Samuel McKean, of Moncton, and as the whole of the lands have now been acquired, the work is being prosecuted with vigour.

Plans for a brick passenger station 50' x 112', and a shed 400' x 80', with corrugated iron roof, covering three tracks were prepared; tenders were called for and that submitted by Mr. Henry Peters, of Halifax, was accepted.

The site of the station is now about ready, and building operations are to be commenced forthwith.

A brick shed, 500 feet long and 40 feet wide is in course of erection for freight purposes, near North Street, Halifax. Inside of the railway grounds a road 35 feet wide will be formed that teams may receive and discharge freight without interfering with the traffic on Water Street, and at the rear of the building will be laid the necessary sidings.

An appropriation of \$20,500 was made in the estimates of the year just ended for the supply of St. John Station with water for railway, from Lily Lake, situate about $1\frac{1}{2}$ mile distant: $1\frac{1}{2}$ mile of pipe have been already laid, but in consequence of the opposition of some of the parties, through whose land the pipes are to be laid, the work could not be completed. The necessary legal steps have however been taken by the Department to acquire possession and the balance of the pipe is now being laid.

On Friday the 18th June last, the line from St. John to Halifax, 276 miles, and the Shediac branch, 11 miles, were changed from the broad or 5 feet 6 inches gauge to the narrow or 4 feet $8\frac{1}{2}$ inches gauge.

On the Monday following, the gauge of the Pictou branch, 51 miles in length, was changed and on Friday, the 25th June, the Windsor branch, 32 miles, long was narrowed.

The arrangements necessary for the prompt completion of this important work had been in progress for some weeks, and when the time for its execution arrived, the change was effected with despatch and little interference to the regular traffic.

The line was divided into sections of about five miles each, and averaging the time taken by each gang, between St. John and Halifax, and on the Shediac branch, the change was made between these points in 6 hours and 15 minutes, between Truro and Pictou Landing 3 hours and 3 minutes, and between Windsor Junction and Windsor in 5 hours and 18 minutes; the latter portion being laid with the H rail and cast iron chairs, was rendered much more difficult to move quickly.

The average number of men employed per mile on the day of the change of gauge was $3\frac{1}{2}$.

For severity of weather and the prevalence of heavy snow storms and drifting winds, the winter of 1874-75 has not been equalled for many years, but it is gratifying to state, that by a persistent use of steam power and the energy of the men engaged in clearing the road of the accumulations of snow, a train record of the most satisfactory character was secured.

With the 26 miles of steel rail to be laid during the present summer, the track between Halifax and St. John, will be in good running condition, but it will soon become necessary to relay that portion of the Pictou branch, between Stellarton and Pictou Landing, a distance of 11 miles, owing to the heavy coal traffic between these points, and also to provide for the renewal, with steel rail next year, of a portion of the iron rail still in the main line between Halifax and St. John, the length of which at present is 94 miles.

I have the honor to be,

Sir,

Your obedient servant,

ALEX. MACNAB,

Engineer.

C. J. BRYDGES, Esq.,
General Superintendent of
Government Railways, Montreal.

No. 1.

INTERCOLONIAL RAILWAY.

6-144

DR.

CAPITAL ACCOUNT.

CR.

1874			1874		
June 30....	To cost of Road and Equipment to date.		June 30....	By Dominion of Canada	12,854,848 49
1875			1875		
June 30....	To Expenditure, year ending 30th June 1875, classified as follows:— Extension of Railway into Halifax..... Branch Line, St. John..... Roadway and Works..... Wharf and Ferry Service..... Buildings, Stations and Water Service..... Machinery and Tools.....	267,343 48 15,598 93 41,923 39 4,540 10 46,618 53 1,427 57	June 30....	By Dominion of Canada.....	377,452 00
		282,942 41			
		94,509 59			
					\$13,232,300 49
					\$13,232,300 49

E. and O. E.

THOMAS FOOT,
Accountant.

MONCTON, N. B., 30th June, 1875

No. 2.—INTERCOLONIAL RAILWAY.

STATEMENT of Capital Account, Year ended 30th June 1875.

Account.	Authority.	Expenditure.
	\$ cts.	\$ cts.
Extension into Halifax.....	280,000 00	267,343 48
Increased accommodation at St. John.....	120,000 00	15,598 93
New Passenger Station, Bedford.....	1,800 00	1,262 74
do do and platform, Shubenacadie.....	2,250 00	2,501 13
New Freight Station, Brookfield.....	1,800 00	1,640 50
New Station and Siding, Stellarton.....	3,750 00	2,871 28
Siding at New Glasgow.....	500 00	80 40
New Siding, &c., at Pictou Landing.....	2,700 00	2,638 02
Removal of Station and Siding, Greenville.....	1,800 00	3 70
Car Shed and Tracks, Truro.....	3,000 00	2,417 98
Passenger and Freight Station, Spring Hill.....	1,600 00	1,985 77
Freight House and Improvements, Apohaqui.....	3,000 00	2,392 71
Paint shop, heating apparatus and Tracks at Moncton.....	6,000 00	5,863 84
Coal shed and Trestle Work at Spring Hill and Stellarton.....	7,000 00	8,518 88
Semaphores at main Stations.....	5,000 00	7,973 12
Fire engine at Moncton.....	1,500 00	1,427 57
Tank at Dorchester.....	1,500 00	1,956 01
Track scales at Point du Chêne.....	1,200 00	1,422 88
Siding at Westcock.....	1,000 00	652 24
do McLellan's.....	600 00	602 48
do Travis'.....	2,000 00	2,540 35
Coal Drops, Apohaqui, Brookfield, Petitcodiac, Dorchester & Sackville..	6,500 00	4,029 72
Customs Warehouse, St. John.....	5,000 00	2,463 43
Extension at Pictou Landing.....	25,000 00	182 20
Wharf at Dorchester.....	1,750 00	4,357 90
Water Works at St. John.....	20,560 00	7,794 02
Siding at Shipyard "Palmers".....	363 40	363 40
do do "Bulmers".....	393 83	393 83
do do "O'Briens".....	628 54	628 54
Completion of (Ballasting) Londonderry Branch.....	1,238 37	1,154 01
Branch Newport.....		
Sidings, Moncton and St. John.....	9,700 00	2,698 31
Trestle sidings and Sheds, St. John (For Spring Hill Coal Company)...	1,910 00	1,910 00
Wharf Shoe, Dorchester.....	200 00	
Messengers' Dwelling, Moncton.....	1,000 00	1,000 00
Siding at New Lairy Grade.....	798 74	798 74
Trestle Siding, Moncton.....	1,074 07	1,074 07
do Sussex.....	1,148 82	1,148 82
do Amherst.....	1,651 85	1,651 85
do Shubenacadie.....	525 84	525 84
Vale Coal Siding, New Glasgow.....	1,474 86	1,474 86
do Pictou Landing.....	2,072 29	2,072 29
Engine House and Water Supply, Stellarton.....	209 35	209 35
Primrose Mill Siding.....	389 23	389 23
Groves and Fenerly's Siding.....	468 08	468 08
Campbell's do.....	683 91	683 91
Graham's do.....	78 50	78 50
Siding at DeBert.....	306 15	306 15
Evans Westcock Siding.....	344 87	344 87
Coles Island do.....	253 03	253 03
Siding at Little Forks.....	225 67	225 67
do Thomson's Mill.....	467 50	467 50
Spring Hill Branch Line.....	10,000 00	3,883 49
Blacksmith shops at Truro, Amherst and Moncton.....	2,314 26	2,314 26
Siding at Windsor Junction.....	46 20	46 20
Aikens Siding.....	362 17	362 17
Amounts carried forward.....	547,139 53	377,448 25

No. 2.—INTERCOLONIAL RAILWAY.—*Continued.*STATEMENT of Capital Account, Year ended 30th June 1875.—*Continued.*

Account.	Authority.	Expenditure.
	\$ cts.	\$ cts.
<i>Amounts brought forward</i>	547,139 53	377,448 25
Improvements and additions, New Glasgow.....	3 75	3 75
	547,144 28	377,452 00
RECAPITULATION.		
Extension into Halifax.....	280,000 00	267,343 48
Other services.....	313,711 70	110,108 52

E. & O. E.

THOMAS FOOT,
Accountant.

Moncton, N. B., 30th June, 1875.

No. 3.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT for year ended 30th June, 1875.

Dr.

Cr.

Previous year.	Expenditure.	Year ending 30th June, 1875.	Previous year.	Receipts.	Year ending 30th June, 1875.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
319,248 03	Locomotive power,	242,808 18	353,895 90	Passenger traffic	355,724 17
246,441 63	Car expenses,	211,397 07	470,962 14	Freight do	464,822 68
297,069 94	Maintenance, way and works,	218,422 09	68,572 13	Mails and sundries.....	40,946 68
118,087 29	Station expenses,	1-5,742 68			
104,164 59	General charges,	71,405 25	893,430 17	Balance.....	861,593 43
1,085,011 48	Total ordinary expenditure.....	850,775 27	498,119 91		281,563 99
216,538 60	Renewals, permanent way,	292,382 15			
\$1,301,550 08		\$1,143,157 42	\$1,301,550 08		\$1,143,157 42

Moncton, N. B., 30th June, 1875.

E. and O. E

THOMAS FOOT,
Accountant.

No. 4.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER.—(Abstract 1.)

	\$ cts.
Mechanical Superintendent's salary, Clerks, office and travelling expenses	5,227 06
Wages of Drivers, Firemen and Cleaners.....	52,357 40
Fuel.....	76,835 99
Oil, tallow, waste and small stores.....	12,754 73
Repairs to engines, tenders and engine tools.....	77,668 36
Water, including Pump and Tank repairs.....	11,058 29
Miscellaneous	7,876 35
	243,808 18

E. and O. E.

THOMAS FOOT,

Accountant.

Moncton, N. B., 30th June, 1875.

No. 5.—INTERCOLONIAL RAILWAY.

CAR EXPENSES.—(Abstract 2.)

	\$ cts.
Repairs to Passenger Cars.....	48,014 26
do to Postal Express and Baggage cars.....	8,669 74
do to Freight Cars and Vans.....	80,590 42
Wages of Conductors, Train Baggage Masters and Brakesmen.....	49,456 11
Oil and waste for packing.....	5,158 49
Small stores and Fuel.....	15,718 48
Miscellaneous	3,789 57
	211,397 07

E. and O. E.

THOMAS FOOT,

Accountant.

Moncton, N. B., 30th June, 1875.

No. 6.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS.—(Abstract 3.)

	\$	cts.
Engineer's salary, Clerks, office and travelling expenses.....	6,446	71
Wages in repairing roadways, fences and semaphores.....	121,855	89
Rails, chairs and spikes.....	18,362	74
Sleepers.....	17,500	23
Timber and lumber for repairs to bridges, cattle guards and fences.....	8,474	15
Repairs to wharves.....	1,764	32
do buildings.....	12,145	55
do snow ploughs, flangers and tools.....	8,652	74
Clearing ice and snow.....	22,412	19
Miscellaneous	807	57
	\$218,422	09

E. and O. E.

Moncton, N. B., 30th June, 1875.

THOMAS FOOT,
Accountant.

No. 7.—INTERCOLONIAL RAILWAY.

STATION EXPENSES.—(Abstract 4.)

	\$	cts.
Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yardmasters, Switchmen, Watchmen and Laborers.....	80,068	08
Fuel, oil, light, stationery, tickets and other incidental expenses.....	24,712	99
Miscellaneous	961	61
	\$105,742	68

E. and O. E.

Moncton, N. B., 30th June, 1875.

THOMAS FOOT,
Accountant.

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES.—(Abstract 5.)

	\$	cts.
General Superintendent's salary, Clerks, Office and travelling expenses.....	11,145	26
Assistant Superintendent's, Train Despatchers' salaries, office and travelling expenses...	10,980	56
Accountant's salary, Clerks, office and travelling expenses	4,815	55
Auditor's salary, Clerks, office and travelling expenses.....	5,902	64
Paymaster's and Cashier's salaries, office and travelling expenses.....	5,374	03
Advertising.....	6,882	43
Damages to men, animals and goods and accidents to plant.....	12,546	47
Pictou ferry.....	8,326	76
Telegraph expenses (not including pay to Operators).....	991	94
Accident insurance.....	943	79
Miscellaneous	2,234	76
Storm damages Pictou Landing and Point du Chêne, August, 1875.....	1,282	06
	\$71,405	25

Moncton, N. B., 30th June, 1875.

E. and O. E.
THOMAS FOOT,
Accountant.

No. 9.—INTERCOLONIAL RAILWAY.

RENEWALS OF PERMANENT WAY.—(Abstract 6.)

	\$	cts.
Rails and Fastenings.....	256,943	77
Fencing.....	35,438	38
	\$292,382	15

Moncton, N. B., 30th June, 1875.

E. and O. E.
THOMAS FOOT,
Accountant.

No. 10.—INTERCOLONIAL RAILWAY.

MONTHLY STATEMENT OF RECEIPTS.

Months.	Passengers.		Freight.		Mails & sundries.		Total.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
1874.									
July.....	40,688	48	46,824	26	2,356	37	89,869	11	
August.....	42,837	61	36,884	44	2,291	68	82,013	73	
September.....	43,599	92	42,018	35	6,086	23	91,704	50	
October.....	39,314	81	54,142	41	3,032	75	96,489	97	
November.....	30,232	45	46,105	31	1,992	81	78,330	57	
December.....	28,500	50	37,290	56	1,768	40	67,559	46	
1875.									
January.....	17,424	27	23,212	54	2,412	14	43,048	95	
February.....	13,844	61	31,380	72	1,872	04	47,097	37	
March.....	18,290	89	34,928	22	3,132	54	56,351	65	
April.....	22,163	30	34,079	96	2,215	75	58,459	01	
May.....	28,317	48	38,699	02	2,263	61	69,280	11	
June.....	30,509	85	39,356	89	11,522	26	81,389	00	
Totals.....	1875.....		\$355,724 17		\$464,922 68		\$40,946 58		\$861,593 43
	1874.....		\$353,895 90		\$470,962 14		\$68,572 13		\$893,430 17

Moncton, N. B., 30th June, 1875.
J. J. WALLACE, *Auditor.*

E. and O. E.
THOMAS FOOT,
Accountant.

No. 11.—INTERCOLONIAL RAILWAY.

MONTHLY STATEMENT OF EXPENSES.

Months.	Locomotive Power.	Car Expenses.	Maintenance of Way and Works.	Station Expenses.	General Charges.	Total Ordinary.	Renewals of Permanent Way.	Whole Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1874.								
July	21,742 15	18,934 80	20,726 98	9,781 06	5,920 63	77,105 62	6,782 29	83,887 91
August	20,053 11	17,305 13	19,984 61	8,590 21	9,172 25	76,105 31	10,837 04	85,942 35
September	16,411 60	19,646 47	23,859 91	9,084 91	8,448 33	77,451 22	37,243 45	114,694 67
October	17,043 39	18,007 12	20,556 77	9,085 79	6,149 37	70,842 44	85,972 07	154,814 51
November	17,802 39	14,735 23	16,793 94	10,607 07	6,111 93	66,050 56	139,290 29	205,340 85
December	21,032 39	13,972 84	14,493 37	9,208 50	5,771 94	64,479 04	341 15	64,820 19
1875.								
January	22,576 29	16,312 47	18,034 04	8,908 07	7,833 28	73,664 15	1,369 04	75,033 19
February	23,622 85	13,923 78	17,007 89	7,848 24	4,636 39	67,039 15	297 39	67,336 54
March	24,921 14	20,077 25	16,453 16	7,491 80	3,226 92	73,170 27	220 00	72,890 27
April	18,664 59	16,280 98	16,607 86	8,868 66	4,892 24	65,314 33	490 04	65,804 37
May	18,470 88	15,698 52	17,686 02	7,793 06	3,629 56	63,278 04	3,725 99	67,004 03
June	21,467 40	26,502 48	16,217 54	8,475 31	5,612 41	78,275 14	7,813 40	86,088 54
Totals	243,808 18	211,397 07	218,422 09	105,742 68	71,405 25	850,775 27	293,382 15	1,143,157 42

E. and O. E.

Moncton, N. B., 30th June, 1875.

THOMAS FOOT,
Accountant.

No. 12.—INTERCOLONIAL RAILWAY.

STATEMENT of General Store Account, Year ended 30th June 1875.

1874.			
June 30.....	To Balance.....		\$381,757 49
1875.			
June 30.....	To purchases during the year.....	\$608,668 16	
	Charges from other departments.....	81,124 74	
	Pay Rolls.....	8,447 65	698,240 55
	Cr.		\$1,079,998 04
1875.			
June 30.....	By Issues during the year.....	807,129 93	
	Old Iron sold during the year :—		
	By Old Rails, Tons. 5,362, cwt. 11.2.22.....	\$140,991 76	
	Scrap Wheels, lbs. 833,220.....	8,017 53	
	Cast Scrap, lbs. 855,430.....	8,393 38	
	Scabbards, (No.) 1,399.....	861 85	
	Cast Iron Chairs, Tons. 779.15.3.7.....	16,814 64	
	Wrot. Scrap, lbs. 202,061.....	2,361 41	
	Old Frogs, (No.) 2.....	55 00	
	Old Axles, lbs. 169,311.....	2,539 68	
	Old Steel, lbs. 21,780.....	108 90	
	Scrap Tyles, lbs. 49,680.....	871 81	
		182,015 96	989,145 80
	Balance, 30th June, 1875.....		\$90,852 15

E. & O. E.

Moncton, N.B., 30th June, 1875.

THOMAS FOOT,
Accountant.

No. 13.—INTERCOLONIAL RAILWAY.

Dr.

GENERAL BALANCE.

Cr.

	\$	cts.	\$	cts.	\$	cts.
Cash.....			12,695	58	119,989	67
General stores.....			90,852	15	29,425	75
Stations.....			15,996	06	13,296	09
Post Office Department.....			5,819	78	675	59
Mechanical Department.....			9,545	06	1,521	50
C. Schrieber.....			1,651	07		
Old iron accruing from change of gauge.....			991	16		
Steel Company of Canada.....			863	99		
River du Loup Railway Company.....			3,125	59		
Nova Scotia Forge Company.....			7,123	38		
Acadia Coal Company.....			1,259	39		
New Brunswick and Canada Railway Company.....			3,000	00		
Individual accounts.....			2,276	91		
Windsor and Annapolis Railway— Punchard, Clarke & Co.....	7,509	03				
J. V. Smith.....	1,263	51				
Windsor Branch † earnings.....	935	94				
			9,708	48		
			\$164,908	60	\$164,908	60

E. and O. E.

Moncton, N. B., 30th June, 1875.

THOMAS FOOT,
Accountant.

No. 14.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF AVERAGES, Years ended 30th June, 1874-75.

Details.	1875.	1874.
Train mileage.....	1,031,152	1,057,333
Car do	6,708,099	6,765,817
Receipts, per train mile	83.55	84.49
do mile of railway (339).....\$	2,541.57	2,635.48
Percentage of passenger earnings to gross receipts	41.29	39.61
freight do do	53.96	52.72
other do do	4.75	7.67
Expenses per train mile—		
drivers, firemen's and cleaners' wages.....	5.08	5.35
uel.....	7.46	10.34
oil, tallow, waste and small stores.....	1.24	1.69
repairs to engines.....	7.53	10.24
water and tank repairs	1.07	1.25
miscellaneous.....	.76	.70
Total.....	23.14	29.57
Mechanical Superintendent's salary, office and travelling expenses.....	.50	.62
	23.64	30.19
Locomotive power.....	23.64	30.19
Car expenses	17.57	17.40
Maintenance way and works.....	21.18	28.10
Station expenses.....	10.26	11.17
General charges.....	6.92	9.85
Total (except renewals).....	79.57	96.71
Renewals of permanent way and cars.....	31.29	26.38
Total per train mile.....	110.86	123.09
Ordinary working expenses, per mile of railway	\$2,420.42	3,016.50
Renewals of permanent way and cars, per mile of railway.....	951.72	822.88
Total.....	\$3,372.14	3,839.38

APPENDIX No. 26.

NORTH WEST COMMUNICATION.

THUNDER BAY, 1st July, 1875.

SIR,—In my letter of 21st May last, I informed you of my intention of resigning the charge of the line of communication between Lake Superior and Fort Garry, and the works in progress thereon. An officer was, therefore, appointed to take over the plant and supervise the contract for the transportation of passengers and freight, and other means were provided for the duty of completing the communication.

I have now the honor to report on the operations of the past Fiscal Year.

In the spring of 1874, the Transportation Service was let by contract. My reports, sent in from time to time, gave full details of the operations of the Contractors.

On the opening of the season much embarrassment was felt from the limited scale on which the contractors had made their arrangements and from their want of experience; but, as the season advanced, better arrangements were made, and by the close of navigation but few complaints of delay were heard.

The total number of passengers carried was as follows:

From Lake Superior to Fort Garry.....	1290
From Fort Garry to Lake Superior.....	300
Total.....	1590

THUNDER BAY HARBOUR.

Mr. Walter Oliver was placed in charge of repairs to the wharf which were completed by the opening of navigation. During the past winter, a quantity of squared timber was prepared and is now being taken to the Kaministiquia, where it will be advantageously used in the construction of a wharf at the railway terminus on that River.

ROADS.

The roads in certain sections had been cut up by the heavy rains of last year. A considerable force was therefore employed in gravelling and improving the Thunder Bay road, so that by the close of navigation it was in excellent order. Repairs were also made on the Fort Garry road. At the date at which I write, the roads are in fair condition and Messrs Wm. Carpenter & Co. are bound by their contract to keep them in repair.

EMIGRANT HOUSES, REPAIRS, ADDITIONS TO WORK, ETC.

HOUSES.

One of the Emigrant houses, turned over to the Contractors at the Height of Land, having been accidently burnt, was replaced by a substantial frame building. A rough board house, roofed with shingles and of dimensions sufficient for the accommodation of emigrants was run up at Fort Frances: and for additional shelter in case of emergency, sheds roofed with bark were built at the north west angle of the Lake of the Woods.

The Thunder Bay and Lake of the Woods roads are well provided with houses and the same may be said of the Kashabowie, Height of Land and Fort Frances stations. But if the route is to be kept open as a line of transportation for passengers, additional buildings will be needed at most of the other stations. Tents answer for temporary accommodation in fine weather, but they are expensive to provide in the first instance and unless well cared for are not durable. Log buildings are in fact cheaper and much better adapted for the use of Emigrants and the contractors having their men on the ground might easily provide them at moderate cost.

DAMS AT ISLAND PORTAGE.

As stated in my report of last year, substantial dams were placed in each of the three channels into which the River is divided at this place. One of these was so arranged with a flood gate as to give command of the water. There are, however, several low places in the banks, a short distance above the dams, by which the water escapes to such an extent as to prevent the proper level from being maintained. The other works in progress did not admit of these places being stopped before the opening of navigation, but in order to provide for the work being done last winter, a small party was left at Island Portage to prepare material, and an arrangement entered into with the contractors for an increase of their force. The season was, however, so far advanced by the time this arrangement was made, and the difficulty of reaching a locality far in the interior so great, that they did not succeed in affording the necessary aid.

The consequence has been that the crib-work, extended across the low ground in one of the places referred to, gave way on the water rising for want of stone filling. Steps should be taken next winter to repair the damage and fill the crib-work. The object of the dams at Island Portage is to flood the rapids of the Maligne, so as to produce a depth sufficient for the steam tug during the entire season of navigation.

FORT FRANCES.

In order to facilitate the passage of the Rainy Lake steamer to and from the Landing at Fort Frances, a contract was given to Messrs. W. H. Carpenter & Co., last winter, to construct certain crib-work in the channel of the River immediately above the falls. So much of the work has been completed as to produce the desired effect, and the steamer now runs up and down the rapids at the outlet of Rainy Lake. The whole work was to have been completed for the sum of \$2000. The Contractors should now be paid in proportion to the extent of work performed, as they were prevented from finishing the job by causes over which they had no control. The unusual severity of the season led to masses of ice being accumulated about the Falls which increased the labour of getting the cribs in position; and the rapid rise of the water at an exceptionally early period, caused the suspension of their operations. It should be taken into consideration that the cost of work so far in the interior is greatly enhanced by the difficulty of getting men and material to the ground.

The work undertaken by Messrs. W. H. Carpenter & Co., including the foregoing, was as follows:

Repairs, &c., at Island Portage.....	\$ 500.00
Crib-work at Fort Frances.....	2000.00
Removing boulders Long Sault.....	400.00
Lake of the Woods steamer repairs and fitting up.....	1800.00
Repairs to dam at Maligne.....	300.00
	\$5000.00

The Officer in charge of the transportation is about to pass over the line, and will then be in a position to report as to the extent of work actually performed.

LAKE OF THE WOODS ROAD.

The Contractors are bound to keep the roads in repair, but a certain portion of the Cariboo Muskog remained to be bridged; and as this work could not properly be regarded as a repair, a contract was given to Mr. Duncan Begg, a settler at the North West Angle, for the bridging referred to, for the sum of \$500. Mr. Begg has not as yet completed his contract.

CONCLUSION.

In concluding this report, I beg leave respectfully to suggest that the line of the Red River Route might be more economically managed in connection with the opening of the Pacific Railway. Without considerable additions to the plant on the navigable sections, tramways on the carrying places and a large increase to the number of teams on the Thunder Bay and Fort Garry roads, the route cannot command traffic, in view of the increasing facilities for transportation by way of Duluth and the Red River.

The sections of the Pacific Railroad now under contract and the locks in progress at Fort Frances, with the other contemplated works will, when completed, afford easy and speedy communication between Lake Superior and Manitoba, so that it is now inadvisable to incur any expenditure farther than to keep the route in repair. It is however valuable as a line by which men, material, and supplies may be conveyed to the Railway works that must supersede it. From the first, the Red River Route was only intended as a preliminary line and it has so far served its purpose.

As matters now stand, with steamers plying almost daily to Duluth and a railway in operation from thence to Moorhead with additional steamers on the Red River, the number of through passengers is likely to be small. The contractors, with these facts before them, have already reduced their force, and their operations for the remainder of the season will be confined chiefly to the conveyance of way-passengers and of freight for the works in progress.

There are experienced engineers and active young men engaged on the staff of the Pacific Railway who could manage the route and keep it in operation to the limited extent now necessary, without seriously increasing their duties.

I have the honor to be, Sir,
Your most obedient servant
S. J. DAWSON.

F. BRAUN, Esq.
Secretary, Department Public Works.

APPENDIX No. 27.

RAILWAY DEPARTMENT.

MONTREAL, December 21st, 1875.

SIR,—I now beg to make my annual report upon the progress of the works of the Intercolonial Railway.

In my report dated 24th December 1874, I stated that the portions of the line between Painsec Junction and Truro, and between Rivière-du-Loup and St. Flavie had been completed and handed over to the Working Department.

Those portions of the line have accordingly been reported upon in my reports upon the Working of the Government Railways, and the present report will therefore deal with that portion of the Intercolonial Railway between St. Flavie and Moncton, a distance of 291 miles.

The figures in the accounts, presented herewith, of course deal with the cost of the whole line.

I enclose (Appendix A.) a balance sheet on the 30th June 1875, from which it will be seen that the total expenditure at that date amounted to the sum of \$20,603,544.96, composed of the following items:

Buildings.....	557,709 78
Engineering and survey.....	1,258,910 54
Legal expenses, land survey and valuation.....	66,153 40
Management	133,847 84
Printing, Advertising and Stationery.....	26,759 93
Right of Way.....	245,156 74
Rolling Stock.....	1,425,287 92
Works and Permanent Way.....	16,872,588 81
Telegraph line.....	16,830 00
Receiver General's (Special deposit).....	300 00
	\$20,603,544 96

The total expenditure on the 30th June 1874 amounted to \$17,937,735.76, thus making the outlay for the year ended 30th June 1875 the sum of \$2,665,809.20.

I also enclose (Appendix B) a balance sheet made up to the 30th November 1875 so as to give the latest information as to cost of the whole work.

The total outlay on 30th November 1875 was \$21,214,145.04, shewing an expenditure between 30th June and 30th November 1875 of \$610,600.08.

I also enclose (Appendix C) a detailed statement of the expenditure under the principal headings at the 30th November 1875.

Also (Appendix D) a comparative statement of the expenditure on 30th June 1873, 30th June 1874, 30th June 1875 and 30th November 1875.

These various statements will give full information as to the progress of the expenditure upon the Intercolonial Railway.

The small quantity of masonry and earthwork requiring completion at the

beginning of the season, has all been furnished with the exception of a few feet in height of one of the piers of Mill Stream Bridge across the River Metapediac.

This will be completed in about a fortnight, when the whole of the masonry on the Intercolonial Railway will be finished.

All the bridges with the exception of Mill Stream are now erected. Mill Stream Bridge will be completed in about eight weeks from now, when the entire line, except ballasting, will be finished.

Track laying and ballasting, under four separate contractors, were vigorously carried on during the whole of the working season of this year.

The bridge across the North West branch of the River Miramichi, the foundations of which had caused a great deal of trouble and delay, was completed in October, and trains have been crossing it daily since.

The line between Moncton and Miramichi, which was laid on the broad gauge of 5 ft. 6 in. was narrowed to 4 ft. 8½ in., during the first week of November, and the entire Intercolonial system of railways is now on the narrow gauge.

By the end of October, the line between Mill Stream on the Metapediac and Moncton, had received a full first lift of ballast, and for more than half the distance was fully ballasted.

The water supply, station buildings and sidings were also in so forward a state that it was decided to open the line for public traffic between Campbellton and Moncton, a distance of 185 miles.

Accordingly, a daily train each way was put on, on the 8th November, and this has proved a great accommodation to the inhabitants of that district of country.

The total mileage of the Government railways now in operation, including the older lines in New Brunswick and Nova Scotia, is 640 miles.

It will take all next summer to fully complete the ballasting of the whole line; but a first lift on the distance not yet opened, viz. from St. Flavie to Campbellton will be finished by the end of May next; so that on the 1st of next June, a train service can be put in operation over the entire length of the Government Railways, a distance of about 750 miles.

The contracts for ballasting, already let, will be all closed at the end of the present year.

The completion of the ballasting will only be done partially by contract, viz. where the loading of the cars can be done by steam shovels. This will be let by contract, but to ensure safety, the running of the ballast trains and the putting of the ballast under the ties will be done by day's work under proper foremen.

The station buildings, water tanks, &c., on the portions of the line not yet opened, are under contract and will be very nearly if not quite completed by the 1st June next.

A large extent of snow sheds and fencing is being constructed; and the experience of the present winter will shew what further provision of this sort will be required to be made.

The snow protection, already provided, has proved of great service; and besides greatly aiding in the regularity of running the trains, has proved a great saving of expense as well.

Over all heavy rock cuttings, a wooden roof is being placed, strongly supported on wooden bents, and this keeps these cuttings entirely clear of snow, when, without such protection, the cuttings would be completely filled.

At other points where drifting usually occurs, high wooden fences are erected, which are of great assistance in keeping the rails comparatively free from snow.

A sufficient supply of large and small snow ploughs, and ice flangers are being constructed for the entire line; and it is expected that, by the commencement of next winter, the whole system will be well provided with all the appliances necessary to keep the road open in winter.

All the rolling stock required is in process of construction, and will be ready for use during the month of May next.

The Passenger cars are being built in the Government shops at Moncton, by which the best workmanship and materials, at the lowest cost, are secured.

All the rolling stock that was originally built of the broad gauge, has been converted to the narrow gauge, and the entire equipment is now of uniform gauge.

Arrangements are in progress for supplying the required complement of sleeping cars as soon as the through trains are put on.

There will be a constantly increasing pleasure traffic, after the beauty of the scenery along the Intercolonial railway becomes known, and to properly accommodate this traffic, it will be necessary to secure the construction of summer hotels for sea bathing, &c.

A branch line has been constructed from the main line to the end of the Government wharf at Rimouski. Some additions will be made to this wharf to facilitate the landing of the mails from the small steamer which will meet the ocean steamers between Father Point and Rimouski.

By landing and shipping the mails at Rimouski a saving of 12 hours in ordinary circumstances will be effected in the delivery of letters in Montreal, Toronto, and the West, and of 36 to 48 hours in Halifax and St. John.

By this arrangement, mails can be despatched from Toronto, Halifax and St. John every Friday evening and placed at Rimouski on board the mail steamer, leaving Quebec on Saturday morning. This will prove a very important expedition to the mail service of the Country.

The entire work of construction will be completed by the end of the year 1876. The road will be in every respect first-class and it will be supplied with a sufficient quantity of rolling stock to carry a considerable traffic.

A private Company has built a branch line from the main line to Chatham, a distance of rather more than 9 miles, and the Government have lent the Company the necessary rails, fittings and spikes, to lay the track. The Company provide rolling stock and work the branch at their own expense.

A connection with deep water in the neighbourhood of the River Restigouche will be necessary, and the necessary surveys are being made to determine where the most suitable place will be for it.

By the end of the year 1876, the expenditure upon the Intercolonial Railway should be entirely completed, and as the road and rolling stock are both of such excellent quality, no further outlay on capital account will be required unless for the accommodation of any traffic which may hereafter arise.

There is still \$300,000 of the present year's estimates to expend, and a further sum of \$500,000 will be provided for in the estimates for next year, but it is expected that that amount will be more than sufficient to complete everything.

I have the honor to be, Sir,

Your obedient servant,

C. J. BRYDGES.

*General Superintendent
of Government Railways.*

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

APPEN
INTERCOLON

DR.

BALANCE SHEET at 30th June,

	\$ cts.	\$ cts.	\$ cts.
Buildings.....			557,709 78
Engineering and Survey.....			1,258,910 54
Legal Expenses, Land Survey and Valuation.....			66,153 40
Management.....			133,847 84
Printing, Advertising and Stationery.....			26,759 93
Right of Way.....			245,156 74
Rolling Stock.....			1,425,287 92
Works and Permanent Way.....		14,884,973 22	
Appropriation for Sections 1 to 7.....		193,500 44	
		15,078,473 66	
Contract No. 3, F. X. Berlinguet & Co.....	97,112 97		
do 6, do.....	62,969 60		
do 9, J. B. Bertrand & Co.....	25,091 89		
do 15, do.....	95,030 32		
do 12, Sumner & Somers.....	104,950 15		
do 13, W. E. Macdonald & Co.....	113,925 65		
do 16, King & Gough.....	23,185 57		
do 17, S. P. Tuck.....	9,183 74		
do 22, C. Cummings & Co.....	169,248 74		
do 23, Sutherland, Grant & Co.....	95,295 95		
		795,994 58	
Advances to the following Contractors:—			
Thos. Boggs & Co.....	17,344 81		
Brown, Brooks & Ryan.....	15,400 00		
Robt. H. McGreevy.....	20,752 75		
		53,497 56	
Eastern Extension Railway.....		944,623 01	
			16,872,588 81
Telegraph line.....			16,830 00
Receiver-General (special deposit of amount retained on purchase of the Eastern Extension Railway).....			300 00
			20,603,544 96

INTERCOLONIAL RAILWAY OFFICE,
OTTAWA, 30th June, 1876.

DIX A.

IAL RAILWAY.

1875. Per General Ledger.

CR.

	\$ cts.	\$ cts.
The Dominion of Canada.....		20,593,914 96
McCarron & Cameron, percentage retained on estimates for track-laying and ballasting.....	150 00	
Ryan & Booth, percentage retained on estimates for track-laying and ballasting.....	1,477 30	
J. J. McDonald & Co., percentage retained on estimates for track-laying and ballasting.....	2,077 00	
D. McDonald, percentage retained on estimates for track-laying and ballasting.....	4,925 70	
		9,630 00
		20,603,544 96

THOS. C. DUPLESSIS,
Accountant.

APPEN

INTERCOLON

DR.

BALANCE SHEET at 30th Novem

	\$	cts.	\$	cts.	\$	cts.
Buildings					629,612	20
Engineering and Survey					1,261,975	81
Legal expenses, Land Survey and Valuation					68,616	78
Management					139,085	19
Printing, Advertising and Stationery					26,820	07
Right of Way					254,489	96
Rolling Stock					1,482,026	21
					3,862,626	22
Works and Permanent Way			15,292,159	70		
do Appropriation for Sections Nos. 1 to 7, inclusive			193,525	44		
			15,485,685	14		
Contract No. 3, F. X. Berlinguet & Co	97,112	97				
do 6, do	62,969	60				
do 9, J. B. Bertrand & Co	25,091	89				
do 15, do	95,045	32				
do 12, Sumner & Somers	104,950	15				
do 13, W. E. Macdonald & Co	113,925	65				
do 16, King & Gough	24,285	21				
do 17, S. Parker Tuck	10,741	35				
do 22, C. Cummings & Co	169,235	84				
do 23, Sutherland, Grant & Co	95,295	95				
			798,653	93		
			16,284,339	07		
Thos. Boggs & Co, advance	17,710	84				
Brown, Brooks & Ryan, do	25,400	00				
Martin Murphy, do	3,000	00				
Robt. H. McGreevy, do	43,220	22				
			89,331	06		
			16,373,670	13		
Eastern Extension Railway			944,623	01	17,318,293	14
Telegraph Line					16,830	00
Receiver-General (Special Deposit of Balance due on purchase of the Eastern Extension Railway					300	00
Bank of Montreal—Contingent Account			2,224	56		
Montreal Office			1,509	16		
					3,733	72
E. T. Trites, Paymaster, Balance on hand for Expenditure incurred in November, instant (Vouchers to be returned in December, next)			2,797	81		
H. D. Finlay, Paymaster, Balance on hand for Expenditure incurred in November, instant (Vouchers to be returned in December next)			9,564	15		
					12,631	96
					21,214,145	04

INTERCOLONIAL RAILWAY OFFICE,
OTTAWA, 30th November, 1875.

DIX B.

IAL RAILWAY.

ber, 1875. Per General Ledger.

CR.

	\$ cts.	\$ cts.
The Dominion of Canada.....		21,187,111 00
McCarron & Cameron, per centage retained on contracts for track-laying and ballasting	3,774 82	
Ryan & Booth, per centage retained on contracts for track-laying and ballasting	6,108 72	
J. J. McDonald & Co., per centage retained on contracts for track-laying and ballasting	9,610 00	
D. McDonald, per centage retained on contracts for track-laying and ballasting.....	7,540 50	
		27,034 04
		21,214,145 04

THOMAS C. DUPLESSIS,
Accountant.

APPENDIX C.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Total Expenditure under each Special Service up to the 30th November, 1875.

Service.	Amount.	Total.	Grand Total.
	\$ cts.	\$ cts.	\$ cts.
Buildings—			
Amherst Station Buildings.....	13,436 14		
Engineers' Houses.....	32,212 65		
Engine do	142,491 55		
Freight do	10,766 39		
Flag Station do	1,300 00		
Moncton Buildings.....	173,831 52		
Painsec Junction Buildings.....	2,049 30		
Passenger and Refreshment Houses.....	33,296 02		
Station Houses.....	128,779 92		
Tank Houses and Fuel Sheds.....	80,768 19		
Car Sheds, Moncton.....	3,427 34		
Buildings Expenses.....	7,253 18		
		829,612 20	
Engineering and Survey.....		1,261,975 81	
Legal Expenses, Land Survey and Valuation.....		68,616 78	
Management.....		139,085 19	
Printing, Advertising and Stationery.....		26,820 07	
Right of Way.....		254,489 06	
Rolling Stock—			
Locomotive Engines.....	651,879 10		
Passenger Cars, first class.....	65,909 26		
do second class.....	22,207 30		
Postal and Baggage Cars.....	22,815 49		
Box Freight Cars.....	184,470 00		
Platform Cars.....	443,892 48		
Coal Cars.....	74,000 00		
Cattle Cars.....	2,267 46		
Snow Ploughs.....	8,920 39		
Expenses.....	5,664 73		
		1,482,026 21	
Works and Permanent Way—			
Contracts, Grading Works, Fencing, Drainage, Sidings, Road Diversions, &c.....	10,004,209 52		3,862,626 22
Appropriation for Sections 1 to 7, inclusive.....	193,525 44		
		10,197,734 96	
Branch Lines.....		45,414 21	
Snow Sheds and Fences.....		52,654 37	
Contracts completed by Government—		10,295,803 54	
No. 3, F. X. Berlinguet & Co.....	97,112 97		
6, do	62,969 60		
9, J. B. Bertrand & Co.....	25,091 89		
15, do	95,045 32		
12, Sumner & Somers.....	104,950 15		
13, W. E. Macdonald & Co.....	113,925 65		
16, King & Gough.....	24,285 21		
17, S. Parker Tuck	10,741 35		
22, C. Cummings & Co.....	169,235 84		
23, Sutherland, Grant & Co.....	95,295 95		
		798,653 93	
Carried forward.....			

APPENDIX C.—*Continued.*

INTERCOLONIAL RAILWAY.—Statement showing the Total Expenditure under each Special Service up to the 30th November, 1875.—*Continued.*

Service	Amount	Total	Grand Total.
	\$ cts.	\$ cts.	\$ cts.
<i>Brought forward</i>			
R. H. McGreevy, Section No. 18, advance	43,220 22		
Thos. Boggs & Co., do 19, do	17,710 84		
Martin Murphy, Restigouche Bridge	3,000 00		
Brown, Brooks & Ryan, Section 20	25,400 00		
		89,331 06	
Iron Bridging	770,046 02	11,183,788 53	
Rails and Fastenings.....	2,963,975 22		
Cross Ties	365,988 50		
Track-laying and Ballasting.....	1,089,871 86	5,189,881 60	
		16,373,670 13	
Eastern Extension Railway		944,623 01	17,318,293 14
Telegraph Line.....			21,180,919 36
Receiver General (special deposit), amount retained on purchase of Eastern Extension Railway			16,830 00
Bank of Montreal, contingent account.....		2,224 56	300 00
Montreal Office.....		1,509 16	3,733 72
E. T. Trites, Paymaster, balance in hands.....		2,797 81	
H. D. Finlay, do do		9,564 15	12,361 96
Less amount at credit of the Contractors, for Track-laying and Ballasting, as per Balance Sheet			21,214,145 04
			27,034 04
			\$21,187,111 00

THOS. C. DUPLESSIS.

Accountant.

INTERCOLONIAL RAILWAY OFFICE,
OTTAWA, 30th November, 1875.

APPENDIX D.
INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT showing the Total Expenditure for the construction of the Intercolonial Railway at the 30th June, 1873, 30th June, 1874, 30th June, 1875, and at the 30th November, 1875.

	Total at 30th June, 1875.	Total at 30th June, 1874.	Total at 30th June, 1875.	Total at 30th Nov., 1875.
	\$	\$	\$	\$
	cts.	cts.	cts.	cts.
Buildings.....	372,837 04	493,395 02	557,709 78	629,612 20
Engineering and Survey.....	1,074,397 14	1,207,458 94	1,258,910 54	1,781,975 81
Legal Expenses, Land Survey and Land Valuation.....	60,421 21	62,979 31	66,153 40	68,616 78
Management.....	96,249 54	116,734 04	133,847 84	139,085 19
Printing, Advertising and Stationery.....	24,473 12	26,231 65	26,759 93	26,830 07
Right of Way.....	199,724 39	234,577 12	245,155 74	254,489 96
Rolling Stock.....	785,278 51	1,122,183 48	1,425,287 92	1,482,026 21
Works and Permanent Way.....	11,863,549 13	14,611,259 00	16,872,588 81	17,318,293 14
Gordwood.....	8,654 00	8,654 00	16,830 00	16,830 00
Telegraph Line.....	6,430 00	16,830 00	.....	.....
Temporary Running Arrangements.....	2,606 96	4,361 70	3 00	300 00
Receiver-General (Special Deposit).....	300 00	300 00	.....	3,733 72
Open Accounts (per Balance Sheet).....	.....	.....	.....	12,361 96
Paymasters' Balances (per Balance Sheet).....	20,042 85	2,770 86	.....	.....
	14,520,073 89	17,937,735 76	20,603,514 96	21,214,145 04
Less Credit per Balance Sheet.....	.....	.....	9,630 00	27,034 04
	14,520,073 89	17,937,735 76	20,593,914 96	21,187,111 00

THOS. C. DUPLISSIS,
Accountant

INTERCOLONIAL RAILWAY OFFICE,
OTTAWA, 30th November, 1875.

APPENDIX No. 28

TABLE showing Dates of the closing of Canals and Harbors, in the Autumn of 1874, and the opening in the Spring of 1875.

Canals or Harbors	Closing	Opening.
Lachine Canal	3th December, 1874.	1st May, 1875.
Beauharnois Canal	25th November, do	3rd do do
Cornwall do	4th December, do	4th do do
Williamsburgh do	5th do do	1st do do
Welland do	10th do do	3rd do do
Burlington Bay do	19th do do	28th April, do
St. Anne's Lock and Dam	26th November, do	3rd May, do
Carillon Canal	25th do do	1st do do
Grenville do	23th do do	7th do do
Chûte à Blondeau Canal	25th do do	6th do do
Rideau (Kingston Mills)	20th do do	29th April, do
Rideau (Ottawa)	26th do do	5th May, do
St. Ours Lock	25th do do	16th April, do
Chambly Canal	23th do do	1st May, do
Eric do (New York)	5th December, do	18th do do
St. Peter's do (Cape Breton)	15th do do	10th do do
Quebec Harbor, River St. Lawrence	21st November, do	14th April, do
Montreal do do	13th December, do	3rd May, do
Toronto do Lake Ontario	30th do do	12th April, do
Kingston do do	30th do do	20th do do
Belleville do Bay of Quinte	29th November, do	12th do do
Port Stanley do Lake Erie	28th do do	1st May, do
Kingsville do do	10th December, do	12th April, do
Windsor do River St. Clair	14th do do	19th March, do
Sarnia do Lake Huron	23rd do do	29th do do
Goderich do do	25th November, do	15th April, do
Kincardine do do	11th December, do	9th May, do
Owen Sound do Georgian Bay	30th November, do	6th do do
Collingwood do do	10th December, do	8th do do
River St. Mary do do	27th November, do	8th do do
Winnipeg do Red River	5th November, do	30th April, do

REPORT

ON THE

STATE OF THE MILITIA

OF THE

DOMINION OF CANADA.

FOR THE YEAR 1876.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY COMMAND OF
HIS EXCELLENCY THE GOVERNOR GENERAL.



OTTAWA :

PRINTED BY MACLEAN ROGER & CO., WELLINGTON STREET.

1876.

DEPARTMENT OF MILITIA AND DEFENCE,

OTTAWA, February, 1876.

The undersigned has the honor to forward to Your Excellency the accompanying Report relating to the Militia of the Dominion of Canada for 1875, which is respectfully submitted for your Excellency's consideration.

W. B. VAIL,

Minister of Militia and Defence.

His Excellency
The Governor General,
Ottawa.

INDEX TO CONTENTS.

(MILITIA REPORT, 1875.)

REPORT OF OFFICER IN COMMAND OF THE MILITIA :—

	PAGE.
Prince Edward Island, state of Militia there.....	ii
Canal on Canadian soil, Sault Ste. Marie.....	iii
Manitoba, strength of Militia in	iv
do Rapid increase of population.....	v
do Military protection at Portage Laprairie.....	v
do Totogon a preferable position for an armed force.....	v
Journey through North West Territory and British Columbia.....	i
Route to British Columbia.....	v
Protective Force at Kootenay Village and Joseph's Prairie.....	v, vi
Distance travelled.....	vi
British Columbia, strength of Militia in	vi
do Battery McCaulay's Point.....	vii
do B. L. R. guns Dockyard.....	vii
do Artillery Company Victoria.....	vii
do Drill Shed, &c., do	viii
do Guns at New Westminster.....	vii
do Rifle Range, &c., do	vii
do do Nanaimo	vii
do Suggest a corps at Fraser River, Kamloops.....	viii
do Quantity of arms in store, of obsolete pattern.....	viii
Training of the Militia past season.....	ix, xiv
do Numbers at.....	xiv
do at Militia Camps.....	x, xii
do Enrolled companies as Schools for	xi
Gunnery Schools.....	xix
do Benefits derived by Artillery from	xi
Military College.....	xiv
Garrison Instructors suggested.....	xii
Inspection of Camps, Ontario	xi
Undersized men at Camps	xii
Permanent Battalion Adjutants.....	xiii
Arms and Clothing generally.....	xiii
Standing Army—Occasion not yet arrived for.	xii
Cavalry.....	xvii
do Captain Spillette's scheme (Appendix No. 8).....	xviii
do Provincial Inspectors of.....	xviii
Artillery.....	xiv
Engineers	xviii
Staff.....	xx
Governor General's Foot Guards.....	xviii
Military Stores.....	xvii
Saluting Battery at Ottawa.....	xviii

APPENDICES :—	PAGE.
A.—Two letters reporting Conferences with General Officers U. S. A	i, xxii
B.—Report on North West Mounted Police	i, xxviii

APPENDICES :—	
No. 1. Deputy Adjutant-General, Reports by—	
Military District No. 1.....	1-4
do No. 2.....	4-12
do No. 3.....	13-22
do No. 4.....	23-27
do No. 5.....	27-34
do No. 6.....	34-36
do No. 7.....	36-39
do No. 8.....	39-58
do No. 9.....	59-64
do No. 10.....	65-67
do No. 11.....	232-235
do No. 12.....	68-69
No. 2. Inspection Reports of Corps—	
Military District No. 1.....	70-81
do No. 2.....	82-99
do No. 3.....	100-113
do No. 4.....	114-121
do No. 5.....	122-139
do No. 6.....	140-143
do No. 7.....	144-155
do No. 8.....	156-167
do No. 9.....	168-177
do No. 10.....	.....
do No. 11.....	236-237
do No. 12.....	178-181
No. 3. Reports on the Artillery :—	
Inspector of Artillery, on Artillery generally.....	182-199
In Province of Quebec.....	184-186
Assistant Inspector, Province of Ontario, (A.).....	187-193
do do New Brunswick and Nova Scotia, (B.).....	194-196
Inspection of Quebec Field Battery, (E.).....	196-187
do Grosse Isle do (G.).....	197
Dominion Artillery Association proposed, (N.).....	197
do do proposed rules for (P.).....	199
Ammunition recommended to be expended by Artillery corps in competition practice, (O.).....	198
No. 4. Report on "A" Battery, School of Gunnery, Kingston.....	200-201
do "B" do Quebec.....	202-208
No. 5. Certificates from Schools of Gunnery :—	
Province of Ontario.....	209-211
do Quebec.....	212-214

No. 6. Certificates from Schools of Military Instruction :—	
Province of New Brunswick	215-217
do Nova Scotia.....	218-220
No. 7. Certificates from Boards of Examiners	221-222
No. 8. On Cavalry organization (Capt. Spillette).....	223-226
No. 9. Suggestions of Medical Officers :—	
Organization of Medical Staff.....	227
Report on Medicine Chests.....	227-228
No. 10. Report of Director of Stores, &c.....	229-231

ANNUAL REPORT

ON THE

STATE OF THE MILITIA

FOR

1875.

HEAD-QUARTERS,

OTTAWA, 1st January, 1876

The Honorable

The Minister of Militia and Defence, &c., &c., &c.

SIR,—The usual period for submitting the annual report on the Militia has again approached, it becomes therefore my duty to touch briefly on the various points upon which the Government should be informed.

In the course of the past year I have had the pleasure of inspecting several Brigades and of making myself thoroughly acquainted with the Dominion of Canada from the shores of the Atlantic to its most westerly confines on the Pacific Coast.

My report to the Honorable the Minister of Justice upon the general condition of the North West Mounted Police, and other subjects connected with the North West Territory, under the official instructions I had received from him, embraces a short sketch of my journey through the country and across the Rocky Mountains to British Columbia during the Summer and Autumn of this year. The report (B) is annexed.

Two other reports to the Honorable the Secretary of State having reference to the result of my conferences with the general officers of the U.S.A. commanding in Montana, Washington and Oregon Territories, to whom I was accredited by the American Government, have also been duly submitted.

These reports (A) were prepared in pursuance of instructions I received from the Secretary of State to confer with those officers in the course of my official tour, on the subject of the repression of crime and capture of criminals along the international line. They are also annexed.

The very friendly reception I met with from all the American officers with whom I was fortunate enough to become acquainted, in the course of that duty, will be seen in my special report on that subject.

My official tour between the 24th of May and the 15th November embraced a distance by the route travelled in going and returning of about 11,000 miles, of which over 2,000 miles were performed on horseback, and 600 with pack animals.

PRINCE EDWARD ISLAND.

On reaching this Island through the province of New Brunswick I found the Militia had not been reconstituted since Confederation and that considerable misconception existed on the subject.

In the year 1851, it had been disbanded, but at the time of the Fenian commotion a few independent companies were organized in consequence of a despatch from the Secretary of State—these were kept together until July 1873. I found considerable apathy existed when I arrived.

The quota for the Island is 700 men in 4 regimental divisions, with 4 batteries of Artillery and 12 Infantry Companies.

On my arrival I found there was a hesitation to enrol under apprehension that the companies might be liable to be sent into camp on the mainland, for which they could not afford time, but on my assembling as many officers as I could collect I set their minds at rest on that point, upon which I received assurance that no further obstacle existed. Permission was also given to carry out the drill at Company Head Quarters for this year.

Some dissatisfaction had existed on account of vested interests as to officer's rank in the Provincial Militia, not having been observed in the reconstruction after Confederation. This has been satisfactorily disposed of.

I also heard complaints at no salute having been fired on the Queen's Birthday. There is a battery of 6-pounder brass field guns in excellent order, also an earthwork to command the entrance of the Bay of Charlottetown armed with 3 32-pounder guns and an old iron 6-pounder, but there was no powder in store. This has since been remedied.

Misconception also existed as to furnishing Guards of honor for the opening and closing of the Provincial Parliament. It was believed that such guards could only be furnished by Infantry. I desired it might be clearly understood in future they could be supplied by any available arm of the service, and that requisitions from the Lieutenant Governor should henceforth be punctually attended to, under provincial regulations for payment.

The Paymaster's Department required re-adjustment, which has been done.

In fact, from a very unsatisfactory state of things, I believe that since my visit, the Island Militia is restored to a proper footing, clothing for all the troops has since been supplied, and the greater portion have been trained in the past season.

It is suggested that a new platform for the 4 gun battery, referred to, should be laid down, to render it serviceable, and that some repairs be made to the parapets of the earthwork.

It is desirable that a school of instruction should be opened at Charlottetown for young officers and men. There are only two drill instructors for Infantry and one for Artillery in the Province, but few of the old Volunteer Officers will serve again, therefore those now appointed will require equal instruction with the men.

There is a District Adjutant at Charlottetown who was a Captain in the Army and retained since Confederation. I suggest he be confirmed; he would be useful in the Military School for giving general instruction, under the Deputy Adjutant General.

There are three drill sheds, viz: at Charlottetown, Summerside, and Georgetown in very good repair; that at Charlottetown is one of the best I have seen.

I suggest that the 6-pounder field guns in store at Charlottetown be distributed for practice, two to each battery of Artillery.

Returning by the Gulf of St. Lawrence I visited Gaspé, where an Artillery Company is formed, but without battery or guns. I suggest two 24 or 32-pounder guns should be supplied and mounted for practice; there is an excellent position for them at the entrance of the river.

Passing through Quebec and Ontario where I made inspections of several Brigade Camps, alluded to hereafter, I went by Lakes Huron and Superior, and so reached Manitoba.

For military purposes in years to come as well as for commercial intercourse with the North-West, it will doubtless be found necessary to cut a canal on Canadian soil at the rapids of Sault Ste. Marie. The present canal, on the American side, has a depth of 12 feet, it could not, however, be used for the passage of armed Canadian troops. On the opposite side of the rapids, by cutting through a narrow neck only 500 yards broad, a canal would be approached at both ends by water deep enough for large vessels.

This will naturally become the highway to Manitoba, and the North West, when the railroad now in progress of construction from Fort William on Kaministaquia River in Thunder Bay, is open, even as far as the Red River.

On the South West side of St. Joseph's Island, and close to Neebisch Rapids, there is some Ordnance property which is valuable as affording a suitable position for a battery to command the narrows between Lakes Huron and Superior.

MANITOBA.

When I reached Fort Garry, the provisional battalion consisted of only a few men, those whose time had expired had just gone, and the recruits had not come up. There is an excellent barrack half a mile west from Winnipeg, but a magazine is very much needed.

The Garrison now consists of only 100 men of whom 25 are Artillery, with two 9-pounder rifled guns, and two 7-pounder mountain howitzers; two of the latter description have also been supplied to the Winnipeg battery of Militia Artillery.

The Militia of Manitoba is composed of two companies of Infantry and the battery of Artillery, the latter is in fair condition, while the Infantry has but little solidity. The Deputy Adjutant General was about to reconstitute the Infantry companies which he hoped to render more serviceable.

Owing to the fluctuating character of the population of this new province, however, I am not much impressed by the stability of the Militia at the present time.

I venture to make some observations here from reliable information given me on the spot, relating to the beneficent results arising from the presence of a military force at Winnipeg, since the troubles of 1869-70.

Since a force has been established in their midst, regularity and peace have prevailed, with protection to life and property, the presence of the military and their influence on the minds of the people are guarantees of good order.

Comments no doubt are made upon the expense of keeping troops when their services are not ostensibly required, but such remarks though reasonable enough from persons who don't thoroughly know the country are at variance with the opinions of good and true thinking men on the spot who desire peace and have interests at stake, looking to the security of the Community and the ascendancy of trade and commerce over strife and disorder. True enough there has happily been no occasion for calling on the intervention of these troops, except during a Fenian bubble, and though no troops can be maintained without expense, yet the money so expended gives security and is for the most part spent among the tradesmen of the Province.

Their being only once called out is hardly a criterion as to their use or uselessness. They are always ready and efficient when required and their presence alone is quite sufficient to keep order in a mixed population composed of different nationalities and prejudices, situated so close to the boundary line of a foreign State that the Province as yet continues a refuge for persons of lawless character from the other side, seeking as a pretext, employment in various capacities.

The withdrawal of troops at present from Winnipeg would cause a feeling of alarm and insecurity, and I am led to believe might result in disturbance among

the cosmopolitan and as yet only partially settled population of that young but thriving province.

Some idea may be formed of the rapid increase of population in Manitoba by the fact that in 1872, the inhabitants of Winnipeg hardly numbered 600 souls, while now there are about 5,000.

But recently, an application has been made for military protection at Portage LaPrairie, about 100 miles west of Winnipeg, based upon a Minute of the Provincial Council, in pursuance of a report of the special commissioner ordered to inquire into the murder of a Sioux Indian by one of his tribe.

Many of the Sioux Indians have pitched their lodges in various parts of the country, having Portage LaPrairie as a centre. They are considered a treacherous tribe and sought refuge on British soil after committing diabolical atrocities in Minnesota some few years ago, when numbers of persons were massacred. I don't therefore, doubt that an armed force, whether civil or military, would be very acceptable to the scattered settlers in that locality, which is about 90 miles from the nearest Mounted Police station at Shoal Lake.

I am not prepared to recommend that any military force should be placed there consisting of less than 50 men in a defensible post. The reduced corps at Winnipeg cannot now spare men for any detachment and the wood cutting party alluded to in the memorial no longer exists.

The proper arm for the objects in view is in my opinion a police force which can always enforce the law upon any emergency, while troops cannot interfere except on the requisition of a Magistrate, nor proceed to extremity without his personal orders.

Should any armed force be established, I consider Totogon a preferable position to Portage LaPrairie, as more readily commanding a large sweep of sparsely settled country from White Mud River to the open plateau near Poplar Point, being respectively about 90 and 42 miles from Fort Garry, having also the advantage of water communication with the proposed line of the Canada Pacific Railway by Lake Manitoba. A police force there and another at Fort Francis west of Rainy Lake on the new line of railway, are much required for the security of the province.

My official route from Manitoba now led me 3000 miles to the remote west, along the spacious and beautiful prairies, in so many places rich with loamy alluvial soil, across deep and navigable rivers, over the rugged Rocky Mountains and through the dark glades of dense primeval forests, abounding with huge old giant monarchs of the woods as yet untouched by the hand of man.

I eventually passed by British Columbia to Vancouver's Island.

At Kootenay Village and Joseph's Prairie lying west of the Rocky Mountains I was specially solicited to intercede for some protective force. Their population amounts

to 75 white permanent residents besides about 50 miners, packers and others who make their living in the district, together with about 80 Chinese and 500 Indians.

The whites and Chinese are chiefly engaged in gold mining, while the Indians attempt farming on a very limited scale, no reservations having been yet set apart for the Kootenay Indians by the local Government. Their pursuits and manner of existence at present consist in hunting buffalo on the prairies of the North West Territory, as well as cariboo, elk, bear, deer, &c., and trapping fur-bearing animals in the woods and valleys adjacent. There are also some branches of Kootenay Indians located on American Territory and about the Tobacco plains on the border, numbering about 250 souls, as well as some of the Shushwab tribe at the Columbia Lakes, in the aggregate about 800 aborigines, all imbued with a common feeling whether for peace or war. The people of Kootenay District which comprises about 32,000 square miles, have on more than one occasion passed through a dangerous crisis in their relations with the Indians, who in the event of actual strife would sweep them off the earth.

Geographically, I think Kootenay at present one of the most isolated portions of the British Empire, on all sides enclosed by mountains, rivers and forests; and the scattered location of a sparse population in close proximity to 800 Indians whose number could be largely increased, renders it truly one of the most unprotected. It receives only six mails in the year from the capital of the province, 600 miles away.

The resources of Kootenay are ample, abounding in only partially developed gold mines and other precious metals in great quantity, which would fully remunerate industry; a healthy climate and soil in all the valleys and plains which are of excellent alluvial quality, capable of producing all the roots, fruits, vegetables and grain of a temperate climate in quantity and of good description; protection alone is wanted to ensure the presence of a large population. Militia is at present out of the question; but a police force of 50 men, whose presence and power would overawe the increasing insolence of the aborigines, would give security to the settlers, the remnants of the original pioneers of the country, who prefer to run desperate hazards rather than abandon the fruits of their industry.

Communication should also be opened through a known easy defile of the Rocky Mountains by the Elk River, by which means the produce of this productive soil would supply the N. W. Mounted Police more cheaply than at present, thus giving an impetus to the settlement and industry of the District, and through the consequent increase of the population, yield a revenue more than commensurate with the outlay.

BRITISH COLUMBIA AND VANCOUVER'S ISLAND.

At Victoria and Nanaimo there are two Companies of Infantry clothed and equipped as Rifles, and in a very efficient state for any service. At New Westminster, on the Frazer River, there is a good Company of Infantry and also a Battery of Artillery. The latter I did not have the opportunity of inspecting as their clothing had

been only just received; the Rifle Company is in an efficient condition in every respect.

It is suggested that a battery be mounted at McCaulays' Point on the promontory which projects between the harbours of Victoria and Esquimalt. In the absence of a ship of war which occasionally occurs, there is not a gun nor any kind of protection for the costly Naval Stores in the dockyard on the one side, nor for the City of Victoria on the other. A piratical cruiser of small force, entering by the straits of Fuca, could destroy the whole place.

On going over the dockyard, I found 2 7-inch and 4 40-pounder breechloading rifled guns about to be sent back to England as obsolete for Naval service. I requested these might be detained together with their shell and equipments, and have made application for their transfer to the Dominion Government for the purpose of arming the earthwork I propose, for McCaulay's Point.

This can be constructed at a trifling outlay for earth parapets and wooden platforms.

It is suggested an Artillery Company should be enrolled at Victoria to man this battery. There are plenty of willing and efficient men for the purpose, and an officer late of the Royal Artillery.

There are two bronze 24-pounder howitzers on travelling carriages in position at New Westminster in charge of the Artillery, as well as a quantity of shot and shell. The gun carriages require painting. I suggest that the usual ammunition for practice be allowed the Seymour Artillery, the cost of which has heretofore been defrayed by the commanding officer.

There is a first-class rifle range of 600 yards, which cost \$75, advanced out of the private funds of the Rifle Corps. Additional \$75 are necessary to complete the range to 800 yards with the view to competition for Wimbledon. I submit that an appropriation of \$150 is advisable in order that the range may become the property of the Dominion Government.

The drill shed was built by the Provincial Government in 1866, for the Volunteers, at a cost of \$1,400, and subsequently improved by private contribution of citizens of New Westminster. It requires a new foundation, the original being rotten and unsafe. The estimated cost for this is \$200. An armoury properly fitted for the arms, clothing and stores is also much required; this would cost about \$200; the men, several of whom served in the Royal Engineers, have expressed their willingness to contribute labor and money from the Corps fund.

There is also a Magazine here originally constructed by Royal Engineers upon the best principles, stone and brick with copper doors; the flooring is, however, rotten and the doorway dilapidated. \$100 are required to repair this.

The drill shed at Victoria is a very excellent one in good repair, but nearly useless from having no gas light, which can be introduced for \$120. All drill in the shed being at night, the necessity for gas light is obvious. On the occasion of my inspection there were 24 candles and 10 coal oil lamps burning, and yet the place was in comparative obscurity. One of the spare rooms should also be fitted up at a cost of \$25, as an armory and clothing room.

There is a first-class rifle range here, rented by the Rifle Association for 7 years at \$25 per annum. They have spent \$250 on it from private funds, which are not affluent. It is suggested this range should be taken over for the Militia as they have no other place of practice.

There is a store keeper, and a man employed as caretaker, but not paid. I suggest this man should receive pay as armourer, caretaker and drill instructor combined, which would make up a suitable salary for him.

At Nanaimo there is no drill shed; the Company has constructed the rifle range of 600 yards at a private cost of \$100. The Vancouver's Coal Company will give a site for the former, if \$1,000 were forthcoming from public funds to erect the building, including armory, &c.

Drill Instructors are much needed, and the aptitude for drill shown by these Companies deserves encouragement. An Instructor from the Royal Marines at Esquimalt would cost about \$60 a month while so employed.

There are at present upwards of 700 stand of arms of obsolete pattern, Enfield and Brunswick, which were passed over to the Dominion Government at Confederation; also a large quantity of ammunition adapted for those arms in the Naval Magazine at Esquimalt. The Admiral has applied for the immediate removal of the latter, to give room for powder expected from England. I ordered a board upon it and suggest it be broken up and the powder used for practice or salutes, the arms should be sold, I am informed the Indians would readily purchase them for shooting large game. The proceeds of those arms if placed to the credit of the Militia Department would go far to execute many of the repairs now suggested.

Time did not admit of my ascending the Frazer River to visit Kamloops on the Thompson, though urged to do so by the Lieut.-Governor and other persons, but from inquiry I am of opinion it would be very desirable to enrol a small body of Militia at that point, where there are some 200 or 300 white people within a radius of about 20 miles. This corps should be mounted Infantry or Riflemen, who would furnish their own horses and be capable of any arduous service. Other small corps of 20 or 30 men could equally well be raised at Clinton, Cache Creek and Okanagan, all of which could drill independently once a month and assemble once a year at Kamloops, as the most central, as well as the most important point. Such corps would only require uniform and arms, with Camp equipment for general training. An organization of this kind would be most popular as well as effective, in case their services

were required. The interior of the country being isolated during the severe winter months such an organization would give rise to a feeling of general security for a small outlay; they would partake more of a Yeomanry than a Militia force and when the pass to which I have before alluded is opened through the Rocky Mountains, an almost continuous chain of communication and support if necessary would be formed with the North-West Mounted Police as well as with the Militia force of the West Coast.

I think it both practicable and advisable to organize very soon such a force in the interior of British Columbia for the security and protection of the population from any alarm that might occur to disturb the present peaceful relations between the white and colored inhabitants of the Country.

It is not, however, intended for a moment to convey the impression that any collision between races is probable, but it should not be overlooked that there are approximately 30,000 Indians in British Columbia whose land question is not yet settled and it is a duty to provide against possible contingencies, in the uncertain future.

TRAINING.

The training of the Militia during the past season may be considered as having in a satisfactory degree carried out the principles of the organization. With very few trifling exceptions, the various corps of Cavalry, Artillery, Engineers and Infantry assembled with their ranks complete, and I was informed that in the majority of Corps, double the number of men would willingly have joined, had it been possible within the limits of the parliamentary vote to have paid them. I am also led to believe that in most corps the officers and men would willingly have continued embodied for a much longer period than that, necessarily for the same reason defined by general orders.

It is possible that this general willingness to attend training this year may in some degree be attributable to some temporary depression in the trade and labor market, but I believe it more probably foreshadows the increasing popularity of the Militia and the general feeling that a larger share of public interest is taken in the system which is year by year assuming in a marked degree the evidence of greater solidity and permanent endurance. Too much credit cannot be bestowed upon the many patriotic and zealous officers of the Canadian Militia who have from the infancy of the movement, in spite of discouraging difficulties at the beginning, resolutely applied their minds and devoted their energies to build up by slow but sure degrees what has now become a permanent and powerful Military organization. Amongst the many I may point to one who has worked at the root of the system from the outset and who so deservedly received the approbation of the Government and the Legislature this year by being promoted to the position of Adjutant General of Militia.

Difficulties doubtless still meet those who strive to prepare means of defence where the possibility of disturbance or of war is hardly believed, because never yet felt, and money is in consequence sparingly granted because it may not directly produce a tangible or visible return, therefore the solidity of the Militia organization may be still considered as hardly corresponding with the steady progress and increase of the Country. By patience and perseverance we may hope little by little to improve the means of national defence and add to the Military Institutions of the Country upon a scale becoming its growing importance. Happily the strong good sense of the people of this country is not to be swayed or distracted from its patriotic course by the idea of any who in sober earnest could ever they would prefer to teach their sons to be drunkards or gamblers rather than soldiers. What would this country now have been but for the soldiers of England in years gone by. What would have been the fate of Great Britain herself through all past time, but for those strong pillars of the Empire under which her influence and her commerce have flourished, and who have carried her flag and extended her Dominion into the remotest regions of the earth.

It is a mistake frequently fallen into by many, that an army and navy are necessarily conducive solely to purposes of war, and therefore they oppose them upon humanitarian principles, but whereas they are in deed and in fact more conducive to purposes of peace. The moral power of a nation without being backed by physical power would have but small influence if any, in the politics, and the councils of the nations of the world, but when supported by physical power, it must possess in a corresponding degree the weight which strength can command, and so tend to peaceful solutions of questions which might otherwise drift into an opposite direction.

And in this, none are perhaps so directly interested as soldiers themselves, for upon them falls the shock and the destruction of war. Seeking little reward, their duties and their lives are devoted to the defence of their Sovereign and her Empire; for the protection of their native land they freely risk their lives; but can it be supposed that life is not as precious and as valuable to each of them individually as to any of those who are so ready to turn and condemn armies as barbarous institutions, forgetting or ignoring in their security what would be their own condition and that of their Country, but for the moral and physical power of those Military Institutions which the wisdom of the nation has experienced the necessity to maintain.

It is sometimes stated that training the Militia in camps, is productive of little value to Regimental Officers and still less so to the men, and that the Country is called on to pay too dearly without corresponding advantage. But what is the object of the training and discipline of bodies of armed men? Is it not that a certain number of men paid for by the civil population should be in a condition to serve their Country in whatever capacity they may be called upon for the preservation of peace or protection in war. The experience of all past history has shown that for such men

discipline is the main requisite. By discipline men are taught to subordinate self-preservation to the fulfilment of whatever service the State requires and to encounter readily, dangers and hardships which only a few men constitutionally bold would otherwise face. This system of discipline has in all past time varied only in trifling detail, and armies are found fit or unfit according as their training has imbued them with moral qualities which will enable the men to perform the duties required of them, in whatever form that requirement may occur. Habits of obedience and of order, with a strong feeling for the honor of his corps are among the first essentials of a soldier, inculcated by discipline, including careful preservation and training in the use of his rifle. To this end no doubt that moral qualities are of equal importance with physical qualities and the influence on the minds of men collected in large bodies originates habits of thought which cannot but produce the best results in turning their attention into trains of ideas connected with their profession.

Though I consider the annual camp trainings of the Militia fulfil in some important degrees the above conditions, and beneficially produce friendly rivalry and emulation, yet to give fair and productive effect I know it to be important that a proper system should be established to give early training in habits of discipline and the management of men to young officers and non-commissioned officers, without which the theoretical education derived from books alone, be the student ever so studious, will fail him in time of need.

Theoretical education supplemented by practice in dealing face to face with disciplined men under arms, subordinate to his orders and looking to him for example in times of danger or times of peace, is the only training of any value to constitute a commander of whatever rank or degree he may be.

The few days annual training of the Militia cannot fully produce the conditions necessary for the young officers or sergeants—the mainspring of an armed corps; and therefore I venture with all respect to repeat my proposition of last year for the establishment of two or three small enrolled companies as training schools for both Cavalry and Infantry, at which all the rudimental instruction essential for discipline and the management of armed men could be cheaply and sufficiently inculcated. Thus, and experience teaches us thus only, a constant current of instructed officers and men would flow into the ranks of the Militia capable of usefully imparting that instruction in the camps, and of handling their men with good effect on all occasions.

I need hardly again instance the excellent result, which the Dominion Artillery have derived from the two batteries which form model schools of instruction in that branch:

Exceptional opinions have been expressed, that the establishment of such training schools would be but the introduction of a standing army. It is useless to combat such vague opinions. A small standing army this Country, like all other countries desiring to hold a position in the family of nations, eventually in the nature of things

will have; but the occasion has not yet arrived, nor is the Country in a position as yet to maintain such a permanent establishment.

Failing the enrolment of such training schools as I have ventured to propose, on whatever ground they may be objected to, the next alternative is to have a batch of Garrison Instructors selected from amongst officers educated professionally up to the highest modern standard. Ten such officers, detailed through the Military Districts of this Country, would be an inexpensive and very valuable means of imparting military instruction to the rising young officers and sergeants of the Militia, although the most useful instruction of all—the practical management of bodies of disciplined men—would still be wanting.

In reverting to this plan for rudimentary regimental instruction I by no means wish to press my opinions obtrusively nor beyond the candid expression of views from which I know, by long experience, the Militia of this Country would derive very practical benefit.

Previous to my departure to the North-West I had the pleasure of inspecting several of the camp of exercise in Ontario. I only regret that owing to the assembly of the corps in Quebec and the Maritime Provinces at a later period it was not possible for me to attend their camps also. Those that I did inspect struck me with a high estimation of their attention, efficiency and general aptitude. I did not hesitate to state this at considerable length when addressing the various brigades in detail, and as the opinions I then expressed were accurately reported and no doubt read by those interested, I need not recapitulate them here. Briefly I may say, the impression formed was, that the Militia attracts great interest and is very popular, that the officers are zealous, intelligent and capable. Such of them as have had experience and opportunities are admirable soldiers, surprisingly up to the mark considering the long intervals without practice, many able commanders of battalions capable of handling brigades with the opportunity of more practice, the younger officers, soldiers at heart, anxious to learn but without the means, their few days of camp exercise should be employed in instructing their men; but how can they teach, who have but partially learned. Great zeal and enthusiasm distinguish the officers of all arms,—they certainly apply their minds to perform their duties with ability, requiring only time, which cannot be obtained.

The men are generally a very fine, robust, well-sized body—in only one battalion in the Camp at Brockville did I observe a few very undersized men. I made a remark at the time and expressed a hope the Medical Officer would reject such men in future. As any number of men can be obtained, why not select the most powerful in physique? Excellent material for soldiers are those hardy men. No finer troops could the world produce, were they drilled and disciplined for a sufficient time to inspire the brotherhood and mutual reliance among bodies of men in danger or in hardship which constant intercourse and acquaintance under difficulties can alone

produce. This makes the soldier *par-excellence*. Drill and discipline prepare the man to become developed into the fearless soldier by the bond of confidence in their comrades, and unhesitating obedience to their commanders, whom they have learnt by the respect inspired by superior knowledge, to obey.

My former suggestion for a permanent Adjutant on the staff of each battalion, I do not urge, though fully persuaded of the advantage, yet I find the idea not generally acceptable, besides being a greater expense than the estimates can at present afford. I still adhere, however, to the proposal for a permanent Sergeant Major, capable in the highest degree of instructing in drill, discipline, and the duties of guards and sentries, who could also be the caretaker of the armories and clothing-stores.

The care of arms and clothing is full of difficulties in the peculiar constitution of the Canadian Militia organization. I know they should always, with certain unavoidable exceptions, be kept at the head quarters of the battalion. When Rifle Matches occur in rural companies, a case of arms could easily be sent for the purpose and afterwards returned.

The rifles have been in use for so long without examination by an armourer, that I believe I am not exceeding the fact when I say that a large proportion of them are not fit for active service. This is really a very serious state of things—a soldier without his rifle or carbine would be useless. I last year urged the necessity for skilled armourers, who should examine every rifle in use once a year and effect the necessary repairs. I again draw serious attention to this most important defect, and earnestly advise that skilled armourers should be imported from the small arms factory. Whether they should go round the various battalions and rural companies to repair the rifles on the spot, or whether the rifles should be assembled at certain fixed stations, is a matter of detail easily determined by ascertaining the most economical method. But, pray give us armourers to render these delicate weapons fit for use.

The new clothing issued this year is a failure. The shape of the frock is extremely unpopular, and the serge material very bad. A shower of rain reduces the scarlet to a neutral tint approaching black. Money is always badly laid out in purchasing cheap materials. Popular feeling must be respected in a purely volunteer force, encouragement must be given to maintain that feeling. One and all, I believe, condemn the serge frock, and for my own part, I think it looks unbecoming and proves unserviceable. All desire the cloth tunic, it is the uniform of the British Army which the Militia with becoming pride desire to emulate. I recommend the universal resumption of that dress.

The forage cap invented here, is equally unserviceable. Anything with paste-board in its composition is totally useless for a soldier's wear. The men complained that the former forage cap afforded no shade from the sun nor shelter from rain.

Militiamen are accustomed the year round at their ordinary work, to wear broad brimmed hats, and so they dislike the round forage cap ; but I believe the Kilmarnock with a back and front peak, as formerly worn by some regiments of the line in India, would answer the purpose, affording both shade and shelter, and causing a circulation of air round the back of the neck. A headdress combining grace and utility is a matter of taste still far from decided on. The Glengarry cap is smart, but would be worn probably for general use, and the shako is not required for the short summer-drills.

The following statistic table will show the numbers trained in each Province during the past season :

Quebec.....	8,168
Ontario.....	14,836
Nova Scotia.....	3,033
New Brunswick.....	2,124
Manitoba.....	
British Columbia.....	200
Prince Edward Island.....	484

The Reports Annexed, from the respective Deputy Adjutants General of the 12 Military Divisions will be found to explain the details of the several corps composing their brigades.

MILITARY COLLEGE.

The building is now ready for the reception of Cadets and will shortly be furnished.

Lieut.-Colonel Hewett, an officer of the Royal Engineers, arrived in September and has entered upon the preliminary duties of commandant. The staff has been for the present limited to one cadet officer and 3 professors, two of whom will be selected from the Royal Artillery and Royal Engineers ; the number of cadets for the first year is not to exceed 22 who will compete for admission. Next year 36 will be added, viz : 3 from each Military District.

The benefits to be derived from this College are as yet too remote, to calculate upon for the immediate improvement of the Dominion Militia.

A highly educated and scientific class of gentlemen will after the first five years annually pass out of this Institution and the result in the future cannot but be highly favorable and advantageous to the Military establishment of the Country.

ARTILLERY.

The several batteries of Garrison and Field Artillery have been inspected. The reports are annexed and by reference to them it will be seen the Artillery in general is in a satisfactory condition.

There are now 50, 9-pounder rifled field guns in the Country 30 only of which are as yet issued to batteries ; 10 more are in course of manufacture and will be distributed at an early date.

There are also fifty bronze field guns of various calibres, in every way serviceable, but the old smooth bore gun is not considered of much value for modern artillery. I do not recommend that any further addition should be made to the Field Artillery at present, but I propose the usual vote for ordnance should be applied to the purchase of converted Palliser $\frac{3}{4}$ pr. rifled guns for the batteries of Quebec and Kingston. Proper armament is of much greater importance than fortifications, the latter can speedily be supplied for temporary purposes, the former cannot. I request attention to the condition of the armaments of these two citadels ; except a few breech-loaders, there is not a rifled gun of any description. The breechloader will I believe be found useless in winter in Canada, as the screws freeze, and it has been found necessary to light a fire for an hour inside the gun before bringing it into action. The $\frac{3}{4}$ pr. is not intended as a battering gun, nor would it go through the side of an ironclad *à fleur d'eau* by direct fire, but if a shell goes through the deck of an iron clad at an angle of 8° or 9° as it must do fired from the citadel of Quebec, it would also go through her bottom, which is unarmoured, or burst between decks.

In the present armed condition of the continent of Europe it is not possible to foresee when peace may be broken, nor what nations may become involved in war. Should such an event unhappily occur and Great Britain be a party concerned, enemies' cruisers would no doubt cover the seas as in former wars, and should a ship of war escape the British cruisers on the coast, it is quite within reasonable calculation that she might run up the St. Lawrence, place Quebec under contribution and proceed further to Montreal for the same purpose. We have not at this moment a gun at Quebec to forbid the passage of the River to any ironclad, and therefore I propose, if approved, to apply the Ordnance Vote this year for the purchase of converted $\frac{3}{4}$ prs. guns of 56 cwt. which would fit our old 32 pr. cast iron carriages, without alteration. The cost per gun will be £136 12s. 5d. and each gun should in the first instance be supplied with 80 common shell and 20 shrapnel, costing approximately about £55 each gun. The 32 pr. case shot already in store would suit on emergency, if case shot were required.

Suggested that the vote for ordnance be applied for the purchase of 25 or 30 such guns with shell. A few, perhaps 5 or 8, to be mounted on Fort Henry, Kingston, the remainder upon the Citadel of Quebec. Lt.-Colonels Strange and Irwin, Royal Artillery and commanding the Gunnery schools will respectively superintend.

It might be thought questionable to arm old pattern works with new pattern guns, but the fortifications of Quebec and Kingston are not really old. Possibly from the vicinity of the former to the Plains of Abraham people might conjecture so and also because they have been fortified in various ways, since white

men first landed on these shores and round them have surged those contests which have decided the fate of Canada.

The modern fortress of Quebec Citadel, though chronicled in history is not yet 50 years old, the Point Levis forts on the opposite side of the river are but 5 years old. And what difference is there between the trace of their profiles and those of Quebec? A few sand bags, gabions, empty flour barrels,—a few days with plenty of willing hands and a professional head would give all the additions required.

The old cast iron carriages, platforms, side arms, stores, shot, shell and ammunition could be used with those guns which retain their 32 pr. calibre and exterior form. Such an armament, simple, serviceable, incapable of injury by rough handling or climate, requiring no complicated drill, would fulfil all requirements and command the approaches to Quebec or Fort Henry.

The Volunteer and Militia coast Artillery of Great Britain are almost entirely armed with these $\frac{3}{4}$ pr. Pallisers and the government of India has also decided in their favor. The colony of Victoria, New South Wales, has purchased 20 of the same guns and they were probably in addition called on to pay for carriages and platforms, an expense which we can avoid.

I trust the armaments for Quebec and Kingston may be authorized, and the guns placed in position before next October.

There are 3, 7-inch rifled guns breech-loaders, at Quebec, they are intended for the salients of the 3 Point Levis forts; to carry them across the river and mount them would cost about \$180. I suggest they be mounted.

I regret that the Board of survey on public buildings which sat a few days ago, has been obliged to report that with the exception of the Richmond bastion and the Forts at Levis recently repaired, the fortifications, works and military buildings in Quebec City and District are rapidly going to destruction from want of attention and repair, and that unless immediate steps are taken to keep them in order the consequences will become serious. In addition there is much valuable property belonging to the Militia suffering from the same cause.

The Board recommends that one mason and one carpenter be attached to the Quebec Store Department, the Board further recommends the adoption of the suggestion in last year's annual report for the addition of a half company of Engineers to B. Battery to keep in repair these costly military works.

There are some hundred tons of obsolete old iron guns at Quebec and Kingston, I propose they be sold and the money applied to purchase modern armament. The price of old iron is about £4 a ton; there are likewise several smooth bore old bronze guns now obsolete, which if broken up would fetch about £50 per gun.

MILITARY STORES.

These are in their usual good condition under the careful supervision of Lieutenant-Colonel Wily, an experienced and very painstaking officer. A considerable reserve of arms and ammunition as well as ordnance stores for the rifled guns in Western Ontario has this year been prudently added to the store at Toronto. A reserve of Camp Equipment has been likewise placed in depot there. The general reserve now in store throughout the Dominion is as follows :

Gunpowder.....	188,576 lbs.
Small arm ammunition.....	6,902,163 rounds
Snider Rifles, long and short.....	19,820
Camp Equipment, for about.....	50,000 men.

None regret more than myself that the Canadian Militia are not armed with the improved Martini-Henry Rifle with which the British Army is now equipped, but as we have already some 80,000 stand of the Snider in Canada, it would not be possible under the sparing Militia vote to attempt a re-armament. Several years would elapse before it could be accomplished, meantime we should labor under the dangerous defect of having arms of different patterns and two kinds of cartridges.

We may however feel satisfied that the Snider is a most efficient weapon whether for practice or for service, and perhaps on the whole better adapted for the rough handling it frequently undergoes from partially trained men, than would be the more delicately constructed Army Rifle.

CAVALRY.

I have not yet specially referred to this useful arm, the District reports enter into the condition of these Regiments during the training. I include them when speaking of Militia generally. They turned out well this year, well mounted, horses without the advantage of a manege wonderfully steady; in the various field days the corps were well handled and some of them understood fairly the duties of outpost and feeling for an enemy.

One or two corps are desirous of being equipped as mounted Riflemen. I should be glad if this could be carried out on a considerable scale, because in this Country, mounted Riflemen who could move rapidly from point to point to take up positions would naturally be more useful than dragoons, owing to the wide sphere and the intricate, wooded character of the scene of any operations on active service. Several times applications have been preferred for an increase to the corps termed the Governor General's Body Guard at Toronto. These have failed hitherto, owing to the outlay for Cavalry equipments and from the fact that the quota in Ontario as everywhere, is already complete. I submit, however, it would be desirable to make an exception in this case even if the entire corps were not trained each year, the Body Guard is very popular, very efficient and the addition would give us the services of one of

the foremost cavalry officers in the Dominion, Lieut.-Colonel George Denison, who has made cavalry his study theoretically and practically, for a time in the field during the American civil war, and the author of an able book entitled "Modern Cavalry." A work which I believe has been translated into several European languages.

May I request special attention to a very practical letter and scheme for the improvement of Cavalry which has been addressed to me by Captain and Adjutant S. W. Spillette, late Troop Sergeant Major 9th Royal Lancers. As to the experience of this officer in Regimental detail, the position he held in the 9th is a guarantee. His remarks are worthy of consideration, especially the reasons which he gives for the necessity of a permanent staff officer in each Regiment, an opinion from which no practical soldier can dissent, although as I have before stated I believe the idea is not supposed to be generally acceptable here—and so I have refrained from again urging it. The letter will be found in the appendix No. 7.

Two Provincial Cavalry Inspectors are again recommended.

ENGINEERS.

There are but two companies in the whole Dominion. An application made by Lieut.-Colonel Scoble, through Lieut.-Colonel Gzowski last spring, for the creation of a company at Toronto was conditionally acceded to if the quota was not exceeded. The quota of men is complete, but I submit this company should be enrolled unconditionally as to quota, to the extent of 70 men, because engineers are difficult to obtain, must be skilled artificers and artizans and form an indispensable ingredient of every army corps. The names of the two well known officers I have mentioned ensure the efficiency of such a company.

GOVERNOR GENERAL'S FOOT GUARDS.

As the annual inspection was made by yourself I need not allude to this battalion, beyond expressing that whenever I see them they perform the special duty for which they were raised in a manner reflecting credit on Lieut.-Colonel Ross and his officers.

SALUTING BATTERY AT OTTAWA.

The want of a saluting Battery has been long felt in Ottawa. Frequently during the year salutes are required, and notably at the state ceremonial of opening and closing the Houses of Parliament. This occurs at the most inclement period of a Canadian winter. Hitherto Captain Stewart's Field Battery has turned out efficiently to fire these salutes, and last year during a violent storm with some 70° of frost most of the men were frost-bitten. I had arranged previous to my departure across the continent, for the construction of a platform battery on the north point of the promontory dominating the River and in rear of the Parliament Buildings, a com-

manding and picturesque site; the guns were placed there and remain, but not in position. I request authority to have this wooden platform completed when the snow melts off.

There would be a saving of expense as the cost would not exceed the amount paid in any year to the Field Battery for turning out on occasion, and salutes could be fired on the Queen's Birth Day, and on all usual occasions by turning out a dozen men of the Garrison Artillery.

Two Sevastopol trophy guns have never yet been mounted. They are now among the guns collected for the proposed saluting battery. I submit they be mounted in a prominent position in front of the Houses of Parliament in a manner similar to those at Toronto.

SCHOOLS OF GUNNERY.

I have left mention of these till the end, hoping to see the reports of the commandants, Lieutenant-Colonels Strange and Irwin, two officers of the Royal Artillery whose high professional education and practical experience have enabled them to devote their talents to the development of these valuable schools in whose interest they spare neither pains nor labor.

The good results produced by these two "A" and "B" batteries, through the various garrison and field batteries of the Country, are very marked; the presence in their ranks of volunteer officers, non-commissioned officers and gunners who have received instruction in these schools is in the highest degree beneficial. These results were very apparent in the handling and drill of the various batteries I saw in the camps of exercise this season, there was no apparent hesitation, orders were understood and executed with promptness and precision, and positions taken up rapidly and with judgment.

The steadiness of the artillery horses was a remarkable feature. Even when the guns were in action they appeared as quiet as old artillery horses. The guns were in general well horsed.

The scanty attendance of officers for short course instruction is unfortunate, their hesitation to come forward may be attributable first to the costly mess uniform; second, being obliged to provide barrack furniture, third, the pay being limited to one dollar per diem, and fourth, the difficulty professional or commercial men find in sparing time.

It is suggested that, for such officers a serge jacket be substituted for the present expensive patrol jacket—and the optional use of tunic or mess jacket—that the store department should supply sufficient barrack furniture, in the quarters of "short course" officers and that their pay while attending the course be on the scale of their rank.

It is suggested that a branch school be recognized at St. Helen's Island, and that during the summer, classes of instruction under an officer from a school of Gunnery be formed at Ottawa, Toronto, or, wherever required, to disseminate instruction among those who have not time to attend the battery schools.

It is suggested that for the preservation of the valuable new Forts at Levis a proportion of old non-commissioned officers and men of the Royal Artillery should be engaged and added to "B" battery as permanent caretakers for those Forts and the towers on the plains of Abraham.

It is suggested the two batteries should be termed "Artillery" instead of Gunnery Schools, as more suggestive.

A Canadian Artillery Association is now in progress of formation under the patronage of His Excellency the Governor General. This association will doubtless contribute much to emulation among Volunteer Artillery and will conduce to efficiency. The rules will be drawn up by Lieut.-Col. Strange who with his habitual activity has applied his mind to this very useful scheme.

STAFF.

In the postscript of my report last year I drew special attention to this important element of army organization.

My subsequent experience in Canada has given me no reason to alter the opinions then ventured on. I shall very briefly recapitulate some points, viz: Restriction of District Staff appointments to 5 years,—allowing re-appointments of officers of proved qualification.—Selection on account of professional qualification, apart from any claim on account of local connection or influence, where the latter is applied, the best material is not always supplied, and the efficiency of the service suffers. The wide sphere of Canada requiring intelligent, active, well-informed staff officers in whom full professional reliance can be placed.—Partial reduction of brigade staff.—Some of the districts are overstocked with staff, most of whom have almost a sinecure for $\frac{2}{3}$ of the year. The distribution also is unequal.

It is suggested that the brigade staff should be absorbed, as vacancies occur leaving one Brigade Major to every 3,000 men of the quota on the active establishment of each Military District.

The money thus saved might be devoted to purposes more advantageous to the force.

It is proposed that no appointments to the staff, unless in case of re-appointments, should be made without the officer having previously passed a qualifying examination and received a certificate of fitness from Head Quarters.

The above reduction would leave ample and to spare for general purposes, it would give those left a more active life and impress them with more responsibility. It would leave room for the temporary training of intelligent young officers, soldiers at heart, acting on the brigade staff at camps of exercise.

Some of the brigade staff have but slight qualification, and some are unsuited for the position. Two of those could be immediately spared without being replaced.

It is suggested the term Inspecting Field Officer should be substituted for Deputy Adjutant-General.

A Deputy Adjutant-General of long service and good reputation, recently promoted Colonel in the Army though holding his qualifying appointment in the Canadian Militia 5 years, is about to vacate that position in accordance with Article 15 of the Royal Warrant. Colonel Jarvis has done good service during his temporary occupation in Canada, an officer of sound judgment and application to his duties, and I think on his departure after nearly 10 years useful employment in the militia, he deserves that his services should not be passed without even this brief notice.

His place is temporarily filled by Lieut.-Colonel Worsley, the senior District Brigade Major, a highly trained officer, for some years on the Staff of the 4th Battalion 60th Royal Rifles, which under Colonel Hawley, stood among the foremost for smartness in the Army. He is in all respects eminently qualified for confirmation in the position he temporarily occupies.

I think I have referred to all points of most importance and shall therefore only further observe that the militia organization of Canada continues to progress and though in some degree, notably in the method of recruiting, still somewhat meagre in comparison with the growing importance of the country, yet it is in such a state as to be easily and quickly built upon, compacted and expanded, the material of officers as well as men being unexceptionally good, and the spirit displayed by them, exhibits military proclivities of more than ordinary excellence.

Permanent regimental staffs form the groundwork of every Regiment. I only allude to, without pressing the question, as it is I believe beyond present means expensive. Regimental Sergeant-Majors, however might be afforded, their pay would be almost covered by the preservation of arms, accoutrements and clothing. Schools of instruction in management of men, discipline and interior economy every soldier will understand the necessity for, even could 50 men be added to each of the present gunnery schools, they might be used in training the three Arms of the service with good effect. Before any man can command he must himself have learnt to obey, respectful obedience is the only true principle upon which discipline can exist. How essential therefore it is that all officers should be thoroughly well grounded in their duty, to inspire in men the confidence and respect which superior knowledge always commands, not only in the drill and discipline of the body but of the mind, which is

of vital importance to the efficiency of soldiers; but to gain the mastery of this invaluable attribute it is necessary to have some more permanent and solid means for its acquisition than can be found in the bustle of a short Camp of Exercise however useful and instructive Brigade Camps admittedly are.

I am, Sir,

Your most obedient servant,

E. SELBY SMYTH,

Major General.

[A.]

OTTAWA, Nov. 17, 1875.

To the Honorable

The Secretary of State.

Ottawa.

SIR,—Having returned on Monday last from my recent expedition across the continent on a tour of military inspection, it becomes my first duty to report to you that, in obedience to the instructions contained in your letter to me, dated 24th June last, I visited the several outposts occupied by the United States Army in Montana as well as in Washington and Oregon Territories, with the view of conferring with the General Officers commanding, respecting the repression of crime and capture of criminals on both sides of the International boundary, and of obtaining their cooperation on this important question. I reached Fort Shaw in Montana previous to the receipt by Brigadier General Gibbon of any instructions from the American War Department regarding my proposed official visit.

On my arrival, some weeks later, in the Washington Territory, Major General Howard had received notice of my probable visit, from the United States Army Head Quarters.

The result of my conference with these General Officers I shall shortly report to you for the information of His Excellency the Governor General as directed.

My object in addressing you now, is to take the earliest opportunity of expressing the extreme kindness, and polite attention, officially as well as socially which were warmly and cordially extended to me and my staff by the Generals and other officers of the United States Army, whose acquaintance we had the pleasure and good fortune to make.

At Fort Shaw, though not there officially accredited as I have stated, Brigadier General Gibbon offered me the hospitalities of his house and readily entered into an examination of the subjects which I laid before him.

At Walla-Walla Major General Howard at once called upon me officially, attended by a numerous suite of Officers, and upon my returning his visit next day, the usual

salute for a Major General was fired from the battery on the Fort. The officers of the post gave me a hospitable reception in the evening, their band playing "God save the Queen."

I had the pleasure of travelling afterwards for several days with Major General Howard, and on passing Fort Vancouver on the Columbia River, the usual salute was fired from a Field Battery, all the Officers of the Garrison assembling on the landing-place in full dress to receive me and my staff, the bands here and as well as at Walla-Walla playing the British National Anthem.

I feel it my duty and especially a great gratification to place on official record the warm and friendly feeling exhibited on every occasion of my tour by the American Officers to the first British General who had ever visited the remote N. W. Territories of their country on official duty.

My hearty thanks are due to them as an English General Officer and as a friend, and in officially recording these very gratifying reminiscences I trust His Excellency will do me the honor to convey to the American Government my sincere appreciation of so much kindly good-will on the part of their Army which I entirely reciprocate.

I am, Sir,

Your most obedient servant,

E. SELBY SMYTH,

Major-General.

OTTAWA, 19th November, 1875.

To the Honorable

The Secretary of State.

SIR,—In obedience to the instructions conveyed in your letter of 24th June last. I have now the honor to report for the information of His Excellency the Governor General and the Dominion Government that in the progress of my Official tour of inspection through the North West Territory and British Columbia, I visited the Head Quarters of the United States General Officers Commanding in Montana and also in the Territories of Washington and Oregon, with the object of conferring with them according to your desire regarding the repression of crime and capture of criminals, as well as the questions relating to the peace of the frontier of the Canadian and American possessions.

I proceeded from Fort McLeod at the base of the Rocky Mountains to Fort Shaw in Montana, a distance of 250 miles, accompanied by Assistant Commissioner McLeod commanding the detachments of the Mounted Police in the western division of the North West Territory, and from him I learnt the nature of the measures most likely to conduce to a more settled state of affairs along the frontiers.

Brigadier General Gibbon commanding in Montana had not then received instructions respecting my visit from the U. S. War Department, he nevertheless received me cordially and conferred with me frankly.

The following is the result of our conference ;

1. It is desirable that stealing of horses or other cattle or stock of any description should be included in the Extradition treaty.

2. To simplify the mode of procedure in the apprehension and custody of fugitives from either country.

The complicated and dilatory practice now in use is as follows—for instance in the case of an offender against Canadian laws who may have taken refuge in the United States :

On representation to the Canadian Government by one of their magistrates, an application has to be made to Washington Government to obtain an order to have the fugitive extradited and apprehended, then the Canadian Government appoints an agent to have the extradition carried out, this agent then applies through the American Civil authorities for a warrant to arrest the fugitive. On this being effected an examination takes place before a Judge or Commissioner who makes a preliminary examination as to whether there is sufficient evidence to commit the prisoner for trial. If he considers there is sufficient evidence then he commits the fugitive to gaol where he can be held for two months pending the order of the Washington Government for extradition or release, the evidence taken having been sent to the Washington Government or their Law Officers for consideration as to the amount of evidence and whether the alleged crime comes within the terms of the treaty; the prisoner is then, as the case may be, released or handed over to the Canadian authorities on demand and tried in the country where the crime is alleged to have been committed

But an American Commissioner has lately held that in such cases it required the same amount of evidence for the first committal of a prisoner under extradition as it would in ordinary cases for conviction. In a country so vast, with communication so slow and interrupted it would be nearly impossible to effect this and the ends of justice would therefore as a consequence be frequently defeated ; moreover it would, appear by United States Revised Statutes, Sec. 5271, that copies of depositions may be received in evidence of the criminality of persons so apprehended, which of course could not be received in a final trial, and therefore it is very necessary that clear and definite instructions should be issued upon such questions.

To simplify the foregoing complicated and very dilatory method of procedure which at the shortest occupies 3 months before any steps can be taken even to apprehend the fugitive, who may in the meantime escape to some remote or inaccessible region and so elude pursuit, it is proposed that an Officer of the Country in which the crime is alleged to have been committed shall have full authority to apply

at once and direct to the nearest available Civil or Military Officer or Indian Agent of the country to which the fugitive escapes for his arrest; and that the preliminary examination shall take place immediately thereafter, the amount of evidence to hold the prisoner being regulated by the statutes of the respective countries, and it should be distinctly enacted that the amount of evidence required to commit a prisoner for extradition should be the same only as that required, by a Justice of the peace in ordinary cases to commit a prisoner for trial, and should be so defined as to admit of no doubt.

The same change in the law is very desirable to apply to the countries lying along the whole frontier from Ocean to Ocean.

Assistant Commissioner McLeod, who has had much experience already as to the repression of crime and the great difficulty attending the capture of fugitives from Canada, assures me that if these suggestions were adopted by the two governments, the difficulties now attending the capture of criminals would be removed as far as it is practicable in such a spacious country, prompt action against marauders and certain capture and punishment being so conducive to the prevention of illegalities of every kind and the establishment of law and order.

In the foregoing opinions and suggestions Brigadier General Gibbon coincided with me.

A few weeks later in the month of October, on my passing through the Washington and Oregon Territories, I had the pleasure of meeting with Major General Howard who commands that department, and with him I had intimate relations and frank interchange of views during several days travel together. He is of opinion that in addition to the foregoing propositions, in which he also concurred, desertion from the Military and Naval services of both Countries should be included in the extradition treaty, and that the suggestions for simplifying the capture of fugitives should be extended to that crime.

In Alaska for instance, it frequently occurs that American criminals escape into British territory, and the impossibility of recapture actually induces and fosters crime in that Country. The military officer is *ex officio* Indian Agent and if he could apply directly to the nearest British official for the capture and preliminary examination of the fugitives, the course of justice would be immensely facilitated and crime through fear of certain capture and punishment would be correspondingly diminished. Precisely the same circumstances apply to the whole frontier of British Columbia.

It would be very desirable if an arrangement could be mutually agreed upon by the two Governments by which the civil authorities of either Country actually in pursuit of a suspected criminal should have authority upon reaching the boundary line to cross it and on making the capture to hand the prisoner over to the nearest known authority of the Country in which the capture is made. This should of course only apply to the as yet thinly peopled and only partially settled portions of

the Country along the western frontiers, perhaps defined from Lake Superior along the whole line west to the Pacific and thence North to Alaska. By these means many a well known offender of either Country who now runs across the frontier and sets his pursuers at open defiance would be brought to justice and the knowledge that such power was possessed by the Authorities of the Law would of itself diminish if not entirely extinguish illegal practices, on both sides of the international boundary.

With reference to our relations with the outlying American territory of Alaska, I may here adduce a case which occurred a few days before my arrival at Portland (Oregon) and which was brought to my notice by Major General Howard, U. S. A., at Portland, in support of his suggestion.

The Officer of the U. S. Army in command at Fort Wrangel, Alaska, reported in September last the arrest of Henry Landerson, Edward Flannery and Col. Mandeville for violation of Acts of Congress regulating trade and intercourse with Indian tribes and prohibiting the introduction of spirituous liquors into the Indian settlements in Alaska.

The prisoners were forwarded under a military escort by steamship "California" to Portland (Oregon) with certain documentary evidence to be delivered to the United States Civil Authorities, in proof of their crime, and to be used at their trial.

On the arrival of the ship at Nanaimo, Vancouver's Island, under the apprehension the prisoners might escape to British soil, they were ordered below between decks. All complied except Mandeville, who then and there for the first time claimed to be a British subject and demanded to be released, at the same time refusing to obey the order to go below. The prisoner appealed to the Collector of the port of Nanaimo and to Captain Hayes, of the "California," demanding his release and threatening prosecution in case his demand was not complied with. He endeavoured to create sympathy among the inhabitants of Nanaimo and the miners and passengers on board to induce them to assist him. He was then handcuffed and placed in the steerage. There were many passengers including 80 miners on board the ship, and to them Mandeville stated he was a British subject and had been arrested by the Military Authorities of the United States.

Upon arrival at Portland these men were all discharged by Civil Authority. The United States District Attorney stated they had violated the law, still the offence was so purely technical they were not held. Mandeville has consequently brought an action against Lieut. Boyle and the guard for false imprisonment, damages at 25,000 dollars.

The whole question of the legality of arrest of residents in Alaska, whatever Country they may belong to, and of their delivery to the United States Civil Authorities in Portland, under the statutes of Congress relating to trade and intercourse with the Indian tribes, especially under the sections relating to

the introduction of spirituous liquors, is very likely to come up in the trial of this case. Major General Howard was therefore anxious this case should be referred to in my report in order that precise and definite rules should be adopted by the two governments, not only respecting the introduction of spirituous liquors into the Indian Territory of Alaska, through British soil, but also as regards the capture and detention of British subjects found violating the laws in Alaska, in the hope that military officers who in pursuance of their duty capture offenders other than American subjects, may not be liable to prosecution at law merely in retaliation. And this applies equally on both sides, for I believe at this moment Lt.-Colonel McLeod is subject to a similar prosecution by a citizen of the United States for making him a prisoner upon a charge of which he was acquitted in a United States Court at Helena, through some legal technicality, though little doubt existed at the time as to his guilt.

More simple laws are required for the capture and punishment of criminals, and offenders against the laws, upon the vast and spacious prairies of the North West and in the mountainous and densely wooded countries of British Columbia and Alaska, where the population is very sparse and cosmopolitan, than in more settled and populous regions where the arrest of offenders is more easily effected, the attendance of evidences more easily procured.

Lt.-Colonel McLeod will in the case in point be obliged to attend personally at Helena, a distance from his post of full 400 miles across the bleak prairies, along the spurs of the Rocky Mountains in the depth of winter, to defend himself against a prosecution for an act which occurred in the execution of his duty, and so his useful services with his force will be lost for several months.

I am, Sir,

Your most obedient servant,

E. SELBY SMYTH,

Major-General.

[B]

OTTAWA,

November 27, 1875.

SIR,

1. In compliance with the instructions contained in your confidential letter to me dated 24th June last, wherein I am directed in the progress of my tour through the North West Territories to visit as many as possible of the Mounted Police Posts and to make special inquiry into certain points therein detailed, bearing upon the organization, equipment, distribution, and general efficiency of the Force, I have now the honor to report to you that after my return in June from reorganizing the Militia in Prince Edward Island, and having proceeded Westward, to inspect the various Brigades of Militia encamped in Ontario, I embarked at Sarnia on the 2nd July and, passing up Lakes Huron and Superior I reached Fort Garry by way of Duluth, Moorhead and the Red River on the 15th, and after making the necessary inspections there, I finally departed for the Prairies on the 19th of that month, travelling the first 200 miles in vehicles which had been provided for myself and staff as far as Shoal Lake, where I met with the first outpost of the Mounted Police.

2. From this point I travelled throughout the North West Territories and across the Rocky Mountains, full 1500 miles, escorted by a party of the Mounted Police until they were relieved at Joseph's Prairie in the Kootenay district under arrangements made by the Lieutenant Governor of British Columbia for my further progress to Vancouver's Island.

3. As I have referred in the outset to my general summer's tour of inspection, I may say shortly, it embraced a distance, by the routes travelled in going and returning, of full 11,000 miles, of which upwards of 2000 were performed on horseback.

4. The general opinions I have been able to form of the North West Mounted Police, have been greatly influenced by the experience I acquired of them on my line of march through the country, I shall now therefore shortly allude to it.

5. From Shoal Lake post I proceeded direct to Swan River, about 140 miles, and on the morning of my arrival there I was overtaken by Lieutenant Cotton, an officer of the Manitoba Artillery bearing despatches to me from the Lieutenant Governor of that province.

6. The nature of these despatches was such that after a conference with the commandant, Lieutenant Colonel French, I determined to take a force of 50 Mounted Police from Swan River to Carlton, as a party of observation.

7. My reason for coming to this decision arose from the important nature of the information conveyed in the despatches, and though my impression was that the report was somewhat overdrawn, I had no possible means, so far removed from

telegraphic or postal communication, to test the facts of the case except by going to see for myself.

8. I accordingly marched the following afternoon accompanied by Lieutenant Colonel French and 50 of his men. We crossed the south branch of the Saskatchewan and reached Carlton House on the 8th day, a distance of 270 miles from Swan River, being the first armed force which had ever appeared there, or crossed the Saskatchewan.

9. The result of my investigation, I had the honor to report to you at the time, I shall therefore only say that I consider the sudden and unannounced arrival of this force had the best possible moral effect, proving so convincingly that power lay within easy reach to enforce the Laws upon the slightest infraction, a fact of which the inhabitants of St. Laurent and other settlements around Carlton were up to that time in ignorance.

10. Leaving the troop of Mounted Police at Carlton, I crossed the North branch of the Saskatchewan the following day, and proceeded by way of Forts Pitt and Victoria towards Edmonton, 400 miles; but being delayed a day at Sturgeon Creek, a deep and rapid stream, in order to construct rafts for its passage, I recrossed the Saskatchewan the same afternoon at the new post established by Inspector Jarvis.

11. From thence Edmonton lies about 20 miles south; the reasons why the Police Post was fixed at this point I shall refer to further on.

12. Proceeding south, 120 miles, I crossed the Battle and Red Deer River, and at the latter found another troop of Police which had been with judgment moved to that point on learning the rumours afloat about the Carlton affair.

13. I inspected this troop the same afternoon, and next morning, marching south, Lieutenant-Colonel McLeod, the Assistant-Commissioner who had been waiting for me, detached the troop to a position on the Bow River, where a new police post is now established.

14. Approaching Bow River I crossed the line of route of a band of about 200 Blackfeet Indians, amongst whom were Crowfoot, the paramount, and four other chiefs of more or less note. They at once, on perceiving me riding with the guide some miles in advance of my party, galloped towards me, and, on ascertaining who I was, welcomed me with every expression and sign of sincerity and good will.

15. Crowfoot begged me to encamp there with his people to have a talk, but I declined, urging my desire to reach Bow River that night, on which the Chiefs determined to accompany me, and they did so, after dressing themselves in their best apparel.

16. Round a large council fire on the high cliffs, at whose base runs the broad and rapid Bow River, these Chiefs received myself and staff after night fall, and with the solemn dignity of their race they each in turn delivered a speech, the sum of

which was in effect the great satisfaction they derived from the presence of the Mounted Police in their country, the security and peace that had succeeded to anarchy, disorder, and drunkenness, the prosperity which had replaced poverty and want;—that whereas in former times their young men were the victims of unscrupulous traders who bartered ardent spirits for their horses and buffalo robes, by which they were reduced to squalor, misery and crime—now that the infamous liquor trade had been completely put an end to by the presence and activity of the police, all this was changed for prosperity and contentment as well as security for life and property, horse-stealing had become rare, because now the young men could procure what horses they required in exchange for buffalo robes, they could lie down in their lodges at night feeling security from depredation.

17. All this and much more did these calm and thoughtful old chiefs express to me, indicative of the respect and high estimation in which they held the new force the Government had been pleased to send among them.

18. They asked me in turn to speak for them to the Government in order that the Land question might be settled and treaties arranged, such, as they understood, had been granted to the Eastern Prairie Indians, and this I promised them to do, giving them distinctly to understand that "Mahagauensuma," the "Great Soldier Master," as they termed me, was not charged with questions of that nature, but that I should be most happy to be the medium of expressing their wishes to the Government, whose great aim and object was to extend uniform justice and deal fairly by all the Indian tribes in whom Her Majesty the Queen took a great interest.

19. They were pleased and contented, and after expressing their gratification at seeing myself, the first General Officer who had ever passed through their land, and offering to make a new road for me if I should return next year, I bid them goodnight, they had their supper and tobacco close to my tent, upon which the British flag was flying, and before day-light in the morning they had all departed.

20. But a short time ago the Blackfeet Indians would have been very unwelcome guests in a small camp during the dark hours of the night.

21. The passage of the Bow River occupied the whole of the following day, it is broad and rapid and crossing camp equipment and men by means of temporary rafts is attended with much delay and considerable risk, in fact on this occasion two men narrowly escaped drowning owing to the sinking of one of the rafts, in the middle of this violent torrent.

22. Proceeding south I passed over a bleak and rather barren prairie land entirely devoid of timber or even shrubs, our camp-kettles being boiled on fires constituted of buffalo chips only.

23. After 200 miles travel over this pathless waste and crossing several minor streams by the way, we reached Fort McLeod, the most remote of all the Police posts,

situated on the old Man's River, a few miles south-east from the Porcupine Hills, and 50 miles due east from the entrance of the so-called Kootenay Pass, through the Rocky Mountains.

24. I shall refer specially to this and the other Police posts further on:

25. Leaving my staff to proceed towards the Kootenay Pass to await my return, I proceeded after one day's halt, in company with assistant-commissioner McLeod, to pay a visit to the United States General Officer commanding in Montana, in obedience to instructions from the Secretary of State, to whom I have had the honor to furnish a special report on the result of my conference with Brigadier General Gibbon at Fort Shaw, 250 miles from Fort McLeod, as well as my further conference with Major General Howard some weeks later, on passing through his department in the territories of Oregon, Washington, and Idaho.

26. I refer to this subject here, as the questions on which I had to treat related to the suppression of crime on the frontier, and the capture of criminals and plunderers on both sides of the International boundary, a duty in which the Mounted Police are largely interested.

27. I am in great hopes the result of my conferences may tend to facilitate and simplify the duties of this force which has already proved so efficient by the moral effect of its presence as well as by the keen activity and prudence of some of the officers in command.

28. Returning with Lt.-Col. MacLeod towards the passes of the Rocky Mountains, along their eastern slopes, and past the base of Chief Mountain we saw some of the monuments erected recently by the Boundary Commissioners; these, constructed of loose stones, have been nearly demolished by the buffaloes. We threw as many of the stones on their piles as time permitted, but I venture to mention that unless more durable monuments are quickly erected, the buffalo will soon leave few to mark the spots.

29. In crossing Birch Creek in the vicinity of the Marias we found 170 lodges of South Peigan Indians, numbering about 700 people. With these I passed an evening similar to that with the Blackfeet and heard nearly the same sentiments towards the Police and myself. They were going north to hunt the buffalo, and spoke in loud praise of the now settled and peaceful state of the Country north of the boundary line. A treaty of peace has recently been formed between these people, the Assiniboines and the Blackfeet, through the instrumentality of Inspector Walsh at Cypress Hills, which these Indians assured me they intended to observe inviolate and which will produce a prospect of peace probably unknown in that country through all past time.

30. At the eastern entrance of the Kootenay, or, as it is generally termed there, the Elk River Pass, we reached our standing camp, where our transport wagons were

exchanged for pack-horses of the Mounted Police, by means of which we penetrated the mountains, and after a rough journey of 200 miles through dense forest, over two precipitous mountain ranges, amidst a network of fallen timber, intersected by dangerous morasses, we eventually crossed the Elk and Kootenny Rivers, and reached Joseph's Prairie, 12 miles from Wild Horse Creek, where the duties of the Mounted Police, as regarded our further progress, ceased. We crossed from thence to Vancouver Island by arrangement of the Lieutenant Governor of British Columbia, but finding from all sources of information at Kootenay, that it would be dangerous, if not impracticable to attempt to cross many miles of quagmire and muskeg, and to climb the rugged and broken passes of Shepherd's Mountain, which lies between the bends of the Kootenay and Columbia Rivers, moreover without any means for crossing those turbulent rivers on that route, it was therefore necessary to proceed 200 miles south to Spokane, in United States Territory, in order to turn this mountain and morass. I consequently determined with the view of saving expense to the Government for transport and hired packmen to strike south 200 miles, further to Walla-Walla, rather than to return 200 miles north from Spokane for the sake of passing through the only 140 miles remaining of British Territory, between the point where the boundary line would be intersected and Hope on the Frazer River.

31. Captain Ward, one of my Staff for the expedition, kindly undertook to proceed by that route at his own expense from Spokane and to make me acquainted with any items of consequence, but I found on his rejoining me at Victoria, that there was nothing of any importance to relate.

32. By taking the Walla-Walla route by the line of the Lower Columbia, I was fortunate enough to have much interchange of opinion with Major General Howard on the subject of mutual action against criminals of both countries.

33. Before quitting this little narrative of my journey with the Mounted Police, may I be permitted to record how very completely the considerate, and well matured, arrangements of the Department of Justice for the progress of myself and Staff, were executed by the Officers of the Mounted Police and by the men and horses of the escort which accompanied me for about 1500 miles over a rough country interrupted frequently by deep rivers, by rugged hills and precipitous ravines, by swamps and morasses, trying to horses as well as men.

34. Through all that long and toilsome march, day by day, this escort never flagged, always ready, willing, and obedient, untiring in their exertions, which sometimes called for much endurance. If I were to judge of the Mounted Police force as a body, by that little escort, which was not composed of selected men, they deserve a very high character from me.

My staff on the expedition was composed of Captain the Honorable M. Stapleton Coldstream Guards, A.D.C.; Captain Ward, A.D.C. to his Excellency the Governor

General, and Lieutenant the Honorable T. Fitzwilliam, A.D.C., Royal Horse Guards; and afterwards joined by the Honorable Evelyn Ellis, late Royal Navy.

THE SUFFICIENCY OF THE FORCE IN RESPECT OF NUMBERS, DISCIPLINE, AND EQUIPMENT, INCLUDING HORSES, ARMS, SADDLERY, MEANS OF TRANSPORT, &c.

35. The Force consists of 29 officers and 300 men and horses; the Commander is termed Commissioner, and his second in command, Assistant Commissioner, the remaining officers are respectively inspectors and sub-inspectors, and the men designated constables and sub-constables, the former answering to the status of non-commissioned officers.

36. The Force is divided into 6 Divisions of 50 men each; it may be considered fairly sufficient for the duties it is at present called upon to perform.

37. The moral effect of its presence has already produced a wholesome improvement in the condition of the wandering tribes of the prairies, and the nomadic inhabitants of the North-West generally, and caused a feeling of security throughout the settlements of the Territory.

38. For a newly raised force, hastily enrolled and equipped, it is in very fair order—its organization is based upon sound principles, but there is room for improvement in several respects on which I represent herewith a confidential report.

39. It will be readily understood that in the detached state of the Force so much time having been occupied in providing shelter for men and horses it has hitherto been next to impossible to bestow proper attention on discipline, interior economy equitation, the care of horses, saddlery, equipment and the duties of constables—all of which are quite indispensable.

40. I consider that men should be recruited from the rural districts, a few only for clerks &c., to be taken from Towns. The decayed gentleman is a failure. They should be active young men, sons of farmers accustomed to face all kind of weather and rough work as well as to the use of horses, this element is badly wanted in the Force.

41. I might also observe that many of the men at present are of too heavy a build for the strength of their horses.

42. The horses are however a very fair average lot. They have been generally purchased in Ontario.

43. I should much prefer selecting them from rural districts than from horse dealers and sale stables. A better, sounder, and cheaper description of horse could thus be obtained.

44. There are some native ponies, and though these animals cannot be expected to carry men with arms and accoutrements for any great distance, yet they are useful for various purposes, particularly late in the fall or in the winter.

45. I think a useful and cheap sort of horse can be procured in Montana and also in Washington and Idaho territories.

46. I used some excellent sure-footed and good constitutioned Mountain Galloways in British Columbia this year which cost only 50 dollars a piece at Walla-Walla.

47. The necessity of carrying oats for horses is one of the weakest points of the force. Without oats, horses soon fall out of condition, become weak, and knock up; grass alone is not sufficiently nourishing for horses accustomed to oats, when hard worked; some of the prairie grass is dry and without nutriment, in other parts it is rich and mingled with wild vetches.

48. It is absolutely necessary to grow oat crops as largely as possible in the North West. Every post should have some hundred acres under tillage for producing cereals and vegetables.

TRANSPORT.

49. The question of transport is one of considerable importance not only as regards the efficiency of the force, and its readiness to take the field at any moment, but also in respect of supplies of every kind, which at present, including oats, have to be carried many hundred miles, through a country which is only open for wheel transport for 6 or 7 months of the year. My suggestions on this subject are also contained in the confidential report.

50. I am persuaded it will be found necessary very soon to establish a large supply granary and depot in some central position in the North West, from which not only the police, but all the Government surveying, and exploring parties, as well as those engaged in geological research, running telegraph lines or building railways, could obtain supplies.

51. The time lost in drawing supplies in small quantities over the many hundred miles from Winnipeg would be saved if one or two years supply was always in the Central depot, its position being the only question to decide.

DISCIPLINE.

52. Till the recent changes in the law, the proper maintenance of discipline was attended with difficulty, fining being the only means of punishment. There are now full powers to fine or imprison ill-conducted men, consequently the general conduct of the men is very satisfactory, and punishment need rarely be resorted to.

COMPLAINTS.

53. I took occasion whilst among the police to enquire whether there were any complaints. I publicly on parade, after inspections, asked the question, not a man ever came forward, but on going round the men's dinners at Fort McLeod, when asking the usual question, I was told there was a claim to which the men thought themselves entitled. It was this, last winter, when 3 troops were left on Old Man's River to house themselves and their horses, they were obliged to purchase extra clothing, the blankets and clothing supplied by the Government were not sufficient protection against the rigorous weather to which they were exposed before getting lodged in the huts which they built, the labour of building and hewing wood was severe on the clothing also, which had been bought in Montana.

54. In other respects I think the men generally are contented, all that I saw appeared merry and light hearted, and the eagerness they showed to accompany the party with me to Carlton, and afterwards through the passes of the Rocky Mountains, in itself indicates their love for an adventurous prairie life.

55. I have conversed with several of them, each expressed themselves content with their lot, and some said they would certainly re-enrol. There is a charm, about the wild, nomadic freedom of the prairie, which appears perfectly fascinating.

56. Some said they had cause for complaint last year, and I believe they had that is past and remedied, it was quite inseparable from the condition of things at the time, a raw force, hastily recruited without time for selection, and thrust forth with but partial discipline, or sufficient time for preparation upon a long and harassing march with unavoidable privations, which would have tried the metal of veteran troops.

57 The force had then in its ranks men who would have been weeded out of it had there been time, discontented adventurers who only engaged for pastime, but who grumbled and deserted when they found real service and some risk of life instead of the idleness they expected.

58. In all bodies of men some will be found who are ready to complain on the smallest excuse. The North West police are still no doubt subject to what gently nurtured citizens of every day routine, with a comfortable roof over their heads every night, would stamp as utter discomfort; new outposts have to be formed and built, involving exposure and labour, wood to be cut, water to be drawn, cooking performed on camp fires, their canvas tents dripping with the heavy dews of night, horses to be herded and tended with all the usual roughing of a camp life, but they breathe the clear pure air of the mountain or the prairie, their necessary wants of food and covering are carefully supplied, their pay and prospects ample and liberal, sickness is unknown, or very exceptional, their daily lives are never irksome, and above all they have the conscious knowledge that they are the pioneers in a rich and fertile territory, magnificently spacious, though still strangely solitary and silent, which at no distant

time will reccho with the busy life of a numerous and a prosperous population, their lives are tinged in the flower perfumed prairies over which their duty leads them with an adventurous romance which was frequently demonstrated, in the long and sometimes very toilsome marches we made together.

59. The police have now no real cause of complaint which their officers are not ready and willing to redress on fair representation. They know it and admit it, but unfortunately there are in all communities, men of sour and discontented spirits who complain for the sake of notoriety, and who prefer either to appear in print or to write frivolous and vexatious appeals to their too credulous correspondents.

60. Such persons (happily, very exceptional) had better quit a useful and a valuable body of patriotic men, they deserve no attention.

ARMS.

61. These consist of the Snider Carbine, and the Deane and Adams revolver. The carbine is an excellent serviceable weapon, but the pistols which were obtained from the war department are of very inferior quality and almost untrustworthy. I hear they have been already condemned and reported upon. The recruits are provided with the improved Smith and Wesson, but this pistol is very liable to get out of order and the severe cold is apt to snap the extractor spring. I believe there is no better horse-pistol than the improved Adams a supply of which has just been received and is ready for issue, it is simple, strong, and in all respects, serviceable; the force should have a reliable pistol.

62. Many of the carbines require repair; naturally, in the rough work to which they are exposed on the prairies they must get out of order, it is very necessary that two or three armourers should be supplied, as well as tools and materials for repair; one experienced artificer would be sufficient were the force concentrated, but widely detached as it in the nature of its duties always must be, one or two more are necessary:

With regard to equipment and uniform, I beg to refer you to the confidential report.

**THE LOCATION OF THE DIFFERENT POSTS TAKEN IN CONNECTION WITH THE DUTIES OF
THE FORCE AND THE PROBABLE SETTLEMENT OF LARGE TRACTS OF
COUNTRY AT AN EARLY DATE, AND THE PUBLIC WORKS
ABOUT BEING CONSTRUCTED THROUGHOUT
THE TERRITORIES.**

63. Under this head it is natural I should first notice the position selected for Head Quarters of the force. In doing this I merely express the views of a General Officer to whom might be entrusted the task of occupying the territory to the best Military advantage. I am quite aware, however, that many reasons apart from and far

exceeding mere military strategy must weigh with the Government, in such a case, and I have no doubt Swan River has been selected for sound considerations.

In considering the conditions which should form a guide for the selection of a Head Quarter Station, the following might be kept in view :

64. It is important that the Officer commanding the force should receive the earliest intelligence of any disturbance which might occur amongst the cosmopolitan and mixed races which inhabit the Territory.

65. Were a post selected much to the westward of Fort Ellice it would be beyond the junction of the great trails leading from the Cypress Hills and the Saskatchewan : it is no doubt advisable that the Head Quarter post should be as near as possible to the main trails and also to the line of telegraph and railway projected to pass through the Territory.

66. Where the delay and the cost of transport are so enormous, it follows that the nearer the Head Quarter is to the base of supply the less expense will be incurred in the maintenance of the Force.

67. Therefore, wherever the Head Quarters is established there should be the main granary and provision depot to which I have alluded.

68. Good land on which to grow oats, potatoes, plenty of good pasture and hay land, timber and water are all necessary requisites for the Head Quarters, and, indeed, for every detachment of the Force.

69. The vicinity of the South Saskatchewan where the railway will cross, probably fulfils the above conditions better than any other point, it is in the very heart and centre of the great North West Territory.

70. Failing that, the next point of most advantage which presents itself, is the vicinity of the Little Saskatchewan or Shoal Lake, but for strategic reasons, if the main supply depot is established, I infinitely prefer the former.

71. If, hereafter, it should be determined to establish the Head Quarter Station along the line of the Railway, at or near where it will cross the South Saskatchewan, the barrack buildings at Swan River would come in well for Railway purposes, or store depots, and for quarters for a small party of police, in view of the fertile country north and east of the Lake Manitoba being filled up by Icelanders and other settlers, which appears rapidly in progress. Hitherto some scattered and peaceable remnants of Indian tribes have been the chief occupants of the country, south of the grand rapids, but the information afforded me does not hold out prospect of the land immediately north of the Swan River being well calculated for settlement, it is said to be rugged, stony, and broken, covered with a forest of dwarf timber on shallow soil

SHOAL LAKE.

72. Shoal Lake, here a small post has been established with excellent judgment, its commands the trail from Manitoba westward, and prevents the spirit trade; it is pleasantly placed by the lake shore, and affords every facility for cultivation on a large scale, it moreover serves as a check upon the Salteaux Indians near Portage Laprairie.

CARLTON.

73. Carlton, a small party was left there on my passing through, I do not know whether they still remain, and I doubt the necessity for them, there being no inhabitants at Carlton House except the officials and clerks of the Hudson Bay Company, the nearest settlement is that of French Half breeds at St. Laurent, distant 18 miles, on the right bank of the South Saskatchewan and Prince Albert Mission Station, distant 40 miles, at the forks of its two branches. From the latter settlement supplies of every kind are sent to Carlton, which produces nothing.

74. From Carlton to Edmonton, 400 miles, police are not required. Forts Pitt and Victoria are little frequented Hudson's Bay posts, occupied by clerks and some retired officials. Along that entire distance of 400 miles I met no living soul except one travelling half breed and the monthly postman, but nature denotes it to be the future abode of a large population, it must be inhabited, its balmy climate is inviting, warm and genial in the summer, and though the winters cold lasts long the snow does not lie deep, and stock can pasture out all through the year; the land is rich and fertile, and would produce all cereal crops, covered with the most luxuriant herbage and wild vetches, plenty of wood, abundance of water, and I believe, all the way north, till the verge of the great sub-arctic forest is touched, the isothermal lines indicate that the climate is mild and it is well known that the soil is suitable to maintain a dense population.

STURGEON CREEK POST.

75. Here, 20 miles North of Edmonton, where the Saskatchewan makes its first great easterly sweep, a Post has been established on the right bank of that river, nearly opposite the confluence of Sturgeon Creek. It is 50 miles from St. Ann's, the extreme North West settlement, and but 12 miles from St. Albert, while Victoria lies 60 miles eastward of the same river.

76. The position of this post is better than at Edmonton. Its moral effect is felt all over the settlements, 2 or 3 constables in Edmonton itself, might be useful. Many of the half-breeds from St. Ann's and St. Albert have latterly, to the extent of about one-third migrated elsewhere, preferring to leave their farms for a hunting life, the half-breed as a rule does not like farm work, he takes delight in his horse and gun.

77. White settlers hereabouts are as yet few, but they have been very successful with their farms, since the police post has been established.

78. Claims all round for several miles have been taken, and the boundaries staked out. A few shanties also have been built, and a good number of persons from St. Albert have expressed an intention of moving here, owing to the bad quality of water at certain seasons in the Sturgeon Lake and River. There are but few Indians about these settlements now.

79. The communication between this post and the outer world is interrupted by long intervals, often of months. A monthly mail is greatly needed, they are at present very isolated and solitary. I suggest they be supplied with books and papers, to lighten the tedium of the long cold months of winter.

80. They have no medical advice within 300 miles, and inaccessible. I suggest the establishment of a medical officer here, for the police as well as for the settlements all round. Indians look upon medical skill with profound respect.

81. Since the establishment of this post, the liquor trade has ceased; and as a consequence, there has been no attempt to break the law.

82. In January it was reported that liquor trade was carried on at Buffalo Lake. 130 miles south, and a party under Inspector Jarvis went in search but without success.

83. There is a hunting camp and a considerable settlement of half-breeds about that lake, as well as several free traders. The fall and winter are the seasons for trade and traders following hunting camps all over the Western prairies with their goods, subject to the emigration of the buffalo.

84. It is suggested that a portion of the troop from Sturgeon Creek should be permanently stationed at Tail Creek near Buffalo Lake, a fertile country, likely to become a populous settlement; it would moreover be a connecting link with Fort McLeod, 200 miles distant, and with the new post just established at the confluence of Swift Creek with Bow River from which it would be only about 100 miles distant, in fact these two posts will form a direct line of communication between Fort McLeod and Edmonton, the distance between each being something over 100 miles.

BOW RIVER.

85. The Bow River post was established on my march south by detaching the troop awaiting my orders at Red Deer River.

86. Lieutenant Colonel McLeod had, with good judgment, fixed on the spot, and made all arrangements.

87. The Hudson's Bay Company, had, years ago, tried to maintain a post there, but their agents were intimidated by the Blackfoot Indians and soon driven away.

88. Since the establishment of law and order in this remote region by the powerful moral effect of the Mounted Police they have again established a new post lower down the river than the old one.

89. Owing to the Blackfeet having ceased trading furs at Rocky Mountain House, that post of the Hudson's Bay Company has been abandoned for the more southerly source of trade.

90. The Stoney Indians, a mild and docile tribe, have now undisturbed occupation of the Country west of Gull Lake hills to the eastern slopes of the Rocky Mountains.

91. The most inviting facilities for a populous settlement exist around this new post (Swift creek) near which Wesleyan and Roman Catholic Missions are already established ; but indeed, it may be accepted, that all along the eastern slopes and ridges of the Rocky Mountains, from the American Boundary to the Arctic Forest for full 600 miles, productive land exists in plenty, among the sheltered recesses and glades of this great chain whose spurs and ridges stretch far away into the prairie ; the settler will find timber and water in abundance and the fertility of the loamy soil there, as well as along the plateaux bordering the Battle, Red Deer, and the Bow Rivers, offer all that can be desired for agriculture and stock farming.

92. In order to ensure uninterrupted communication throughout the summer along the line, I have referred to, it will be quite necessary to maintain at least one row boat and one scow, as ferries, upon each of the rivers above named as well as on the White Mud and Blind Man rivers, often so swollen as to intercept travel for days and weeks together.

93. As the country fills with population bridges will no doubt be constructed to complete the great arterial communication throughout this Western Land towards the Canada Pacific Railway.

FORT MCLEOD.

94. Selected by Assistant Commissioner McLeod, 4000 feet above the sea level and 50 miles from the Kootenay pass, it is well chosen for shelter from the winter winds, for wood and water, and for agriculture, but it is faulty as a military site, being easily assailed by an enemy finding shelter within short range from the wooded banks of Old Man's River, and other ravines close by. I believe, however, the advantages quite outweigh these defects. There is little prospect of the post being attacked by any body.

95. It stands 30 miles North West from Whoop-up or Fort Hamilton, till the arrival of the police the resort of several hundred smugglers, illicit traders, plunderers and outlaws of every kind.

96. It derives its supplies from Helena and Benton in Montana, 400 and 260

miles distant respectively, over open prairie intersected by many mountain streams of delicious water and nearly always fordable.

97. Indians in large numbers frequent the vicinity of this post in winter, to hunt the Buffalo which invariably draw from the plains towards the mountains for the winter months, they evince a most friendly disposition and their intercourse with the party at the post is without constraint.

98. The actual presence of the police here has been sufficient to spread a respect for law and order throughout the country, liquor trading has totally ceased, the wild lawless band at Whoop-up dispersed at their approach. The Indians are confident of protection and security. The country lies with open arms demanding only an industrious population to till its productive and still virgin soil.

99. It has been said, why I know not, unless through the green eye of envy or of prejudice, that this force is a complete failure, that they have done nothing, are of no use, but a source of great expense to the Dominion. Such remarks have been levelled against this admirable body of men, but such remarks, I believe, may be fairly imputed to persons who are very ignorant of the magnificent spaciousness of the vast North West Territory, and especially of the necessity for protection of the trading posts in the remote regions of the West, where the fur trade is chiefly carried on upon which, up till recently, the country alone depended.

100. Take the difference between the trade in furs this year and three years ago. More furs have been brought down this year to the settlement than for the last three years put together. One man alone traded 6000 Buffalo robes.

101. The question will naturally arise why is this? Because before the establishment of the police the traders on both sides of the boundary line used ardent spirits and poisonous alcohol to traffic with the Indians and half-breed hunters for furs.

102. While our traders used liquor they could compete with the Americans, but after the passing of the liquor prohibitory law, and before the establishment of the Mounted Police, our traders had no chance at all, as the Americans still continued to barter liquor for furs, until the last year's expedition of the Police westward, and the establishment of Fort McLeod, the Cypress Hills post, and a small party at Qu'Appelle and Wood Mountain along the American frontier, put a stop entirely to their crossing the line to carry on their nefarious trade in liquor.

103. Thus our hunters and traders gained confidence, and they now do a splendid trade in furs for which they thank the services and presence of the Mounted Police.

104. For every thousand robes that formerly were shipped from Bow River and other trading posts down the Missouri River to the American market, I am credibly informed not one hundred are now sent.

105. Our hunters and traders this year have trebled their orders for trading goods, and outfits for the West.

106. A glance at the Custom House returns in Manitoba for May and June would show that the Government have received through that office no less than 30,000 dollars as duty paid on imported goods for the trade in the far West.

107. Those goods come principally from England and it may be said that, were it not for that Western trade, the merchants in the Province of Manitoba would be in a bad way.

108. I am told that more than 600,000 dollars worth of goods went west from Winnipeg last summer before July, this would not have occurred unless the hunters and traders had full confidence in the security of the country, but the presence of the police have given confidence and encouragement all round, and they have therefore imported three times the quantity more than usual. And so, since the abominable liquor traffic has been stopped by the Police, our traders and hunters, with English goods, are doing well, for the Indians prefer English goods to American.

109. For the last few years the North West has depended solely on the fur trade, the depredations of the grass-hoppers, a fearful scourge, with which Manitoba was afflicted, having destroyed the growing crops, and therefore to continue that trade with success in competition with the Americans it is only necessary to maintain the police force, now so judiciously and usefully posted.

110. The benefit to the Indians from the presence of the Mounted Police is strikingly apparent. Formerly they bartered horses, clothing, buffalo robes, every thing, for the maddening "fire-water," the result was drunkenness, squalor, murder, and robbery, chaos let loose all among the tribes. What a change has been the immediate result of the power of the law to repress crime.

111. The Indians barter their buffalo robes for blankets, cloth, tea, sugar, flour, etc., etc., the nefarious crime of horse-stealing has greatly diminished because now they can buy horses with robes, instead of bartering them for alcohol as formerly to be replaced by battle, murder, and theft. Dealers have this year gone into British Columbia to purchase mountain ponies to trade with Indians. 300 last year paid duty at McLeod where a Custom House post is established, and custom duties collected regularly, large sums in cash and orders amounting to 3,000 dollars, having been collected previous to my arrival there.

CYPRESS HILLS.

112. Cypress Hills.—I regret extremely that time did not admit of my visiting this very interesting and important post, but having to go 500 miles already out of my way to visit Fort Shaw, and it being advisable to get through the intricate defiles of the Rocky Mountains before the equinox, I reluctantly gave up an inspection of the Cypress Hills post

113. The country around it, I hear, cannot be surpassed for beauty and fertility, all the requisites for a populous and thriving settlement lie around, and the presence of the police ensures protection.

114. It lies somewhere about 180 miles due east from McLeod, and about 60 miles north of the International boundary.

115. I understand that many, if not all, the families who had settled around Wood Mountain, 200 miles further east, and close to the frontier, had expressed their intention of changing their abode to Cypress Hills.

QU'APPELLE.

116. Qu'Appelle, a small party has recently been sent here from Swan River; their presence is useful on account of the Indians round that country, and probably it will be found a desirable post to maintain permanently.

117. Direct communication between McLeod and Manitoba might be established, if the party at Wood Mountain fell back to a position upon or near Old Woman's Lake, thus making a chain of frontier posts, round some, if not all, of which, settlements would rapidly spring up, would then be fairly complete.

THE EFFICIENCY OF THE OFFICERS, CONSTABLES AND SUB-CONSTABLES, WITH
WHOM YOU MAY COME IN CONTACT.

118. I have touched generally upon the above points in various passages of the foregoing report. I feel it somewhat delicate to enter specifically into the subject, particularly as my rapid journey through the North-West, which was a matter of necessity, did not enable me to spend sufficient time at any one place to gain an intimate knowledge of the character and attainments of individuals which should guide me in arriving at a just estimation.

119. With the two principal Officers, the Commissioner, and Assistant Commissioner, I had much personal intercourse, one marched with me 300, and the other 700 miles.

120. What I have said in my confidential report has been expressed in all candour, and my long military experience of character gives me confidence in the accuracy of my conclusions.

121. With regard to the divisional Officers I cannot speak so confidently, but I shall place opposite their names my remarks from personal observation, and casual acquaintance as well as from enquiry, in my separate confidential memorandum.

122. Of the Constables and Sub-constables I can speak generally, that they are an able body of men, of excellent material, and conspicuous for willingness, endurance, and, as far as I can learn, integrity of character.

123. They are fairly disciplined, but there has hardly been an opportunity yet for maturing discipline to the extent desirable in bodies of armed men, and, dispersed as they are, through the immensity of space without much communication with Head Quarters, a great deal must depend upon the individual intelligence, acquirements and steadiness of the Inspectors in perfecting discipline, drill, interior economy, equitation, and care of horses, saddlery and equipment, together with Police duties on which they might be occasionally required.

124. I confess I think some of the Inspectors fall short of the power, the ability, or the attainments, necessary for such a wide sphere of instruction; and of the younger Officers, (Sub-inspectors), it can hardly be expected that many of them are calculated as yet to teach; they have, as a rule, much to learn themselves, though there are some conspicuous exceptions.

125. The constables and sub-constables, I have every reason to believe are now quite contented, and many of them will, I think, re-enrol.

126. I consider they would be further encouraged to do so, if their grants of land were laid out near the posts where they are stationed.

127. The Canadians from rural districts are all able to ride, but there is a material difference between sitting on a horse without falling off, in other words, riding by balance, with a heavy hold of the bridle, and horsemanship proper and equitation is absolutely necessary, considering the immense distances they have to march on horse-back.

128. In the first case the rider of a horse carrying 150 or 200 pounds weight swaying about in his saddle with long stirrups and grasping his horse's sides no-where will infallibly give him a sore back before many days.

129. In the other case a firm seat, legs well placed, and a light hand on the rein, will not only not injure the horse, but will cause him far less fatigue and enable him to do more work with less loss of condition.

130. This can only be acquired by equitation.

131. Again, much depends upon saddling a horse and taking care that every strap and buckle is in the right place, no crease in the blanket, no chafe any where.

132. I noticed that few of the Mounted Police knew how to saddle a horse; as a rule they go to the wrong (the near) side, and throw the saddle with carbine, wallets, girths, and straps, on his back trusting to good luck for them all to be settled in their proper places. I saw, for instance, one man who had as usual saddled his horse in this fashion dismounting at the end of a 5 hour's morning march, and finding he had girthed his horse with the off panel of his saddle doubled, and in consequence the horse had a raw on his side that threw him out of work for a month.

ANY SUGGESTIONS I MAY HAVE TO OFFER.

133. I have touched very slightly upon questions of organization, equipment, and discipline of the force, having entered more fully into these in the confidential report. But there are a few other subjects to be referred to before closing this Report which I regret to see has assumed proportions far beyond my attention.

134. A searching enquiry is necessary into the nature of the hoof disease among horses at Edmonton, it has fallen with fearful effects on the police and other horses in that neighbourhood, supposed to be an insect which eats into the hoof in a short time; it is very painful and when not attended properly the horse dies.

135. Applications of Carbohc acid have produced good results, the disease is said to be engendered by swamps which are common there.

136. I suggested that horses should not be sent to Sturgeon Creek, until full information had been gained about this disease.

137. This summer a steamer ascended the North Saskatchewan for the first time as far as Edmonton from Grand Rapids near Lake Winnipeg. Certainly the navigation of both branches of this mighty river abounding with coal and other mineral wealth for many hundred miles, will open up the country for settlement, reduce the price of transport and provisions, and become one of the many causes tending to produce a new order of things and abolish monopoly.

138. While it may be considered that 300 men are enough to maintain order in the North West, it is evident that this force would be insufficient to put down a serious outbreak, should such a very unlikely misfortune occur. It would be difficult to collect more than 100 effective men of the force at a given point in a reasonable time.

139. Militia are not available in the North West Territory, nor do I consider a mixture of the military and civil element at all desirable. There is sufficient of the military character about the police, and they have the advantage that every man is a limb of the law, whereas military cannot act without a magistrate or constable.

140. Therefore it is suggested that volunteer police or bodies of special constables should be formed at such settlements as Prince Albert, St. Albert, St. Ann's, and St. Laurent, these men to be subject while on duty to the same rules as the regular police.

141. An additionnal means for providing such a reserve would be gained, if around each post occupied by the police, a suitable quantity of land was set apart for members of the force, thus allowing men to improve land during their service and eventually provide a large reserve of well trained and trust worthy men.

142. I have purposely refrained from alluding to a representation made to me at Kootenay Village that 50 police should be stationed there as a protection against Indians said to be growing insolent and claiming territorial rights of property.

143. The small population of about 100 whites and 150 Chinese might on small pretext or by accident become entangled in a quarrel with the Indians, who could massacre them all.

144. The district embraces 32,000 square miles, and in 1864, during the gold mania, had 1500 people who were strong enough for self protection, now they are not, but I am not prepared to advocate sending a detachment of Mounted Police through the fastnesses of the Rocky Mountains more especially as this force being raised for special service in the North West Territory (Military reasons apart,) should not be called upon for duty in British Columbia.

145. I am of opinion a force is required at Joseph's prairie or Wild Horse Creek, and that its arrival there would be followed by a numerous settlement, the land being spacious and fertile, and the climate braicing and salubrious.

146. A much more practicable pass than the Kootenay is known to exist along the valley of Elk River through which the Eastern prairie can be reached without any sensible ascent; there is no trail through it, but as a means of communication between McLeod and British Columbia, as well as for generally opening up that region, I strongly recommend a complete examination of that line of valleys, and their being opened for traffic, probably by wheeled transport; by this route supplies of grain and other necessaries could be more cheaply obtained at Fort McLeod than at present, and a general extension of trade would certainly result.

147. I understand that a bonded line is to be shortly formed in the United States on the Northern Pacific Railway and Missouri River for the transport of bonded goods to Fort Benton and thence across the line north.

148. It is of great consequence that this avenue of trade should be guarded by a thorough system of Customs Regulations appropriate to the peculiar situation of the country; therefore I consider that the officers commanding all the border outposts of police, Cypress Mills, Wood Mountain Qu'Appelle, and Shoal Lake, should have full and special instructions if not actually given the functions of collectors of dues.

149. I have ventured to enter very explicitly into the various questions referred to me in your letter. I have preferred running the risk of being considered prolix rather than be supposed to have taken a superficial view of this very important subject.

150. Too much value cannot be attached to the North West Police, too much attention cannot be paid to their efficiency.

151. We read that not long ago these wild Indian tribes of the far West were accustomed to regard murder as honorable war, robbery and pillage as traits most onnoble to mankind; the Blackfeet, Crees, Salteaux, Assiboynes, the Peigans, among the most savage of the wild races of Western America, free from all restraint and any sort of control, waged indiscriminate war with each other and with mankind.

152. Law, order, and security for life and property were little observed; civil and legal institutions almost entirely unknown.

153. To day what a revolution can we see :—all these have given place to peace and security, prosperity, contentment, and good will, it remains only to satisfy the Indian tribes by entering into fair and just treaties, which they much desire ; but in carrying this into effect, the utmost caution is necessary to convince them that their spacious hunting grounds are still open to them, for they will follow the buffalo as long as the buffalo continues to exist.

154. The appointment of Magistrates, and encouragement of Missionary labour are questions also becoming prominent in the dawning development of that noble territory, not long ago only known to the wild Indians of the mountain, the forest, and the prairie, to the dissipated, nomadic, half breed, and to the hardy trapper, but now silently and patiently awaiting the approach of the immense wave of human life which must shortly overrun the fair and productive soil of those remote and beautiful solitudes.

I have the honor to be, Sir,

Your obedient humble servant,

E. SELBY SMYTH,

Major General.

The Honorable
The Minister of Justice,
Ottawa.

APPENDIX No. 1.

MILITARY DISTRICT, No. 1.

HEAD QUARTERS, LONDON,
7th December, 1875.

SIR,—I have the honor to forward for submission to the Major-General commanding, the enclosed Inspection Report of the corps in the District under my command which have performed their annual drill for the year 1875.

The Active Militia Force in this District consists of—

The 1st Regiment of Cavalry, 4 Troops,
The "London" Field Battery,
The "Wellington" Field Battery,
2 Garrison Batteries,
9 Regiments of Infantry,
2 Regiments of Rifles.

CAMPS.

In obedience to your instructions, the force above named performed their Drill in Brigade Camps under my command. The first Brigade at London; the 2nd Brigade at Guelph; for a period of 12 days each.

The first Brigade Division assembled at London on the 7th September on ground well situated a short distance from the town.

The strength of this Camp was—

1st Regiment of Cavalry, 4 Troops, 15 officers, 160 non-commissioned officers and men, with 175 horses, under command of Lieut.-Colonel Cole.

The London Field Battery with the Sarnia Garrison Battery attached, 7 officers, 113 non-commissioned officers and men and 60 horses, under command of Major Peters.

" 7th Battalion Infantry, 21 officers, 299 non-commissioned officers and men, under command of Lieut.-Colonel Macbeth.

" 22nd Battalion Rifles, 24 officers, 306 non-commissioned officers and men, under Lieut.-Colonel Ccwan.

" 24th Battalion Infantry, 19 officers, 274 non-commissioned officers and men, under Lieut.-Colonel Smith.

" 25th Battalion Infantry, 19 officers, 236 non-commissioned officers and men, under Lieut.-Colonel O'Malley.

" 26th Battalion Infantry, 23 officers, 314 non-commissioned officers and men, under Lieut.-Colonel Attwood.

" 27th Battalion Infantry, 21 officers, 290 non-commissioned officers and men, under Lieut.-Colonel Davis.

being a total of 151 officers, and 2090 non-commissioned officers and men, 4 guns and 235 horses.

The 2nd Brigade Division assembled at their usual camping ground near Guelph on the 22nd June in the following strength, viz.

The Wellington Field Battery, with the Goderich Garrison Artillery attached, 6 officers, 113 men and 59 horses, under Major MacDonald.

" 28th Battalion Infantry, 17 officers, 252 non-commissioned officers and men, under Lieut.-Colonel Smith.

" 29th Battalion Infantry, 17 officers, 208 non-commissioned officers and men, under Lieut.-Colonel Peck.

" 30th Battalion Rifles, 27 officers, 415 non-commissioned officers and men, under Lieut.-Colonel Clarke, M. P. L.

The 32nd Battalion Infantry, 23 officers, 291 non-commissioned and men, under Lieut.-Colonel Sproat.

“ 33rd Battalion Infantry, 23 officers, 319 non-commissioned officers and men, under Lieut.-Colonel Ross, M. P. L.

being a total of 113 officers, 1598 non-commissioned officers and men, with 4 guns and 59 horses.

Thus the total numbers of the two camps was 264 officers, 3690 non-commissioned officers and men, 314 horses with 8 guns.

I beg to call your attention to the fact that though the corps have been reduced in nominal strength, yet the general average of companies is so complete, that the number of men who have drilled this year is the third largest muster since the passing of the Militia Act in 1868.

The localities of Guelph and London appear to be the ones best suited for camps in this District on account of their central situation and the lines of railway which converge there, making the transport of men and stores much less expensive than at the more remote points.

The London Camp Ground is well suited for a camp, but there is no ground sufficiently extensive for Brigade Drill unless some were rented for this purpose, which would be very desirable.

The conveniences at Guelph are all that can be desired, and the Municipal Corporations there do all in their power to make the camp a success and pleasant to the Force.

CAVALRY.

The 1st Regiment of Cavalry under Lieut.-Colonel Cole I found much improved in drill both of men and horses and the men more generally provided with those minor requirements, straps, spurs and gloves, &c., which mark the distinction between the smart and the slovenly cavalry soldier. The Regiment came provided for the first time with a mounted Band which promises to be a very good one.

It appears surprising that so efficient a body of Infantry and Artillery as were inspected by the Major General commanding, at Guelph Camp, should fail of being complete on account of having no Cavalry to that Brigade Division; I would most respectfully urge that 2 Troops of Cavalry may be formed somewhere near the centre of the Division. I have frequently received offers to raise Cavalry corps there and require only the authority to do so, and I would suggest that action be taken at once, so that the officers have time in this winter to get all ready for camp next year.

ARTILLERY.

The Artillery as at former camps turn out the most efficient and soldier like body of men in the District, setting an excellent example to the others in Camp with them. The Field Batteries had 4 days extra at Camp for shot and shell practice which they much profited by.

I attached the Sarnia Garrison Battery to the London Field Battery and the Goderich Garrison Battery to the Wellington Field Battery, an arrangement that worked very well for both corps. They were inspected by the Assistant Inspector of Artillery who appeared well satisfied.

INFANTRY.

I believe that one third of the Infantry were new men, but it is astonishing how soon they picked up the duties of camp life and improved rapidly in drill.

The Brigade which the Major General commanding inspected at Guelph on the 1st July was composed of a large proportion of recruits who after about a weeks Battalion Drill were put in Brigade and “marched past,” performed several Brigade

movements, skirmishing &c., and ended by firing "Feu de joie." To attempt such a programme would appear an absurdity to one unacquainted with the naturally very quick perceptive faculties of Canadians which added to their generally good education makes the Canadian soldier pick up drill far more easily than his English brother, through it is more difficult to instil discipline and that unhesitating obedience to orders, so fully carried out in Her Majesty's regular army and of such vital importance in all military bodies.

There can be no doubt but that these camps afford the best method of training the force at their annual drill and I can confidently assert that the two Brigades in this District are now more efficient and ready for active service than at any previous time during the last ten years, while each camp gives them more experience in cooking and making the best of their rations, and making themselves comfortable in their tents, the ignorance of which in a campaign fills the hospitals and makes men discontented and dispirited.

I believe the months of June and September are the best for camping in this district, the actual date for assembling must depend on the lateness or earliness of the season, but the general time for each camp should be understood so that men can make their private arrangements beforehand.

TARGET PRACTICE.

All the men in camp with a few exceptions fired 15 rounds per man at Target practice, making as will be seen by the returns a fair average, but I have again to submit the great advantage that in my opinion would result if prizes were given for the best shots at Target practice performed during drill in camp, and I feel sure that money so granted would be highly appreciated by the men, while it is evident that it could not be divided among a few of the best shots, which is I fear too often the result of money granted to Rifle Associations.

MUSTER.

At both of these camps every man was mustered in my presence, and I personally inspected all the arms, accoutrements and clothing, which I found in serviceable condition, though the forage caps appear capable of improvement. Many corps require new issue of slings which have been fairly worn out, the issue having been made 15 years ago of old ones thrown aside from the regular army.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

A marquee at each camp was set apart for use of the Young Men's Christian Association, a most worthy institution and one that I believe gives a tone of morality generally to the men in camp, and supports those desirous of setting a good example.

I found it very difficult to stop the sale of spirituous liquors in the canteens in camp, and after consultation with the commanding officers I received with much pleasure an intimation from all of them at London Camp requesting that at the next camp no canteens should be allowed.

CARE OF ARMS, CLOTHING, &c.

In order that the man who loses any article of public property committed to his charge may be made responsible for it instead of too often falling a burden on the shoulders of the Captain, it would appear to me to be practicable to arrange for the payment of each man after his annual drill, by an order on the Paymaster signed by his Captain to certify that the man has given into Company Stores in good order the arms, accoutrements clothing, &c., &c., issued to him for use at camp, while any deficiencies and damages would be deducted from the amount due him for the annual drill pay and the order on the Paymaster be filled up for the balance to be paid him. This order for convenience sake might be made payable at any Bank.

The health of the men at both camps was excellent, and no casualties of any consequence occurred.

The rations were very good, no complaints of any kind and the quantity as well as the quality was satisfactory, but the forage ration of hay is not sufficient.

The general conduct of the men was very good; there were a few cases of breach of discipline which were promptly punished; each year I notice that discipline is improving.

I have to acknowledge the able and cordial support rendered me from the staff and commanding officers of the District—a support without which—or which given less heartily would make my position a very onerous one.

I have the honor to be, Sir,

Your obedient servant,

JOHN B. TAYLOR,

Lt. Colonel,

Deputy Adjutant General,

Commanding Military District No. 1.

The Adjutant General,
of Militia, Ottawa.

MILITARY DISTRICT No. 2.

OLD FORT, TORONTO, 16th December, 1875.

SIR,—I have the honor to forward, for submission to the Major General Commanding, the enclosed Inspection Report of corps of the Active Militia, which have performed the annual drill for the year 1875-76, in Military District No. 2, in accordance with General Orders, dated Ottawa, 23rd April, 1875.

In submitting this report, I beg leave to lay before the Major General Commanding, the following memoranda in relation to the strength, and the manner in which the annual drill of the force, under my command, was performed.

The authorized establishment of the Active Militia, in the District, consists of:—

Cavalry.

	Officers.	N.-C. Officers and Men.	Horses.	Guns.
Governor General's Body Guard and 2nd Regiment—(7 Troops).....	32	440	472	...

Artillery.

3 Field Batteries.....	18	225	195	12
3 Garrison Batteries.....	9	165	....	...

Infantry.

15 Battalions; 1 Rifle Company at Saulte Ste. Marie (the Rifle Company at the Saulte is in pos- session of two Mountain Rifled Guns)	461	6,380	68	2
Total	520	7,210	735	14

The force authorized to drill by General Order, 23rd April, 1875, is as follows :

<i>Cavalry.</i>			
	Officers.	N.-C. Officers and Men.	Horses.
Governor General's Body Guard and 2nd Regiment—(7 Troops).....	24	336	360

<i>Artillery.</i>			
3 Field Batteries.....	18	225	183
3 Garrison Batteries.....	6	126	....

<i>Infantry.</i>			
15 Battalions; 1 Rifle Company.....	348	4,914	68
Total	396	5,601	611

The force which performed the annual drill for the year, is as undermentioned :—

<i>Cavalry.</i>			
	Officers.	N.-C. Officers and Men.	Horses.
Governor General's Body Guard and 2nd Regiment—(7 Troops).....	22	325	347

<i>Artillery.</i>			
3 Field Batteries.....	11	225	176
3 Garrison Batteries.....	6	118	....

<i>Infantry.</i>			
15 Battalions	293	4,617	68
Regimental Officers and N.-C. O. em- ployed on the Brigade Staff.....	9	8	7
Total	341	5,293	598

<i>Recapitulation.</i>				
	Officers.	N.-C. Officers and Men.	Horses.	Guns.
Establishment	520	7,210	735	14
The force ordered to drill	396	5,601	611	...
The force which performed annual drill	341	5,293	598	...

There were three companies of infantry, two of which were not required to drill by an after General Order. Rating them at the authorized strength, they would show six officers and 118 non-commissioned officers and men in favor of the drilled force, thus approximating the latter force to within 49 officers and 196 non-commissioned officers and men, to that ordered to perform its annual drill.

The three Garrison Batteries—Toronto, Collingwood and St. Catherines—were assembled, by order, at the New Fort Barracks, Toronto, in order to perform their annual drill, and brigaded there.

These corps were assisted in the performance of their drill and duties by Lieut. Wilson, "A" Battery, who acted as Fort Adjutant; Sergts. Bramab and Baldeck, "A" Battery, as Instructors.

They rationed themselves in a satisfactory manner, receiving the allowance of 25 cents per man.

Before the termination of their drill, they were inspected by Lieut.-Col. Irwin, Assistant Inspector of Artillery, accompanied by Lieut.-Col. Denison, Brigade Major, who made a very favorable report of the efficiency of these corps.

It appears to me to be the most satisfactory manner in which these corps can perform their annual drill, deriving all the benefit of being placed in barracks, as well as the practical instruction of heavy gun drill—shot and shell practice.

The 10th Royals performed its annual drill at Toronto. This corps is much improved, both in *physique* and general appearance, when inspected by me. They mustered nearly in full strength, both officers and men. Although it is not a satisfactory manner to perform its drill at home, the general appearance of this corps was very creditable.

With the exception of this corps and the three corps previously mentioned, the remainder of the force performed the annual drill in two Brigade Camps of Instruction, formed at Niagara on the 1st, and at Holland Landing on the 22nd June last, respectively. Both camps were under my personal command.

CAMP NIAGARA.

Brigade Staff.

Superintendent of Drill, Lieut.-Col. Denison, Brigade Major; Brigade Major, Lieut.-Col. Villiers, Brigade Major; Camp Quartermaster, Major Moore, 13th Battalion; Supply Officer, Capt. Mason, 13th Battalion; Musketry Instructor, Capt. Johnston; Orderly Officer, Lieut. Jones, No. 5 Troop 2nd Regiment Cavalry; Officer in charge of Camp Police, Ensign Kerr, 13th Battalion.

The camp was composed of the following corps:—

	N.-C. Officers		Horses.
	Officers.	and Men.	
2nd Regiment of Cavalry (5 Troops)	16	199	215
Hamilton Field Battery.....	3	75	55
Welland Field Battery.....	3	75	57
2nd Battalion Queen's Own Rifles	24	420	4
13th Battalion	16	245	5
19th Battalion	17	253	4
20th Battalion	20	277	4
37th Battalion	20	284	5
38th Battalion	13	199	4
39th Battalion	24	336	5
44th Battalion	16	257	4
77th Battalion	16	240	4
Brigade Staff	8	6	8
	196	2,876	374

The above force moved into camp and went under canvas, without any difficulty, for twelve days' drill, on Tuesday, 1st June. The issue of rations on the following morning took place without any delay whatever. The machinery of the whole camp worked uncommonly well.

The drill of the few days of the first week, was confined exclusively to the three arms of the force (with the exception of the force daily detailed for the target practices at the rifle ranges) to that appertaining to each.

Carrying out the General Orders.

The officers commanding corps availed themselves of the facilities for drill on the fine open common, where there is plenty of room for each corps.

The camp was visited and inspected on the Monday following, the 7th inst., by the Hon. W. B. Vail, the Minister of Militia and Defence, accompanied by Lieut.-Col. MacPherson, Accountant at Head Quarters, on which day the first brigade parade was formed, in honor of that Minister, who evidently showed and took the greatest interest in the force, as well as the working of the camp in all its details.

The Minister was good enough to express himself on parade as much pleased with the general appearance of the force, and the manner in which they moved on parade.

On Wednesday, the 9th June, Major General Selby-Smyth, commanding the Militia, with his A.D.C., Captain the Hon. Miles Stapleton, visited and inspected the camp, with a brigade parade in the afternoon. On the following day, Thursday, the whole force was inspected by the Major General, when a brigade field day took place under the supervision of that officer. The Major General was good enough to state on parade his satisfaction with the force in camp, their movements in the field, as well as their general appearance.

The muster of the force was very good, in fact every corps responding well to the General Order. The 2nd Battalion, Queen's Own Rifles, over its required quota; the 39th Battalion, every officer and man present.

The supply of rations was very good, and was well carried out by the respective contractors. There were no complaints. The cost of rations per man was 21 cents; the cost of forage per ration was 31½ cents. The general conduct and health of the men in camp were good.

The camp broke up on Saturday, the 12th, and the officers and men were duly mustered by the District Paymaster, Major Alger, in the presence of Lieut.-Col. Denison, Drill Instructor. The two Field Batteries remained in camp, according to order, in order to finish their shot and shell practice. These batteries were inspected by Lieut.-Col. Irwin, Assistant Inspector of Artillery.

CAMP, HOLLAND LANDING.*Brigade Staff.*

Superintendent of Drill, Lieut.-Col. Denison, Brevet Major; Brigade Major, Major Bligh, 35th Battalion; Supply Officer, Major Selby, 12th Battalion; Camp Quartermaster, Major Moore, 13th Battalion; Musketry Instructor, Captain White, 12th Battalion; Orderly Officer, Cornet Denison, Governor General's Body Guard; Officer in charge of Camp Police, Ensign Perritt, 31st Battalion.

The camp was composed of the following corps:—

	N.-C. Officers		Horses.
	Officers.	and Men.	
Governor General's Body Guard	2	42	44
2nd Regiment of Cavalry (2 Troops).....	4	84	88
Toronto Field Battery	5	75	55
12th Battalion	23	335	4
31st Battalion	17	295	4
34th Battalion	16	287	4
35th Battalion	24	413	4
36th Battalion	18	362	4
Brigade Staff	8	6	8
Total.....	117	1,899	215

The above force assembled and went under canvas on the 22nd June, for twelve days' drill.

The same routine of drill and duties and issue of rations was carried out in this camp which took place at Niagara. The muster of the different corps very good. General behaviour and health of the men, good. One or two cases of typhoid fever reported. Rations equally as good, and well supplied by the contractors. Cost of the rations per man, 18½ cents; cost of the forage rations, 50 cents.

The camp was visited and inspected by Major General Selby-Smyth, Commanding the Militia, accompanied by his A.D.C., Capt. the Hon. Miles Stapleton, on the 29th June. The force paraded in brigade on the afternoon of that day, when a field day took place in the presence of the Major General, at the termination of which he again expressed himself in favorable terms on the appearance of the whole force on parade, and the manner in which they moved in the field.

On the 1st July a brigade parade took place, in honor of Dominion Day, on which occasion a *feu-de-joie* was fired, with a few brigade movements. An immense concourse of people from all parts of the country, estimated at 10,000, assembled to see the troops. No accident occurred. The camp broke up on Saturday, the 3rd July. The force, having been duly mustered by the District Paymaster, Major Alger, and paid, then proceeded homewards.

Target Practice.

I beg leave to forward the enclosed reports of Capt. Johnston, Musketry Instructor at Niagara Camp (marked A), and Capt. White, 34th Battalion, Musketry Instructor at the Camp at Holland Landing (marked B).

On reference to these reports it will be seen that at the

CAMP NIAGARA,

	Figure of Merit.
The brigade figure of merit was.....	18·14
Best shooting Battalion, 20th Battalion	26·30
" Troop, No. 1 Troop, 2nd Regiment	16·43
" Company, No. 5 Company, 20th Battalion	33·40
Best shot in Brigade, Color-Sergt. Brady, 2nd Battalion, Queen's Own Rifles.....	66 points.

AT HOLLAND LANDING.

Brigade figure of merit.....	18·53
Best shooting Battalion, 35th Battalion	22·02
" Troop, No. 2 Troop, 2nd Regiment.....	15·22
" Company, No. 4 Company, 35th Battalion	28·00
Best shot in Brigade, Corpl. Shaver, No. 7 Company, 31st Battalion	63 points.

Both these officers recommend a fewer number of rounds to be fired by the rank and file (20 rounds having been fired), or more time given, in order to afford instruction in the rifle target practice.

The 600 yards range appears to be a most difficult range for young shots, especially if there is any wind blowing across the range. Young shots, as a rule, fire at the target without making any allowance for windage, &c., and as the time permitted is so very limited, the Instructor is unable to give that instruction at the ranges, which is necessary to make them fire with any precision or accuracy.

I would therefore respectfully suggest and recommend, that instead of 12 days, 16 days be allowed in camp, when two or three days could be devoted entirely to musketry instruction, however short it would do much good, preparing the men for the rifle ranges. When it is considered how important a branch of military drill is "the use of the rifle" without it, the amount of ammunition must necessarily be

thrown away and therefore ineffective. The extra time, if sanctioned, would well repay the expenditure.

Out of the 12 days' drill allowed, there must be two days required for proceeding to and returning from the camp and one Sunday; and the day before the camp breaks up is generally required for receiving pay, arranging the camp equipage, &c. Four days are thus taken out of the twelve, leaving but eight days, even if the weather be fine, during which time, squad, company, battalion, skirmishing and brigade drill, together with the target practice, must be all carried out. It really is marvellous for so short a time, how well the men do.

The four extra days would well repay, more especially, as all the expense of moving the force to and from the camp, camp equipage and stores of all kinds, is all incurred for eight days' drill. In a word, the men leave the camp just at the time when three or four days' extra drill would be valuable.

The Young Men's Christian Association established themselves at both camps, offering every inducement for the non-commissioned officers and men of the camp to attend their tents, in the way of pens, ink, paper, and the public newspapers, free of all charge.

Every afternoon and evening religious services were held, at which large numbers of the force attended, who expressed themselves much gratified by the kind manner in which they were treated by this Association.

It gives me more than ordinary pleasure to be able to bring before the notice of the Major General commanding, not only the great attention, but ability displayed by the officers on the Staff of the Brigade Camps, in the discharge of their various duties.

I beg also to acknowledge the able assistance I have always derived from the officers belonging to the permanent Staff of the District.

I must not omit to mention the zealous exertions of officers commanding corps, in the performance of their duties, and in carrying out the annual drill of the year.

I have the honor to be, Sir,

Your obedient servant,

WM. S. DURIE, Lieut.-Colonel.,

Deputy Adjutant-General, Military District No. 2.

The Adjutant-General of Militia, &c., &c.,
Head Quarters, Ottawa.

[A]

STEWARTTOWN, August 18th, 1875.

SIR,—I have the honor to submit herewith, the practice returns of the 2nd Brigade, performed at the Brigade Camp, Niagara, from June 1st to 12th, inclusive.

It will be seen that the figure of merit of the Queen's Own Rifles is very low; this is accountable to the shooting at 600 yards, which was struck off immediately after they had done firing, and also to the unfavorable state of the weather. A much higher average in the whole brigade might be expected, were it not that two-thirds of the men at practice had never previously fired a shot with a rifle. The advisability of dropping the 600 yards range, under such circumstances, can easily be seen, and I am of opinion that better results would follow under a different system of rifle practice while in brigade.

It will be seen that 2,287 men had to put in the practice in the short space of eight days, and fire 20 rounds per man, to accomplish which no man can receive any instruction whatever, but must rather be hurried on so as to get through with the work. To remedy this, I would suggest that no more than 10 rounds per man be fired; five rounds at 200 yards, and five at 400, and that a sergant, who understands the most important points in rifle shooting, be appointed to each squad or company, whose duty it would be to stay at the firing point and instruct every man when in the act of shooting, regarding position, holding rifle plumb, bringing the sights to the

eye, pull of trigger, &c.; the sergeants to be under the charge of the Musketry Instructor, whose duty it would be to see that they were thoroughly posted in these particulars.

I have much pleasure in saying that otherwise, the practice of the brigade has been most satisfactory, and without the slightest accidents either to the markers or firing parties. This is due, no doubt, to the proper construction of the markers huts, and also to the diligence of the commanding officers.

Before closing this report, I desire to acknowledge the valuable assistance rendered by Staff-Sergeant Dunsford, and also to thank the officers, non-commissioned officers and men of the brigade, for the courtesy extended to me, and their willingness to assist me in the discharge of my duties.

I have the honor to be, Sir,

Your obedient servant,

J. JOHNSTON,

Captain B. M. I.

To Lieut.-Col. Durie,
Deputy Acting Adjutant-General Militia, Toronto.

PRACTICE RETURN, BRIGADE CAMP, NIAGARA.

Battalion.	Company.	No. of Men.	Figure of Merit.	Best Shot in Company.	No. of Points.	Remarks	Battalion Figure of Merit.	Best Shot in Battalion.
2nd Battalion, Queen's Own Rifles.	A	42	18-88	Col.-Sergt. Brady	66	Best Shooting Company. Strong wind from the West, very unfavorable for shooting.	13-46.	Col.-Sergt. Brady, 66 points.
	B	36	18-42	Sergt. Chaytor	40			
	C	30	18-26	do Lewis	57			
	D	36	12-86	Pte. Margetts	54			
	E	35	10-88	Sergt. Knifflin	51			
	F	22	7-86	Pte. Stewart	36			
	G	32	10-75	Sergt. Stanley	61			
	H	25	9-36	do Millar	39			
	I	34	18-51	Pte. Russell	54			
	K	32	4-43	do Gurning	18			
	13th Battalion.	1	32	16-73	Pte. Savigny .....				46	Best Shooting Company. Strong wind, unfavorable for shooting.	13-98.	Sergt. Mitchell, 64 points.
2		34	16-78	Sergt. Mitchell	64			
3		37	9-40	Pte. Parker	26			
4		38	15-84	do Marris	54			
5		39	10-84	Col.-Sergt. Shearer	55			
6		36	15-05	Pte. Stewart	35			
19th Battalion.	1	39	9-94	Col.-Sergt. Holloham	32	Strong wind. do Best Shooting Company. Strong wind. Not favourable for Shooting.	14-46	Sergt. R. Hiscott, 46 points.
	2	34	12-08	Sergt. Rogers	38			
	3	35	14-42	Pte. Beatty	32			
	4	40	19-22	Sergt. Simmerman	39			
	5	30	12-10	Pte. Geegsby	35			
	6	41	16-70	Sergt. R. Hiscott	46			

Battalion.	Company.	Number of Men.	Figure of Merit.	Best Shot in Company.	No. of Points.	Remarks.	Battalion figure of Merit.	Best Shot in Battalion.
20th Battalion.	1	40	26-10	Sergt. H. Petman.....	52	Very favourable.	26-30	Pte. Statham, 61 points.
	2	42	29-35	Pte. William Frost.....	56				do
	3	42	22-47	Qr. Master Sergeant Speirs.....	58	do		
	4	40	27-40	Pte. Stratham.....	61	do		
	5	42	33-40	Corporal Allan.....	61	Best Shooting Company.		
	6	36	22-30	Sergt. R. Watson.....	56			
	7	32	25-96	do Hamilton.....	42			
37th Battalion.	1	39	31-33	Pte. Wm. Anderson.....	55	Best Shooting Company.	25-44.	Pte. Wm. Anderson 55 points.
	2	40	30-02	Pte. W. Atcheson.....	55				Very favourable for shooting.
	3	28	27-17	Sergt. G. Mar.....	44			
	4	40	22-95	Sergt. W. Hood.....	53			
	5	31	29-61	Sergt. Hewson.....	48			
	6	39	28-02	Corpl. Atkison.....	50			
	7	34	15-17	Sergt. Blaise.....	34			
38th Battalion.	1	35	11-62	Pte. Cromwell.....	38	Best Shooting Company.	17-80	Corpl. McLoughlin, 51 points.
	2	38	8-65	Sergt -Major Barber.....	51			
	3	38	15-52	Pte. Tibbits.....	54			
	5	40	23-78	Corpl. Hunter.....	46			
	6	42	23-78	Corpl. McLoughlin.....	51			
	39th Battalion.	1	42	20-23	Corpl. Rahson.....				52	Favorable for Shooting.	21-11	Corpl. Raason 52 pts.
2		41	25-41	Pte. Quick.....	49			
3		39	12-48	do Hall.....	39			
4		42	25-90	do Brat.....	47			
5		42	16-76	do McDonald.....	39			
6		39	14-59	do Whitside.....	30			
7		39	22-82	do W. Tufts.....	50			
8		39	28-61	do Parl.....	49	Best Shooting Company.		
44th Battalion.	3	35	19-62	Sergt. Greenwood.....	42	Best Shooting Company.	21-01	Col.-Sgt. House, 54 pts.
	5	34	17-35	Pte. Clark.....	45			
	7	42	17-19	Col.-Sergt. House.....	54			
	8	42	29-82	Pte. Griffith.....	47			
77th Batt.	1	37	16-08	Color-Sergeant Tapp.....	41	Best shooting Company.	16-58	Sif-Sgt. Mullock, 64 pts.
	2	35	22-08	Staff-Sergeant Mullock.....	64			
	3	39	13-33	Private Nichols.....	30			
	4	29	9-93	do Weaver.....	37			
	5	36	18-27	Corporal Lee.....	44			
	6	25	19-25	Private Young.....	52			
2nd Regiment of Cavalry.	1	35	16-43	Private Paxton.....	24	Best Shooting Troop.	11-85	Private Clancy, 33 points.
	3	41	8-14	do Underhill.....	27			
	6	34	11-81	do Clancy.....	33			

The best shooting Battalion is the 20th; figure of merit, 26-30. The best shooting Company, No. 5 Co., 20th Battalion; figure of merit, 33-40. Best shot in the Brigade, Color-Sergeant Brady, with a score of 66.
 Brigade figure of merit, 18-14.

[B.]

WHITBY, July 19, 1875.

SIR,—I have the honor to report, as Musketry Instructor to the brigade assembled at Holland Landing, June 22nd, that I carried out the orders in regard to target practice to the best of my ability in the limited time at my disposal.

The total number who completed the course was 1,405. The best shot this year, Corporal Shaver, No. 7 Company, 31st Battalion, who scored 63 out of a possible 80 points.

The best shooting battalion, the 35th Simcoe Forresters; figure of merit, 22·92. Best shooting Company, No. 4 Company, 35th Battalion; figure of merit, 28·00. I would say that the same company and battalion held the same post of honor last year.

The figure of merit and the best shots of each battalion and cavalry being—

	Figure of Merit.	Best Shot.	Points.
12th York	17·86—	Bandsman Hanstock	59
31st Grey	19·77—	Corpl. Shaver	63
34th Ontario	17·57—	Sergt. Major Chisholm	53
35th Simcoe	22·92—	Sergt. S. A. Neilly	57
36th Peel	20·48—	St. John	52
Cavalry, 14 rounds	12·60—	Peter J. Boynton	38

Figure of merit of the brigade..... 18·53

-In comparison with last year I find a slight improvement. The reason I believe the men take so little interest in rifle shooting is the want of some badge or prize as an inducement or honor to strive for, as at present the men take little or no interest, and feel relieved when they can get rid of their ammunition.

I would suggest that fewer rounds be fired another year, as I believe more instructions can be imparted and real benefit derived from ten rounds being fired; as under the present system the men have to be hurried faster than is proper to get through with the brigade in the short time allowed.

I cannot close this report without mentioning the efficient manner in which Sergeant Dunford performed his duties, and hope he will be employed in the same capacity another year.

It is my pleasing duty to report, that the course was gone through without a single accident to either marker or marksman.

In conclusion I beg to bring before your notice the fact that I was compelled on the two last days practice to keep the same markers in the butts from six o'clock, a.m. until seven o'clock, p.m.; which they did without complaint, and I hope before another camp that an additional allowance be again granted, or else it will be impossible to get good men for markers.

I remain, Sir,

Your most obedient servant.

JOSEPH WHITE, Capt.,
Brigade Musketry Instructor.

To Lieut.-Col. Durie,
Deputy Adjutant General,
Military District No. 2.

MILITARY DISTRICT NO. 3.

DEPUTY ADJUTANT GENERAL'S OFFICE
KINGSTON, November 12, 1875.

SIR,—In compliance with Militia General Orders (7) of April 23, 1875, I have the honor to transmit my Report of the Annual Drill of Military District No. 3, for submission to the Major General Commanding.

The Force of Active Militia in this District consists of the following Corps, namely :—

2 Regiments of Cavalry.....	7 Troops.
2 Field Batteries.....	} Artillery.
4 Garrison Batteries.....	
10 Battalions. (64 Companies).	Infantry.

The full nominal strength of the above Force under the Militia and Defence Act is :—

Officers.	N. C. O. and Men.	Horses.
326	4285	591

The uniform establishment of Troops or Companies is 3 Officers and 55 N. C. O. and men, but this year the number allowed to receive drill pay was limited to 2 Officers and 42 N. C. O. and men per Troop or Company.

The Battalion Staff and the Field Battery establishment were unchanged.

Under this Regulation the number of Officers and Men entitled to perform Annual Drill for pay in this District, was :—

	Officers.	N. C. O. and men.	Horses.
7 Troops in two Regiments of Cavalry	28	315	343
Two Field Batteries.....	10	150	124
Four Garrison Batteries	8	168	....
64 Companies in 10 Battalions of Infantry.	208	2,688	50
Total.....	254	3,321	517

The numbers who have been mustered and paid up to the present date, are :—

	Officers.	N. C. O. and men.	Horses.
7 Troops Cavalry.....	27	315	342
2 Field Batteries with 8 guns.....	10	133	124
2 Garrison Batteries.....	5	74	....
8 Infantry Battalions, comprising 52 Companies.	156	2,127	35
Brigade Staff in Camps.....	14	21	12
Total.....	212	2,670	513

The corps which have not performed their drill this year, are :—

2 Garrison Batteries of Port Hope and Trenton,

2 Battalions of Infantry, viz :

16th Prince Edward. Lt. Col. Walter Ross, M.P.,

49th Hastings. Lt. Col. James Brown, M.P.

No reason has been given by the above named Officers for the non-performance of the Drill by the Corps under their command.

The Cavalry, Field Batteries and Infantry were divided into two Brigades, and assembled in Camps of Exercise at Cobourg and Kingston, as follows: For 12 days. The Field Batteries for 16 days.

Cobourg Camp. { 6th Brigade Division at Cobourg, on the 14th June, 1875.
3rd Provisional Regiment of Cavalry.
Durham Field Battery.
40th, 45th, 46th, and 57th Battalions.

Kingston Camp. { 7th Brigade Division at Kingston, on the 21st June, 1875.
4th Provisional Regiment of Cavalry.
Kingston Field Battery.
14th, 15th, 47th, and 48th Battalions.

The Field Batteries assembled on the 10th June and 17th June, respectively, joined the Camps on their formation, and completed the Drill with the remainder of the Troops.

Garrison Batteries of Artillery whose Head Quarters were within 50 miles of Kingston were ordered to be drilled at that station, under the superintendence of the Commandant of the School of Gunnery.

The remaining Batteries were permitted to drill under the same regulations as applied to Corps of Infantry.

The Napanee Garrison Battery, Captain Hooper commanding, came to Kingston on the 23rd August, 1875, and were provided with barrack accommodation at the School of Gunnery for 12 days.

The Cobourg Garrison Battery, Captain Dumble commanding, being more than 50 miles from Kingston, performed drill at their own Head Quarters on different days under the regulations applicable to City Battalions as regards pay and without allowances.

An order issued on the 27th September, 1875, prohibited further drill for pay from that date, in consequence of the money voted for drill being exhausted.

The Cobourg Garrison Battery had performed nine days' drill only up to that date and were paid accordingly. This Battery was inspected on the 12th October, 1875 at Cobourg by the Assistant Inspector of Artillery for Ontario, and the Brigade Major 6th Brigade Division.

The total strength of the Cobourg camp at muster, including the Brigade Staff, was 1,456 officers and men, and 184 horses. The cost of rations and forage was \$3,899.25 of which sum \$847.60 was for forage. The pay of officers and men amounted to \$17,546.75, making a total for pay and subsistence in this camp of \$21,446.

The total strength of the Kingston camp at muster, including the Brigade Staff, was 1,347 officers and men, and 269 horses. The cost of rations and forage was \$3,573.49, of which sum \$668.92 was for forage. The pay of officers and men amounted to \$16,563.49, making a total for pay and subsistence in this camp of \$20,136.98.

The Cobourg camp was under the command of Lieut.-Colonel D'Arcy Boulton, 3rd Provisional Regiment of Cavalry, with the following Staff, viz:

Commanding.—Lieut.-Colonel D'Arcy Boulton, 3rd Cavalry.

Brigade Major.—Major H. Smith, Militia Staff.

Supply Officer.—Quarter-master Van Ingen, 40th Battalion.

Musketry Instructor.—Captain M. Johnston, 57th Battalion.

Camp Quartermaster.—Brevet Major J. McDermid, 46th Battalion.

Aide-de-camp.—Lieut. R. A. Morrow, 3rd Cavalry.

Principal Medical Officer.—Surgeon H. B. Reed M. D., 45th Battalion.

Camp Sergeant Major.—Sergeant Major Burke, 57th Battalion.

Provost Sergeant.—Sergeant Shea, 40th Battalion.

Supply Sergeant.—Sergeant M. Y. Calcutt, 57th Battalion.

Musketry Sergeant.—Not named.

Qr. Master Sergeant.—Not named.

Hospital Sergeant.—Not named.

Brigade Bugler.—Bugler John McCallum.

Brigade Clerk.—Sergeant Major Polkinghorne, Cobourg Garrison Battery.

The Kingston Camp was to have been under the command of Lieutenant-Colonel A. Campbell, 15th Argyle Light Infantry of Belleville, but owing to the illness of that officer at the last moment, I went into camp, with permission from Head Quarters, and took the command with the following Brigade Staff, viz :—

Commanding.—Lieutenant-Colonel S. P. Jarvis, Militia Staff.

Brigade Major.—Lieutenant-Colonel P. W. Worsley, Militia Staff.

Supply Officer.—Captain W. D. Gordon, 14th P. W. O. Rifles.

Musketry Instructor.—Captain James Byrne, 47th Battalion.

Camp Quarter-master.—Quarter-master Crozier, 15th Battalion Argyle Light Infantry.

Aide-de-Camp.—Lieutenant J. F. Wilson, "A" Battery.

Principal Medical Officer.—Surgeon Bristol, 4th Cavalry.

Camp Sergeant Major.—Sergeant Major Charles Field, 14th P. W. O. Rifles.

Provost Sergeant.—Sergeant J. Rawson, 14th P. W. O. Rifles.

Supply Sergeant.—Sergeant Alex. Smith, 14th P. W. O. Rifles.

Musketry Sergeant.—Sergeant G. T. Salter, 14th P. W. O. Rifles.

Quarter-master Sergeant.—Color-Sergeant Robert Glen, 48th Battalion.

Hospital Sergeant.—Sergeant J. F. Miller, 4th Cavalry.

Brigade Clerk.—Sergeant P. O'Connor, 14th P. W. O. Rifles.

Brigade Bugler.—Joseph Robinson, 47th Battalion.

Markers.—Seven men from the 14th and 47th Battalions in Camp.

The duties of the Camps were conducted with regularity and zeal on the part of all concerned.

The weather was most favorable ; the supplies were good. The camp grounds were well chosen, and the Staff being carefully selected, all the machinery of a camp life worked smoothly.

Officers and men vied with each other in their exertions to master the details of drill and camp duties, so far as the limited time would permit.

The twelve days included the days of coming and going, one Sunday, and one field day for inspection and muster and pay. So that eight clear days only were available for regular work, a period much too short to be of material advantage for drill purposes, though sufficient to form the Squads, Troops or Companies and Battalions and inspect the property in their charge.

A small portion only of the force could receive practical instruction in mounting Guard and Piquet, but a very large proportion of both Camps performed Target practice with 15 rounds per man, at 200, 400 and 600 yards ranges.

The Report (A) of Lt. Col. Boulton, accompanies this report, as well as the reports (B) of the Medical Officers in charge and the Returns of Musketry practice, as furnished by the appointed Musketry Instructors.

I have the melancholy duty of reporting the death of the late Brigade Major Lt. Colonel W. P. Phillips on the 1st September, after a long and lingering illness.

His remains were interred on the 3rd September with military honors. The "A" Battery furnished band, gun-carriage, horses, and drivers, and the 14th P. W. O. Rifles in which corps Lt. Colonel Phillips, formerly had command of a company, formed the escort.

Owing to his illness at the time of the camps, and upon my application to Head Quarters for the services of another officer to perform Brigade Major's duties, Lt. Col. P. W. Worsley, Brigade Major of the Grand Trunk Brigade, was ordered to Kingston on that duty, and I have much pleasure in bringing to your notice the valuable assistance afforded by this officer, whose thorough knowledge of his profession, great regularity, diligence, and good temper, contributed in no small degree to the successful termination of the Kingston Camp with perfect satisfaction to all concerned.

The other staff officers were also active in their respective duties. I would specially mention Captain Byrne 47th, the Musketry Instructor, and Captain Gordon 14th, the Supply officer, whose admirable arrangements and constant attention were very conspicuous.

I observe with satisfaction that Lieutenant-Colonel Boulton expresses his gratitude to the Brigade Staff of the Cobourg Camp, as well as to the Officers and men of all ranks, in their ready co-operation, support, and cheerful obedience to orders.

During the Kingston Camp a friendly match was shot with the rifle by Officers of the 47th and 48th Battalions, 10 on each side, in which the 47th came off victors. Captain Byrne, 47th Battalion, the Camp Musketry Instructor, scoring 52 out of a possible 60. This was the highest score made in the District.

The 47th Frontenac Battalion also attained the highest figure of merit in the District at the Ranges, with 20.08 points as figure of merit.

The health of the troops in both camps was excellent and no accidents of any consequence occurred to Officers or men, but two horses of the Picton Troop of Cavalry at the Kingston Camp were badly injured on the march, one by a sprain of the fetlock joint on a Railway crossing, and the other by a nail through the foot, both accidents causing serious lameness for the time being. The owners were promptly indemnified by a liberal gratuity from the Militia Department as soon as the cases were officially represented. Liberality on the part of the Government in such cases will bear good fruit.

In the reports (B) of the medical officers, it will be observed that a suggestion is offered by one of the Surgeons for some additional medicines in the Field Paniers. It will also be noticed that a tent for a Field Hospital is required on all occasions of encampments.

It is hard on the other occupants of tents to have sick or injured comrades put into the same tents with them. The tents being always filled to their utmost capacity.

I have here to mention that Mr. John Creighton, the Warden of the Penitentiary, which is on the road to the Kingston Campground, kindly furnished a large quantity of quicklime for sanitary purposes. The horses and men under his orders delivered the lime within the Camps without charge, and although this may appear a slight service, the thanks of the Department, as well as of the Officers and men in Camps are due to Mr. Creighton for his prompt attention to our request.

The Veterinary Surgeons should also be furnished with appliances and medicines for the prompt treatment of sick or injured horses.

It is a matter for congratulation that the several bodies of Cavalry in this District have at length been formed into two Provisional Regiments with a full Staff. I still advocate the encouragement of this branch of the service. During the year 1874 two fine troops were disbanded. The 3rd Regiment has now but 3 troops and there is not a better locality in the Dominion for Cavalry than the Counties of Durham, Northumberland and Peterborough. The 4th Regiment has only 4 troops and could easily raise two more in the vicinity of Kingston.

Each Regiment should have at least 6 troops.

The first cost of Saddlery and Carbines is the chief expense.

It will be seen by the Supply Officers' Returns that the cost of forage during these camps has only been three dollars for each horse for the whole period of annual drill, and the average cost of each officer and man, including the payment of horses of the mounted portion, has been under fifteen dollars a head for the same period.

A body of mounted men, costing so little in time of peace, would be of untold value in time of war or internal disturbance, for outpost duty and to warn the Infantry and Artillery of the approach or whereabouts of the enemy.

Canada is not a close country with deep lanes, hedges, walls, or dykes, where mounted men would be unable to move without break-neck leaps or making long detours to avoid insurmountable obstacles. The fences are no obstacle to a body of Cavalry marching or scouting across country. Half a dozen men sent on ahead would lower fences faster than the main body would require to follow, and the same

road would be open to them when retiring, at any pace, to the shelter afforded by rifles.

The idea is gradually spreading that the old Cavalry man with sword and pistol must soon be replaced, or at any rate supplemented by the mounted Rifleman, who would form a screen far in advance of the Infantry, and in their turn be well protected by the fire of Artillery more than a thousand yards in their rear.

It is a fact to be noted that the members of Cavalry in the two Camps were within one officer and one horse of the full number allowed to drill. No other arm was so fully represented in proportion.

Many young farmers who own horses would gladly enrol in Mounted Corps, when they are averse to joining the Infantry. If these men were encouraged to enrol themselves and their horses, the number of fine animals that would thus be secured for service, trained to the sights and sounds of life in Camp, as well as fitted with saddlery and accustomed to move together or separately, to stand while their owners dismount to fire, and to lose the dangerous habit of kicking at each other in the ranks or when picketed, which all horses are liable to do when first brought in close contact with strangers of the same species, would more than compensate for the outlay and cost of subsisting them for a few days in the year.

The Infantry Battalions were generally made up of raw material. It is presumed that the men are enrolled for 3 years and sworn in. Such is stated to be the case, but it may be doubted whether there are not now many exceptions in the ranks of some of the Battalions. To go through every Battalion, man by man, after they reach Camp to ascertain whether they are all regularly enrolled according to law could still further reduce the time for drill and exercises, and unless the service can be made sufficiently attractive by extra remuneration, or by other means, to cause a rush for places in it, rather than by the importunity of officers to coax an inferior class of men to join their companies on any terms. I fear the active force, as now supposed to exist, will gradually melt away during peace time.

Two fine Battalions of Infantry in this District have failed to perform drill this year. No reason has yet been given, and I can only suppose that the men will not turn out even with such influential members as the Commanding Officers of the Prince Edward and Hastings Battalions. I do not think that compulsory service or the ballot in peace time will succeed in this country.

The trouble and expense of training and managing unwilling recruits, forced into the service by the ballot would be more than our present Militia Law, which was framed for a purely volunteer force, would enable us to accomplish, without the aid of a body of police to arrest the malcontents and an army of magistrates to administer justice upon them, and even then we should lose a large proportion of them.

In time of trouble, if volunteers were not forthcoming, Martial Law would probably prevail, and then military power would be put in active operation with the Ballot. A few summary examples of enforcing discipline by the Provost Martial might be a powerful incentive to obedience and order, and under such conditions the ballot might supersede the present Volunteer system, with a probability of success.

The greatest want observable in the arrangements made for the Annual Drill was the absence of qualified Battalion Drill Instructors. Some of the Battalions were better off in this respect than others, but none of them had a really good one.

The post of Sergeant Major is a most difficult place to fill in this country, where all the experienced non-commissioned officers, whose former training in the army once qualified them for such duties with the Militia, are now behindhand in knowledge of Drill as at present practised, and whose habits and manners have undergone a considerable change by constant intercourse with civilians.

In the case of the Kingston Field Battery, the superior setting up, and soldier-like appearance in dress, as well as in behaviour, of the men, was remarkable and this could only be accounted for by the example and tuition of Sergeant Clarke of "A" Battery, from the Royal Artillery, who was attached to this Field Battery as an

Instructor by permission of the Commandant of the School of Gunnery at Kingston.

The Field Batteries were furnished with service ammunition for great gun practice. This practice was superintended by the Assistant Inspector of Artillery for Ontario, who also made his official inspection and manœuvring of this arm, in company with the Major General commanding the Militia, at both Camps.

The Major General, accompanied by his personal Staff, inspected the Camps on the 24th June at Cobourg and on the 25th June at Kingston.

The following sums were paid this year for efficient Bands in this District.

3rd Regiment of Cavalry, Cobourg.....	\$ 75
14th Battalion, Kingston.....	100
15th do Belleville.....	100
40th do Cobourg.....	100
45th do Bowmanville.....	100
46th do Port Hope.....	100
47th do Kingston.....	100
48th do Napanee.....	100
49th do Belleville.....	100
57th do Peterborough.....	100
“ A ” Battery, Kingston.....	75
	\$1050

The above sums were gratuities given by the Militia Department in aid of the expenses incurred by the several Battalions in maintaining their Bands.

The instruments, except those of “ A ” Battery, are the property of the Corps mentioned, and paid for by subscriptions raised amongst themselves.

The Band of the 3rd Cavalry is mounted.

The Rifle Associations of the District were also aided by money grants, as follows :

6th Brigade Association, Cobourg.....	\$75
Kingston do Kingston.....	75
Hastings do Belleville.....	75
Lennox and Addington Association, Napanee.....	75
Cobourg Association, Cobourg.....	75
	\$350

The above associations are all affiliated with the Dominion Rifle Association, or with the Ontario Rifle Association, and every year are increasing in numbers and improving in the use of the rifle.

In conclusion I have to express my thanks to the commanding officers of Corps and to the force generally and also to Lieut. Wilson of “ A ” Battery, who performed the duties of orderly officer on my Staff, for their assistance and personal exertions in carrying out the orders issued for the guidance of the force when under arms.

And with reference to the question lately alluded to in the Major General's Report as to the employment of qualified army Drill Instructors, I think the following logical reasoning of the former Adjutant-General MacDougall, written in 1868, corroborates the Major-General's opinion on this point:—

“ A division or Brigade of the regular army is a comparatively perfect machine, of which the parts, always in working order, require but little regulation. A militia force, on the other hand, resembles a machine, of which the bearings are constantly heating, and the several parts require constant regulation.

“ Of the two denominations, supposing both to take the field against the enemy, it will hardly be disputed that the militia would require better Staff Officers, to make it an efficient force than the regulars.

"If a country should maintain, in time of peace, the military establishment only which is required in time of peace, it would keep up no military force at all. A military force is maintained in time of peace as a preparation against a possible war, and it is an admitted axiom that the most effective preparation against such an emergency is to maintain in peace the skeleton of an army which can be filled in and augmented when the occasion arrives. A skeleton force representing a large army is far more valuable as a precautionary measure in peace, and at the same time far less costly, than a small army complete in all its parts would be. Of such a skeleton army the general Staff and the officers, form at once the most essential and the least costly parts. Hence at the termination of a war, the reduction of expenditure is achieved principally by the reduction of the rank and file; in a very small degree only by the reduction of the Staff and officers.

"If then any military force is to be maintained at all, a certain number of *instructed* Staff Officers is indispensable."

The above quoted remarks clearly define the want which is now experienced by every corps of the Active Militia, the want of "instructed Staff Officers." It is not possible that the individuals composing the Staff of the Adjutant General's Department can become instructors of Company and Battalion drill for every corps. Their duties are manifold and their whole time is devoted to the maintenance of the force as a military organization, and in carrying on the necessary correspondence on official matters with the Head Quarters of the militia in Ottawa. Except when in command of large bodies of men assembled for annual drill, when as commanding officers of the camps of instruction, their duty is to look after the general management, and manœuvre the troops in Brigade, rather than in performing the duties of Adjutants to Battalions as Drill Instructors.

The Major General's Report dated February, 1875, recommends that permanent Adjutants and Sergeant Majors should be appointed to each Battalion of Infantry, and a Cavalry Inspector to each Province. And that Infantry Schools would supply the Adjutants and Sergeant Majors, as well as drilled instructors in abundance.

These Adjutants and Sergeant Majors would furnish the required number of instructed Staff Officers pronounced by General MacDougall so long ago as 1868, as indispensable to the maintenance of a Military Force.

But until those Military Schools have been established, and thoroughly instructed Officers and Non-Commissioned Officers turned out from them, it is difficult to imagine how qualified instructors are to be obtained, except from the Regular Army. And in order to establish the proposed schools in the first instance, the services of such men must be engaged until others belonging to the country have been made perfect in all the duties and habits of trained soldiers.

S. P. JARVIS, Colonel,
Deputy Adjutant General,
Military District No. 3.

The Adjutant General of Militia,
Ottawa.

[A.]

HEAD QUARTERS OF 6TH BRIGADE DIVISION.
COBOURG, June 24, 1875,

SIR,—I have the honor of reporting to you that this day the troops of this Division finished their annual Brigade Camp muster and marched out in good order and excellent health.

The various corps of each branch of the service, Cavalry, Artillery and Infantry, were complete in numbers as authorized of effective men.

According to the report of the chief medical officer, "The sanitary condition of the camp was all that could be desired."

The camp was conducted throughout in accordance with rules and regulations for the discipline of the camp.

There was a zealous attention to drill and duty on the part of officers and men of all grades.

The camping ground was well selected.

Owing to a limited accommodation the Cavalry were unable to fire off their target rounds of ball ammunition.

I feel grateful to the Brigade staff, the Commanding officers, officers and men for their ready co-operation and support, and cheerful obedience to orders.

I have the honor to be, Sir,
Your obedient servant,

D. E. BOULTON,
Lt.-Col. 3rd Regt. Cavalry,
Commanding the Camp.

Lieut.-Col. JARVIS,
Deputy Adjutant General,
Military District No. 3.

[B.]

THE CAMP "POINT REDDEN,"
July 2, 1875.

SIR,—I have the honor to report that the health of the men comprising the 48th Regiment in camp this year was indeed excellent. The beautiful location of the camp on the shore of Lake Ontario, with its cool bracing breeze, and the absence of spirituous liquors, was in my opinion the sole cause of the healthfulness of the troops. The wise selection of the site for the camp by Lieutenant Colonel Jarvis, C. M. G., D. A. G., Commandant, is highly commendable.

The rations on the whole were very good, with one exception, viz: the *meat*, which was far too lean to be tender and nutritious. I would recommend that in future camps, *stall fed* beef be served instead of grass fed, especially at this season of the year, in fact it would be *preferable* at any time. The cooks of the different Companies made no complaints, they all expressed themselves satisfied with the quality and quantity of the food.

Of the few cases treated, dysentery and constipation (billiousness) were the most prevalent forms of disease. There were, however, three cases of a severe nature viz, one of congestion of the lungs, one of cholera morbus, and one of intermittent fever, all of which speedily recovered under treatment.

I would suggest that the following medicines be added to the list already furnished viz: "Chloral Hydrate," "Glycerine," "Linimentum Ammonia," and "Pulv. Ipecac."

I have the honor to remain,
Very respectfully yours,

THOS. KEITH ROSS, M.D.
Surgeon 48th Battalion.

Lieut. Col. FAIRFIELD,
Commandant 48th Battalion.

SICK REPORT 48th Batt. with list of Medicines prescribed.

Camp Redden, June 2, 1875.

No. Company.	Rank and Name.	Disease.	Medicines prescribed.
No. 4 Co.....	Sergeant Filson.....	Cholera morbus.....	Diarrhoea Mix. Pil. Opii.
" 1 ".....	Private Nath. Wormworth...	Contusion on head...	Pil. Cath. Co. Pulv. Ipecac Co.
" 3 ".....	" Chas. Walsworth.....	Congestion of lungs...	Pulv. Jalapac Co. Pulv. Ipecac Co. Quinine.
" 2 ".....	" Ed. Smith.....	Constipation.....	Pil. Cath. Co.
" 2 ".....	" John Brown.....	"	do
" 2 ".....	" J. Hicks	Intermittent fever.....	do & Quinine.
" 2 ".....	" A. Hamilton.....	Constipation.....	do
" 3 ".....	" Jas. Kimber.....	"	Pulv. Jalapac Co.
" 0 ".....	" Lansing Babcock.....	Sprained back	Turpentine, Pul. Ipecac Co.
" 6 ".....	" J. Curtis.....	Dysentery	Diarrhoea Mixt.
" 6 ".....	" Peter Babcock	Felon	Pil. Cath. Co.
" 6 ".....	" Abraham Snyder.....	Dysentery.....	Diarrhoea Mixt. Pil. Opii.
" 5 ".....	Sergeant A. Brown.....	"	do do
" 6 ".....	Private J. Hawley	"	do do
" 1 " Band...	" And. McGregor.....	Sore eyes	Linci Sulphatis.
" 5 ".....	" Sid. Charleton.....	Dysentery.....	Diarrhoea Mixt. & Pil. Opii.

I certify that the above is correct.

T. K. ROSS, M.D.,
Surgeon 48th Batt.

SIR,—I have the honor to transmit herewith a general report of the health of the men, as returned in the morning sick reports of the surgeons, attached to the various Battalions and corps in camp.

You may observe that the greatest number reported as having applied for medical relief, was thirteen on any one day, and of these six were reported as unfit for duty. The whole number reported as having applied during the twelve days in camp being sixty-seven.

I may remark that nearly all the cases above mentioned were such as might be expected from a change of diet and occupation.

In addition to the above there was one case of scald foot from the 14th Battalion, which was treated in a tent by itself, used for a general hospital, and one case of stabbing, which was sent home on sick leave by the Surgeon of the Kingston Field Battery.

As a rule I think the Camp may be said to have been particularly healthy.

I have the greatest pleasure in stating that the surgeons attached to the various corps in camp rendered me every possible assistance in carrying out the suggestions and orders, that it became my duty from time to time to make, relative to the health and sanitary arrangements of the Camp.

I have the honor to be, Sir,

Your obedient Servant,

A. S. BRISTOL.

4th Regt. Cavalry,

P.M.O., Kingston Brigade Camp.

June and July, 1875.

Lieut.-Col. JARVIS, D.A.G.,
Military District, No. 3,
Commandant.

GENERAL SICK REPORT, KINGSTON BRIGADE CAMP.

Month.	Day.	On duty 4th Reg. Cavalry.	On duty 48th Battalion.	On duty 47th Battalion.	On duty 15th Battalion.	On duty 14th Battalion.	On duty Field Battery.	Off duty 4th Regiment.	Off duty 48th Regiment.	Off duty 47th Battalion.	Off duty 15th Battalion.	Off duty 14th Battalion.	Off duty Field Battery.	Total.	Remarks.
1875.															
June	22	1		1										4	
"	23			2	1			1	2				1	7	
"	24	1	1	1				4	2	1			1	11	
"	25			6			3							9	
"	26	1		6				1	1					9	
"	27	2												2	
"	28			6					2			5		13	
"	29		2	2	2	1			1		1			9	
"	30	2						3						5	
July	1							2						2	
"	2	1												1	

A. S. BRISTOL, M. D.

P. M. O.

MILITARY DISTRICT No. 4.

DEPUTY ADJUTANT GENERAL'S OFFICE

BROCKVILLE, 1st December, 1875.

SIR,—I have the honor to submit this my annual report on the operations of the Active Militia in this District for 1875-76, together with "Abstract Inspection Report," "District Target Practice Return," and Report (A) of the Musketry Instructor.

The number of Militia who have performed the prescribed drill, exclusive of the "Governor General's Foot Guards," are as follows:—Officers, 139; non-commissioned officers and men, 1,958; horses, 234; total officers and men, 2,093; being 624 in excess of the numbers who performed drill last year.

A Brigade Camp was formed at Brockville on the 22nd June, which was composed of the following corps and strength, viz.:—

	Officers.	N. C. Officers and Men.	Horses.
Staff	7	9	6
<i>Cavalry.</i>			
Prescott Troop, Lieut. (now Capt.) Rancy.....	3	39	43
Ottawa Troop, Capt. Sparks.....	2	40	41
<i>Artillery.</i>			
Ottawa Field Battery, Capt. Stewart	4	72	60
Gananoque Field Battery, Capt. McKenzie	5	70	61
Ottawa Brigade Garrison Artillery, Lieut.-Col. Egleson, 7 Batteries	16	282	4
<i>Infantry and Rifles.</i>			
41st Battalion, Lieut.-Col. Cole, 5 Companies....	15	210	4
42nd do Lieut.-Col. Buell, 7 do	18	294	4
43rd do Nos. 3, 6, and 9 Companies	6	106	2
56th do Lieut.-Col. Jessup, 7 Companies.	17	229	4
59th do Lieut.-Col. Bergin, 7 do	22	294	4
<i>From Military District No. 5.</i>			
Wakefield Infantry Company, Capt. Cates.....	2	35	0
Aylwin do do Capt. Chamberlain	2	38	0
Total in Brigade Camp.....	119	1,718	233
<i>Drilled in Battalion Camp at Caledonia Springs, commencing 7th September.</i>			
18th Battalion, Lieut.-Col. Urquhart, 6 Com- panies	20	236	5
Grand Total.....	139	1954	238

The "Governor General's Foot Guards" appear to form a part of the quota for this district, but as they are a special organization otherwise, and communicate direct with head-quarters, I have no means of knowing what number performed the annual drill. This, of course, makes the strength of the district appear smaller than it really is.

Cavalry.

By special permission, I again secured the services of Lieut.-Col. Lovelace, who took charge of this arm of the service, and by whose exertions, ably assisted by the several officers, the squadron was brought to a fair state of efficiency.

The Prescott Troop marched to and from the camp, 13 miles. The Ottawa Troop marched to the camp, 76 miles, and returned by rail. I found that it cost less to send this troop by rail than the marching allowance would have amounted to, with the additional advantage of securing two days more drill.

Artillery.

The Ottawa Field Battery marched to camp, 76 miles, and returned by rail, the same as the Cavalry, and with equal advantage.

The Gananoque Field Battery mustered, harnessed, and marched 36 miles to camp in one day, the return journey occupying the same time.

When the journey is too great to be marched in one day, and when the period of drill is so short, I am of opinion that it is better to move mounted corps by rail, and the peculiarity of the district is such that corps must necessarily move long distances in order to concentrate.

The Assistant-Inspector of Artillery inspected these batteries, and expressed himself pleased with the drill and general efficiency. Both batteries carried out shot and shell practice.

The Ottawa Brigade of Garrison Artillery, seven batteries strong, performed the annual drill for the first time in Brigade Camp, and although there were no big guns with which to carry out artillery practice or drill, the time was advantageously spent in battalion and brigade drill and target practice. The efficiency attained was such as could not have been acquired in any other way. The Assistant Inspector of Artillery likewise inspected this corps.

Infantry and Rifles.

With the exception of the 43rd Battalion, most of the corps mustered full strength, and, as a rule, the *physique* showed much improvement over the past few years. As usual, each corps had many recruits, and as there were but nine clear days for drill and target practice, the wonder is that so great a state of efficiency should have been attained. There had been but three days' drill when the camp was inspected by the Major General commanding, and as those days had been spent principally in squad and company drill, but few brigade movements could be performed on that occasion; but by the time the camp broke up, as much efficiency had been acquired as could have been expected in so short a period, and which could not have been reached by performing the drill in any other way than in Brigade Camp. The "Abstract Inspection Returns" will show the movements performed and state of efficiency of the respective corps.

As many men of the 18th Battalion are engaged during the summer season in lumbering, the officer commanding the corps thought it better to perform the drill in battalion camp, which was formed at Caledonia Springs on the 7th September. I am not in favor of such small camps. The expense is greater in proportion, and the same amount of efficiency cannot be acquired; and at that late season of the year the days are short and the weather is liable to be wet, which prevented the target practice from being carried out at this camp. At my inspection the corps showed satisfactory progress under the circumstances, and so long as the officers and men are similarly situated, I presume the annual drill will have to be performed in this way; but I am of opinion it will work its own cure, and eventually the officers will see the advantage, and make the necessary arrangements to join the Brigade Camps.

The duties in Brigade Camp were carried out as directed in General Orders of 23rd April, and everything worked more smoothly than on any former occasion.

There were no serious breaches of discipline, nor any complaints reported. Gunner John Lyons, O. B. G. Artillery, died on the last night of the encampment, of congestion of the lungs. Previous to this, however, he had been removed to a hotel in the town. And one horse of the Gananoque Field Battery was accidentally killed while at drill. Proceedings of the Boards appointed to enquire into these cases were forwarded at the time. On the whole, the health of the camp was exceptionally good, as the following report of the Surgeon of the Day for the 28th June will show:—

CAMP, BROOKVILLE, June 29th, 1875.

SIR,—Having been appointed Medical Officer of the day for Monday, the 28th June inst., I have the honor to report that in the discharge of my duties I noticed a most satisfactory sanitary condition of affairs in camp. The absence of canteens, and the distance from town, have had the effect of limiting the supply of ardent spirits among the men, while the peculiarly healthy situation of the camp, chosen with an eye to comfort and convenience, has assisted in making this camp one of the healthiest within my experience. The water for drinking and cooking purposes is abundant and of good quality. The latrines are cleanly and devoid of offensive odors, in consequence of the use of dry earth and a little chloride of lime, which has been lately served out. The inspection of bread and meat was equally satisfactory. I find, upon conversing with surgeons from the different battalions, that they have had no cases of sickness, except such slight ones that are invariably incidental to a change of life, as in active volunteering.

I have the honor to be,

M. K. CHURCH,
Assistant Surgeon, 56th Battalion.

To the Officer commanding at Camp,
Brockville.

While on this subject, I wish to report that I took the responsibility of issuing an order disallowing canteens as at former camps; at the same time I arranged with two responsible and trustworthy persons to open groceries on the ground, for the supply of such necessary articles at the minimum price as the men might require; and I quite concur with Dr. Church, that not only was the good health largely attributable to this, but likewise the great improvement in the orderly conduct of the men generally, and should there not be an order from head-quarters to the contrary, I propose carrying out the same regulations hereafter.

At my inspection, the arms, accoutrements, and clothing were clean. The Musketry Instructor reports about ten per cent. of the rifles unserviceable, for the want of some very trifling repairs, principally about the breech-block.

There were some deficiencies in the accoutrements, which are generally reported lost while going to or returning from camp. Some of these articles, however, have been missing since the Fenian difficulties.

The clothing is generally serviceable; but the new serge Norfolk jackets are too long in the skirts, and the belts scarcely ever come under the leather waist belts, consequently they give the men an unsoldierly and untidy appearance. It appears to me that a patrol jacket style could be made with much less cloth, and the cut would give more general satisfaction. The new trousers are of very bad color, and appear to be of poor quality.

The new forage caps appeared to give satisfaction to the men who wore them, more particularly on account of the protection to the eyes by the peak; but from the peculiar hard foundation used in the construction of the body of the cap, it appears liable to soon become damaged and unsightly.

The muster parades took place in the usual way, and I noticed a great improvement in the correctness of the rolls and numbers.

The difficulty of procuring suitable grounds for encampment, drill, and target practice seems to be increasing. This year the Corporation of Brockville, at considerable expense, provided ground, erected butts, and supplied water free to the Department. This mode of providing these things cannot be kept up for any great number of years, and the desirability of having permanent grounds, where the money expended annually will gradually provide works of a durable nature, is becoming more apparent every year. As there are large quantities of Ordnance lands in the Province, which are not likely to be required for militia purposes, the sale of some portion of such land, and the investing of the proceeds in a camp ground in this district, is, I think, a subject requiring favorable consideration, and one I cannot too strongly lay before you.

I found that the brigade can concentrate much more quickly and conveniently at Brockville than at any point previously tried in the district, and the supplies were quite as cheap, and of good quality. Rations cost 19½ cents per man per day, and forage 40 cents per ration of 10lbs. of oats and 15lbs of hay.

To the whole of the officers who have performed drill I am indebted for the zeal and energy displayed in the discharge of their respective duties; and the following officers who served on my staff rendered me very great service, viz.: Major Mattice, Brigade Major; Major Wylie, District Paymaster; Captain Weatherley, Governor General's Foot Guards, Camp Quartermaster; Captain and Paymaster Jones, 41st Battalion, Supply Officer; Captain (now Major) Butterfield, 18th Battalion, Orderly Officer; and Lieut. and Adjutant Dartnell, 18th Battalion, Musketry Instructor.

I have the honor to be, Sir,

Your most obedient servant,

W. H. JACKSON, Lieut.-Col.

Deputy Adjutant General, Military District No. 4.

The Adjutant General of Militia,
Ottawa.

[A.]

BRIGADE CAMP, BROCKVILLE,
July 3rd, 1875.

SIR,—I have the honor to hand you herewith the returns of the target practice of the different corps in camp here, performing their annual drill for the year 1875-76, also a summary of the practice.

The figure of merit of the brigade is 14·85; the best shooting battalion is the 43rd, whose figure of merit is 20·45; the best shooting company is No. 4 of that battalion, figure of merit, 23·18; and the best shot in the brigade is Private Truman Guild, of No. 5 Company, 42nd Battalion, who scored 47 points.

In consequence of the short time in camp, there being but seven days on which we could have target practice, there being but five targets, and the range having to be given up every afternoon for drill purposes, I found it impossible to complete the firing. The two Troops of Cavalry, and Companies Nos. 1 and 2 of the 59th Battalion, besides a number of casuals from other corps, being unable to fire.

Owing to the want of a longer range, the firing was all done at 200 and 400 yards, viz.: Ten rounds per man at 200 yards, and five rounds at 400 yards. This is, I think, better than firing five rounds at 600 yards, as with so many raw recruits, whom there is no time to instruct properly, the greater part of the ammunition fired at that range is wasted.

The weather during the camp was favorable for shooting, not having much wind any day while the firing was going on. What wind there was was mostly from the left and left front.

I have no casualties to report, the practice having been got through without any accident having occurred, with the exception of the breech-blocks of two or three of the rifles having blown open when being fired, but without doing any serious injury. As well as I could ascertain, these accidents were caused through defective breech-blocks.

I would also draw your attention to the state of the arms, fully ten per cent. of the rifles on the ground being unfit for service.

The following are the principal causes rendering the rifles unserviceable:—

1. The breech-block catch being out of order, or worn out, allowing the breech to fly open when the rifle is fired.
2. The nipples, flangers, and plunger springs being broken.
3. The upper end of the plunger having spread, from constant snapping of the rifle without snap-caps on, causing the plunger to stick fast in the nipple, and thus preventing the breech being opened.
4. The breech-block hinge being out of order, so that the men are either not able to open the breech, or have to use force to do so.
5. Defective locks, some not working at all, others going off at half-cock, and a large number of them pulling either more or less than regulation.
6. The sliding bar on the back sight being either too tight to move up and down, or so loose as to fall whenever the rifle is fired.

In about three-fourths of the rifles the thread of the screw on the cleaning rod is worn out, allowing the rod to fly out whenever the rifle is discharged, thus destroying accuracy of firing. I would suggest that the rods should not be issued at all, as a piece of string with some rag tied on it would clean them quite as well.

Many of these defects are not easily detected until the rifle is being fired. It is absolutely necessary, if the arms are to be kept in a fit state for service, that a competent armourer should visit the various armouries periodically, for the purpose of examining and repairing the arms, so as to prevent them becoming useless. In many cases a few minutes' work by a competent person would put a number of those now out of repair in good working order.

I have the honor to be,
Your obedient servant,

E. F. DARTNELL,
Lieutenant, and Brigade Musketry Instructor.

Lieut.-Col. JACKSON,
Deputy Adjutant General, Military District No. 4,
Commanding Brigade Camp, Brockville.

MILITARY DISTRICT No 5.

HEAD QUARTERS,
MONTREAL, 4th December, 1875.

SIR,—I have the honor to submit the report and tabular return, of the annual drill for 1875-76 of the Corps in Military District No. 5. All the corps, with the exception of the few companies named below, performed the annual drill.

All the rural corps drilled in Brigade Camps. Four camps were held.

The first camp was held at Franklin, County of Huntingdon, under the command of the Deputy Adjutant General, and was composed of the Montreal Troop of Cavalry

from the 1st Brigade Division, the Huntingdon Troop of Cavalry and the 50th and 51st Battalions of Infantry from the 2nd Brigade Division.

The strength of the camp was as follows :

	Officers.	N. C. Officers and Men.	Horses.
Staff.....	5	4	4
Montreal Cavalry.....	2	22	24
Huntingdon Cavalry.....	2	35	37
50th Battalion.....	24	198	3
51st Battalion.....	24	316	4
	—	—	—
Total.....	57	575	74

The corps marched into camp on the 21st June and drilled 12 days. The camp was pitched on a fine piece of ground belonging to Mr. Cantwell who liberally gave the use of it free of charge. The conduct of the men was good, the rations supplied gave good satisfaction. The corps made good progress in drill and target practice. Divine service was held on Sunday in camp, morning and afternoon by the Reverends Messrs. Fulton and Livingstone, good order was kept, and strict attention paid by the men at these services. The Roman Catholics marched to the nearest Parish church. Two Brigade Field days were held, the last on Dominion Day, when a *feude joie* was fire and three hearty loyal cheers were given for our Queen and our Dominion. The manoeuvres consisted of movements in column, deployments and skirmishing, firing in line, square and skirmishing, all of which were well done. The last review was witnessed by over 4,000 spectators, many of them from the other side of the line, and all expressed themselves highly pleased with the appearance and efficiency of the Canadian Army.

The second camp was held at Bellevue, Carillon, under the command of Lieut-Colonel Bacon, Brigade Major, commencing on the 28th June and drilled 12 days, and was composed of the St. Andrews Troop of Cavalry, 7 Companies of the 11th Battalion, (No 8 Company did not muster) and the Eardley Independent Company, Capt. Lawlor. The camp was well pitched on a fine field belonging to R. W. Sheppard, Esqr., who kindly gave the use of the ground gratis to the Force, the thanks of officers and men are hereby tendered to him for his liberality. An allowance in lieu of rations was given to this camp, the officers contracted for the rations which cost 25 cents per man. The camp was inspected on the 7th July by the Deputy Adjutant General, the corps presented a fine appearance on parade, the men were clean and soldierlike, all able bodied and active, the troop horses seemed well fitted for Cavalry service, parade and field movements were gone through with, blank firing, skirmishing, advancing, and retiring, and in line, all shewed that great attention had been paid to the efficient instruction of the officer commanding the camp. The men were put through a course of target practice, at 200, 300 and 400 yards, 5 rounds at each, a longer range than 400 could not be obtained. There were no complaints. The strength of the camp was as follows :—

	Officers.	N. C. Officers and men.	Horses.
Staff.....	2	0	1
Cavalry.....	2	39	41
11th Battalion.....	20	266	3
Eardley Company.....	1	17	0
	—	—	—
	25	322	45

The third camp was held at Granby, County of Shefford, under the command of the Deputy Adjutant General. The camp commenced on the 6th September, and was composed of the Missisquoi and Brome Troops of Cavalry, the Shefford Field

Battery, 21st Battalion 3 Companies, 52nd Battalion 5 Companies, 60th and 79th Battalions. The strength was at follows:—

	Officers.	N. C. Officers and men.	Horses.
Staff.....	4	0	4
Missisquoi Troop.....	2	35	37
Brome do	1	35	36
Shefford Field Battery	6	71	58
21st Battalion.....	9	122	2
52nd do	17	193	3
60th do	18	229	4
79th do	22	235	4
	<hr/>	<hr/>	<hr/>
	79	920	148

The camp was formed on a piece of high ground belonging to Mr. Roberts, who was paid for the use of it by the village Council of Granby, who very liberally voted money for that purpose. There was a splendid drill ground attached, the ranges were on Mr. Mock's Farm who kindly gave the use of it free for target practice. The rations and water supply gave good satisfaction. The camp duties were carried on regularly, and the corps made good progress in drill. The weather was fair until the last two days of the Infantry Camp, when heavy rain set in, which interfered with the packing of tents; a party from each corps had to be detailed to remain behind to pack tents when the weather cleared up. The Field Battery having to remain for four days longer for 16 days drill, had to complete their target practice in the rain, which they did cheerfully and efficiently.

On Sunday the Troops marched to Divine Service in the village, each denomination to its own church. The Brigade was inspected by the Deputy Adjutant General on the 15th Sept. After inspection a Field day was held, the movements were in column and line, forming squares, skirmishing, firing advancing and returning, all of which were creditably performed. As at Franklin, the spectators numbered some four thousand, they all seemed gratified with the appearance of the Border Soldiers and the manner in which they acquitted themselves on the field. The manifest interest taken in the volunteers, by the attendance of so many of their friends and well wishers, some of whom came thirty miles to be present at the Review,—was gratifying and encouraging to Officers and men, and will have the effect of keeping up the popularity of the service throughout the Border Counties. The Field Battery was inspected on the 17th Sept., by Lieut.-Colonel Irvine, Assistant Inspector of Dominion Artillery, who expressed his satisfaction with the efficient state of the Battery. The old heavy smooth bores in possession of this corps, should be exchanged for rifled guns, if it could possibly be done, as their lightness would increase the mobility of the battery in the event of active service, or marching a distance to camp.

The fourth camp was held at about three miles from the Town of Sherbrooke, commencing on the 20th September under the command of the Deputy-Adjutant General, and was formed of the following corps, viz: The Provisional Regiment of Cavalry, consisting of the Cookshire, Sherbrooke, Stanstead and Compton Troops, 53rd Battalion, 2 companies of the 54th Battalion with the Drummondville Independent Company attached, and 9 companies of the 58th Battalion, all from the 3rd Brigade Division. The strength was as follows:—

	Officers.	N. C. Officers and Men.	Horses.
Staff.....	4	...	4
Provisional Regiment Cavalry	11	147	158
53rd Battalion.....	17	220	3
54th Battalion Drummondville Company	7	111	2
58th Battalion.....	28	351	4
	<hr/>	<hr/>	<hr/>
	67	829	171

The camp was formed on ground belonging to Mr. Chamberlin of Sherbrooke, who kindly gave it gratis. The place would have been well fitted for camp purposes in dry weather, but the weather having been wet for several days before the camp, and after the camp was formed, caused the tents to be pitched in rather an irregular line, wet spots had to be avoided. The weather was unfavorable throughout the 12 days, (the latter end of September is too late for camping) but no complaints were heard, officers and men stood it well. The cavalry erected shelter shed for the horses which answered the purpose well. The rations gave good satisfaction. Drill, target practice, and camp duties, were attended to regularly.

On Sunday, Divine Service was held on the ground, at 8 a.m., for Catholics by the R. C. clergyman of the Parish, and at 11 a.m. for Episcopalians by the Revd. Mr. Brook, both services were very impressive, judging from the good order and attention of the men. The Wesleyans marched to church in town in the evening.

The Deputy Adjutant General inspected the Brigade on the 29th September; after inspection, the troops went through a number of field movements, firing in line, in square, echelon, and skirmishing, all of which were well done, considering the short time the corps had been together, and the state of the weather while in camp. At this inspection as at those at the other camps, a large number of spectators were present, shewing the interest and sympathy the people of the townships have for the volunteers.

At each of the camps at Granby and Sherbrooke, a board of officers held an examination for 1st and 2nd class Infantry certificates of qualification, a number of officers at both camps passed for both classes.

The Brigade camps in the District this year, have been a success. The officers of the rural corps are all in favour of drilling in brigade, as they find by experience, that it is the only method of acquiring a knowledge of those duties required of an officer when called out for service. An effort will be made next year, to hold all the brigade camps at an earlier season, the latter part of September is too late for camping out in the Province of Quebec.

CITY CORPS.

The City Corps,—with the exception of the Montreal Troop of Cavalry which marched to the Franklin Camp—were prevented by circumstances beyond the control of officers and men, from going to camp, and consequently the annual drill was performed by each corps separately in such drill rooms and rinks, as the officers could get the use of, but in this way of drilling, no opportunity is afforded the officers and men of learning *brigade* duties and drill. If the same system is to be followed in future, I would earnestly recommend, that it be made imperative for the City corps to muster in brigade by daylight, twice at least during the year, at a seasonable time, for *brigade drill*, in a suitable place, when field movements, skirmishing and blank firing in every position could be practised.

The City corps are all full, the drills have been well attended. At the annual inspections by the Deputy Adjutant General, all the corps were well up in Battalion drill, manual and firing exercise, and the men looked clean and soldierlike. When the General commanding H. M. Forces passed through Montreal on the 14th October, an opportunity was given the General of inspecting the 6th Battalion under Lt.-Colonel Martin. He expressed himself highly pleased with the appearance and efficiency of the battalion.

On the 11th May the 3rd Batt. Victoria Rifles furnished a guard of honor to His Excellency the Governor General on his arrival at the Railway Station en route to England. On the 21st May, the 6th Batt. gave a guard of honor to His Excellency Sir Wm. O'Grady Haly, K. C. B., General Commanding H. M. Forces, upon his return from Ottawa after being sworn in as Administrator of the Government. His Excellency complimented the guard on its fine appearance. On the 23rd Oct. the 3rd Batt. Victoria Rifles furnished a guard of honor to His Excellency the Governor General at the wharf on his arrival from England, and on the same day, the 1st Batt. Prince

of Wales' Rifles furnished a guard of honor to His Excellency at the Railway Station. His Excellency inspected the guards and was pleased to compliment them on their fine appearance.

On the 16th November the City Brigade was called out in aid of the Civil Power, and mustered at very short notice 1081 of all ranks, the steadiness of the corps on parade and on the long line of march through mud and under a pelting rain, shewed an excellent state of discipline in the Brigade.

City Artillery Inspections.

The Montreal Field Battery, and the Brigade of Garrison Artillery, were inspected by Lieut.-Colonel Strange, Inspector of Artillery; both corps passed a strict and searching inspection in gun drill in all its details, and acquitted themselves to the satisfaction of the Inspecting Officer.

New Corps.

Two new companies have been added to the 6th Battalion lately. These companies have performed the annual drill with the other companies of the Battalion. This corps has had its designation changed from "*Light Infantry*" to "*Fusiliers*."

The 5th Battalion has been reorganized lately under the designation of the 5th Fusiliers. At the preliminary inspection by the Deputy Adjutant General, the six companies mustered in full strength, a fine body of active young men. This Corps will no doubt prove a valuable addition to the Montreal Brigade.

The strength of City Corps at annual drill at Head Quarters is as follows :

	Officers.	N. O. Officers. and men.
Field Battery Artillery.....	3	72
Brigade Garrison Artillery.....	20	230
No. 1 Company Engineers.....	2	33
1st Battalion, P. W. R.....	19	252
3rd " V. V. R.....	18	252
6th " Fusiliers.....	17	247
Total.....	79	1086

The target practice of the City Corps was performed by squads during the summer months, but not in as regular a manner as it could have been done in camp, some of the practice returns are missing, and others of them shew that some men have fired more than their share of ammunition. Every man was afforded an opportunity—if he would have availed himself of it—of learning the use of his rifle, and some of them have made good use of the opportunity. Two of the men selected for the Winbledon team are from the 1st Battalion, P. W. R. I would here state that the 5th District has the honor of furnishing the four competitors for the Province for Winbledon 1876, the fourth being Ensign Wright of the 50th Battalion, who goes for the second time.

The corps in the City in Military District No. 5 seem to vie with each other as to which will be the most efficient. The officers spare no expense in making their several corps complete; each corps has a good band.

Drill sheds.

The corps in the City suffer for want of drill sheds, the City Corporation has kindly granted the use of the Bonsecours Hall, but it is too remote from the west part of the City where the majority of the members of brigade reside. The officers

of the 1st and 3rd Battalions had have to procure the use of the skating rink for drill purposes, the use of which was obtained either at the expense of the officers commanding, or by the liberality of the directors of the rink.

Independent Companies.

No. 1 Company Engineers, Montreal, Capt. Devine, performed the annual drill and were inspected by the Deputy Adjutant General.

The men were all active, and soldierlike, and appeared well fitted for an Engineer Company, they were well up in company drill. Capt. Devine has had a class in his company that have gone through a course of Engineering.

No. 2 Company Engineers did not drill this year.

The St. John's Battery of Garrison Artillery did not complete the annual drill.

The Drummondville Company went to the Sherbrooke Camp and were attached to the 54th Battalion, for drill. The Eardley Company joined the Camp at Carillon and were attached to the 11th Battalion.

The Wakefield and Aylwin Companies joined the Camp at Brockville under Lieut.-Colonel Jackson, they mustered :

Wakefield Company.....	2 officers and 35 men.
Aylwin do	2 do and 38 do
	4 73

Colonel Jackson gives a good report of the appearance and behaviour of these companies at camp.

NEW CORPS.

An offer has been made by the Hon. H. Aylmer, M. P., and accepted by the government, to form a Field Battery of Artillery in the 3rd Brigade Division, head quarters to be at Melbourne. As soon as the gun shed is ready the Battery will be gazetted.

I would again respectfully recommend, that all the Troops of Cavalry in the District, be formed into a regiment to be designated the 5th District Regiment of Cavalry. The regiment could easily assemble for annual drill at the most convenient Brigade Camp. Drilling together as a Regiment would be of more practical use to officers and men, than by drilling in small detachments.

State of Arms, Accoutrements and Clothing.

The arms and accoutrements are in a fair state, and nearly all in serviceable order, some of the rifles in each of the rural corps are out of repair. If an armourer was sent through the district to repair these rifles, it would not cost as much as it would to gather them up and send them to Montreal for repair.

New clothing has been issued to most of the rural corps in the district; the arms, accoutrements and clothing will be better looked after in future, as strict orders have been given to have every article placed and kept in the armouries, after the completion of the annual drill.

Rifle Associations,

There are ten Rifle Associations in the district, all worked efficiently. These Associations have proved by an experience of some twelve years, to be of real practical use in teaching both officers and men the value of the efficient rifle placed in their hands.

I have much pleasure in reporting for your favourable consideration, the cordial and very efficient support received by me from the Staff Officers of the District, and to express my sincere thanks to them for their aid in carrying on the work of the District, viz: Lieut.-Colonel Bacon and Major Hon. M. Aylmer, Brigade Majors, and Major Armyrauld, District Paymaster. I beg also to thank Capt. Pope, Provincial Store Keeper, for his prompt attention to requisitions for camp equipage and stores. The efficient services of Lieut.-Colonel Lovelace, as Instructor of Cavalry Drill at the several camps, is deserving of special mention.

Recapitulation of Strength of Corps at Annual Drill.

Place of Drill and Corps.	Officers.	N. C. Officers and Men.	Horses.
<i>Franklin Camp.</i>			
Staff	5		4
Cavalry	4	57	61
Infantry	48	514	7
<i>St. Andrews Camp.</i>			
Staff	2		1
Cavalry	2	39	41
Infantry	21	283	3
<i>Granby Camp.</i>			
Staff	4		4
Cavalry	3	70	73
Artillery	6	71	58
Infantry	66	779	18
<i>Sherbrooke Camp.</i>			
Staff	4		4
Cavalry	11	147	158
Infantry	52	682	9
<i>Montreal.</i>			
Artillery, Field	3	72	
do Garrison	20	236	
Engineers	2	33	
Rifles and Infantry	54	751	
<i>Brockville Camp.</i>			
Infantry	4	73	
Total	311	3,801	436

Recapitulation of Strength of Corps at Annual Drill.—*Continued.*

Nominal strength of all Arms and Ranks allowed to perform the annual Drill for 1875-76 by the General Order of the 23rd April 1875.	Strength of all Arms and Ranks that performed the annual Drill {for 1875-76.	Strength of all Arms and Ranks that failed to perform the annual Drill for 1875-76.
Staff..... 15	15	.....
Cavalry..... 342	333	9
Field Artillery..... 164	152	12
Garrison Artillery..... 315	250	65
Engineers..... 78	35	43
Rifles and Infantry..... 4,080	3,327	753
	4,112	882
	Not drilled... 882	
4,994	4,994	

I have the honor to be, Sir,
Your obedient servant,

JOHN FLETCHER, Lieut.-Colonel,
Deputy Adjutant General,
Military District No. 5.

The Adjutant General of Militia,
Head Quarters, Ottawa.

MILITARY DISTRICT No. 6.

MONTREAL, 4th December, 1875.

SIR,—I have the honor to report to you, for the information of the Major-General Commanding, that owing to the camps being all held at the same time in Military District No. 6, and as I could not possibly find time to inspect them all, Lieut.-Colonel D'Orsonnens, Brigade Major of the 4th Brigade Division, took command of the two Battalion Camps in his Brigade Division, and inspected these battalions at the termination of the annual drill.

One of these battalions is the 64th, under command of Lieut.-Colonel Prudhomme, and the other is the 76th, under command of Lieut.-Colonel P. A. Rodier.

Both of these battalions entered into camp on the 12th of July last; the 64th at Beauharnois, and the 76th at Ste. Martine.

Lieut.-Colonel D'Orsonnens had to go from one to the other camp leaving the respective colonels in command during his absence.

At the inspection of the 64th, which took place on the 22nd July last, there were present at inspection 18 officers and 178 non-commissioned officers and men. During camp the general conduct of the corps was good.

The drill in camp was made according to the Adjutant-General's instructions.

On the 22nd July last, the 76th (Lieut.-Colonel Rodier) was inspected at Ste. Martine. There were present at inspection 16 officers and 216 non-commissioned officers and men.

The general conduct of that corps was good, and the drill in camp was made according to Adjutant-General's instructions. It made very good progress in drill during the camp.

On the 2nd December, I inspected at the City Hall, here, in the evening, the 65th Battalion, under the command of Lieut.-Colonel Napoleon Labranche.

This corps has only just commenced its annual drill, and as I have to forward my report for the 5th instant, I thought it advisable to inspect it before the termination of its twelve days' drill—moreover, the room in the City Hall is to be given also to other city corps that have not, as yet, finished their drill.

There were present at inspection 14 officers and 242 non-commissioned officers and men.

The men are a fine body of men, and under Lieut-Colonel Labranche will soon become one of the most efficient corps in the Militia.

Their arms were in good order, but the men are almost all without clothing and accoutrements. They have just received a new issue of great coats.

The 65th Battalion has a very good band.

The few movements they made at the inspection were very good, and bid well for the future.

The three independent Companies of Laprairie, Beauharnois and St. Jean Bte. Village, have not performed their annual drill.

In accordance with your telegram of the 27th September last, I gave orders to the Brigade Major of the 4th Brigade Division, Lieut.-Colonel D'Orsonnens to countermand their drill.

In the 5th Brigade Division, the Joliette Provisional Battalion, under Major Shepherd, met in Camp at Joliette on the 9th July last, for a twelve days' drill. There were present at inspection 15 officers and 210 non-commissioned officers and men.

The general conduct of the corps was good. Fair progress in drill made.

The Three Rivers Provisional Battalion, under Major Lambert, met in camp at Rivière du Loup (*en haut*), also, on the 9th July. There were present at inspection 15 officers and 210 non-commissioned officers and men. The conduct of this corps was good, and real progress in drill made.

I was well pleased with both these corps, which I inspected myself.

I regret to say that in Military District No. 6 there is only one Rifle Association. It is situated in the 5th Brigade Division, under Lieut.-Colonel Hanson, Brigade Major. To that officer great credit is due for the efforts he makes to keep it up.

In the 4th and 6th Brigade Divisions, it has been found impossible until now to get up a Rifle Association.

However, I trust that next year I will be able to show some improvement in that quarter.

On the 12th and 13th October last, a rifle match was held at Berthier (*en haut*). There was some very good firing. I have the honor of forwarding you, with this report, a return of this rifle match.

In the 6th Brigade Division the 80th Battalion, under command of Major Defoye, entered into twelve days' camp at Nicolet on the 8th of July last. 16 officers and 252 non-commissioned officers and men were present during this camp. The general conduct of the corps was good, and fair progress made in drill.

The Provisional Battalion of St. Hyacinthe did not drill this year, for the following reasons:—

Major St. Jacques having resigned this summer, some difficulties arose among the officers as to whom would succeed him. The summer passed, and late in September Major J. H. Doherty was appointed to the command of the battalion.

It was then thought rather late to go into camp.

Under these circumstances, application was made to Ottawa to allow the companies to drill at their respective head quarters.

A few days after a telegram came to me, dated 27th September, 1875, containing the following order: "Owing to lateness of season it is directed that all rural corps not already drilled be relieved from drill this year."

The companies of Arthabaska, Wotton and Bulstrode have not performed their annual drill.

It is unfortunate that the corps in each Brigade Division of this District do not come together in Brigade Camps. They seem to prefer going to drill battalion by

battalion in different places, without wishing to come together; and it is almost impossible to get the officers to consent to join together in Brigade Camps. When I say the officers, I do not mean the Brigade Majors. With them I am highly pleased. They do all that lies in their power to promote the interests of the force.

These different Battalion Camps were all held about the same time.

They were far away from each other, and I could not possibly find time to visit each of them.

I fear you will find this report comparatively short, but unless I repeated the remarks and suggestions to be read in my former reports, nothing more could I say.

Had there been three Brigade Camps in this District, a more extensive and, no doubt, a more interesting report could have been furnished you.

I have the honor to be, Sir,

Respectfully yours,

A. C. DeLOTBINIERE-HARWOOD, Lieut.-Col.

Deputy Adjutant-General, Military District No. 6.

The Deputy Adjutant-General of Militia,
Ottawa.

MILITARY DISTRICT No. 7.

HEAD QUARTERS, QUEBEC,

26th November, 1875.

SIR,—In compliance with the General Orders of the 23rd April last, I have the honor to submit my report for the military year 1875-76, on the state of the Militia in Military District No. 7, of which I have been in command since Colonel Casault's illness.

The establishment of the different corps was reduced to two officers and 42 non-commissioned officers and men per company to meet the amount voted in the Militia estimates, thereby reducing the force in Military District No. 7, which have drilled up to this date, from 216 officers, 3,122 non-commissioned officers and men, to 175 officers and 2,479 non-commissioned officers and men.

The actual number of officers and non-commissioned officers and men who have performed the annual drill of 1875-76 up to this date, with the names of the different corps, are shown in the following Recapitulation:—

Distribution.	Officers Commanding.	Head Quarters.	Officers.	N. C. O. and Men.	Horses.
Quebec Field Battery.....	Major Baby.....	Quebec.....	3	73	63
Grosse Ile Detachment.....	Captain Montizambert.....	Grosse Ile.....	1	23	
9th Battalion.....	Lieut.-Colonel Vohl.....	Quebec.....	22	294	
17th Battalion.....	do Blanchet.....	Levis.....	21	330	
55th Battalion.....	do King.....	Inverness.....	19	257	
70th Battalion.....	do Massicotte.....	St. Geneviève.....	19	254	
County of Quebec Battalion.....	Major Laurin.....	Arçienne Lorette.....	12	168	
Portneuf Battalion.....	Lieut.-Colonel Panet.....	Pointe aux Trembles.....	15	209	
Dorchester Battalion.....	Major Genest.....	St. Anselme.....	11	159	
Kamouraska Battalion.....	Lieut.-Colonel Tache.....	Kamouraska.....	12	170	
Temiscouata Battalion.....	do Hudon.....	Rivière-du-Loup.....	9	168	
Rimouski Battalion.....	do Martin.....	Rimouski.....	11	164	
Charlevoix Battalion.....	Major Dufour.....	Baie St. Paul.....	8	168	
Lotbinière Company.....	Captain Fillion.....	Lotbinière.....	2	42	
Staff, Brigades.....	Rivière Ouelle and Levis.....	.....	70	6	
			175	2,479	63

Artillery.

The Quebec Field Battery went through a course of 16 days' drill; 12 at the Brigade Camp, Lévis, and remaining days carrying out shot practice at the Island of Orleans. This battery was instructed and mustered by me in the absence of Lieut.-Colonel Strange, Inspector of Artillery. This battery mustered its full strength, and was well mounted and officered. The guns and carriages were in good condition; the harnesses, saddlery, &c., in very good order and well fitted. I remarked the absence of spurs, in consequence of which the drivers failed to make their horses answer promptly to the words of command.

The field manoeuvres, under Major Baby, the officer commanding the battery, were well performed considering the nature of the ground, which was very rough and limited. The gun drill was good, and the officers and men appeared to well understand their different duties. No injury to horses occurred, except in the instance of one horse which was kicked on the leg or otherwise injured. Major Baby, who commands this battery, is an indefatigable and very competent officer.

The Grosse Ile Detachment of Artillery, commanded by Captain Montizambert, was also inspected by me. The manual and firing exercise were performed very creditably; the non-commissioned officers and men were very efficient in gun drill, and answered readily and willingly to the details of their several duties.

Infantry.

The 9th Battalion, and the Kamouraska, Temiscouata and Rimouski Provisional Battalions performed their annual drill in Brigade Camp, at St. Denis Wharf, Rivière Ouelle. The Staff composing the Brigade were as follows: Commandant, the Acting Deputy Adjutant-General of Military District No. 7; Musketry Instructor, Major T. B. Amyot, 9th Battalion; Brigade Major, Captain Duchesnay, "B" Battery; Orderly Officer, Lieut. Phidime Bélanger, 61st Battalion; and Supply Officer, Lieut. Octave Sylvain, Rimouski Battalion.

The drill was carried out as near as possible in accordance with the General Orders of the 23rd April, 1875; and the daily routine in camp strictly enforced.

Of the conduct of the non-commissioned officers and men composing the Brigade, I cannot speak too highly.

The supplies furnished to the troops were found sufficient, and there were no complaints as to quality. An extra day's ration was issued to the Temiscouata and Rimouski Battalions, unavoidably detained at Rivière Ouelle through want of transport.

The usual target practice was gone through, and notice a great falling off from former years, perhaps owing to the short time allowed for preliminary drill.

The health of the men was very good, and the only serious casualty was the death of a private of the 9th Battalion, from congestion of the lungs contracted during camp. An accident also occurred to Private Cefella, of the Temiscouata Battalion, who fractured his collar bone by falling during a bayonet charge.

Divine service on Sunday was held in camp, and the Rev. Mr. Casgrain, Chaplain of the 9th Battalion, officiated. I would recommend that an allowance be granted to defray the incidental expenses for this service.

The band of the 9th Battalion, composed of 21 musicians, under the direction of Sergeant Vezina, was present in camp. It is very efficient, and reflects great credit on the officers of the battalion. Its presence in camp, and readiness in turning out whenever wanted to enliven the monotony of camp life, was greatly appreciated by all.

The brigade was mustered on the 26th of August, 1875, and afterwards inspected by me, each battalion being separately put through company and battalion movements, which were creditably performed. The 9th Battalion, by its clean appearance, steadiness at drill, and general efficiency, commanded my special remarks. The other

battalions, although well drilled, by partial absence of accoutrements and clothing did not fyle as good an appearance.

The officers of my Staff were indefatigable in their efforts to carry out my orders.

The 17th Battalion and the Dorchester Provisional Battalion were brigaded together at Lévis, with the Quebec Field Battery, under the command of Lieut.-Col. Blanchet, 17th Battalion, and the muster and inspection took place on the 10th September, 1875. I am happy to bear testimony to the efficiency acquired by the Brigade during their annual training.

It was intended to assemble the 70th Battalion and Portneuf and County of Quebec Provisional Battalions at a Brigade Camp, but owing to the prevalence of small-pox in the County of Quebec, it was not thought advisable by medical men to do so. These battalions camped separately at their own head-quarters. The 70th Battalion at St. Geneviève, of Batiscan, under Lieut.-Colonel Massicotte's command, and as far as I am informed, Colonel Casault, who made the inspection, was well satisfied with the battalion; and made special notice of the band, which is kept at a great expense by the officers of the battalion.

The Portneuf Provisional Battalion, encamped at Deschambault, was also inspected by Colonel Casault, and reported efficient. The County of Quebec Provisional Battalion, encamped at Ancienne Lorette, was inspected by me and found efficient. I am sorry to state that through the improper use and firing of a gun during the exercises in camp, by inexperienced hands, a serious accident occurred, causing the complete mutilation of the hand of a private of the name of Chartré, belonging to the said battalion; and the accident is more deplorable, as the man who so met with the misfortune is unable to avail himself of the boon granted to volunteers who are injured on actual service, in the due performance of their regulated duties.

Arms, Clothing and Accoutrements.

The arms and accoutrements are in good order and serviceable. The clothing is good, considering that many of the corps have now become entitled to a new issue. Accoutrements have been found deficient, and the stoppage of the allowance for the care of arms has had the good effect of making good, in many instances, the prices of missing articles.

Rifle Associations.

There are now existing in Military District No. 7, six efficient Rifle Associations, which are distributed as follows:—

7TH BRIGADE DIVISION.—The County of Megantic Rifle Association, President, Hon. G. Irvine; the 17th Battalion Rifle Association, President, Lieut.-Colonel Blanchet.

8TH BRIGADE DIVISION.—The Stadacona Rifle Association, President, C. F. Smith, Esq.; the County of Quebec Rifle Association, President, Lieut.-Colonel Laurin, R.M.; the County of Champlain Rifle Association, President, Lieut.-Colonel Massicotte, 70th Battalion; 8th Battalion Rifle Association, President, Lieut.-Colonel Alley, 8th Battalion.

The above Associations have had their regular meetings every year, at a yearly expenditure of \$340 in 7th Brigade Division, and \$1,090 in 8th Brigade Division.

Several corps have not yet completed their annual training, a list of which here follows, viz.:—

Quebec Cavalry.....	2 troops
Gaspé Battery Artillery.....	1 battery
8th Battalion Rifles	5 companies
61st Battalion Infantry	5 "
Fox River Company, Infantry.....	1 company
Bonaventure, Infantry.....	1 "
St. Raymond Independent Company of Infantry (not yet accoutred or clothed.)	

In bringing my Report to a close, I cannot fail to bring to your favorable notice, the support and assistance I have experienced at the hands of the Staff officers of the District:—Lieut.-Colonel Lamontagne, Brigade Major; and Major Forrest, District Paymaster.

I have the honor to be, Sir,
Your obedient servant,

T. J. DUCHESNAY, Lieut.-Col.,
Acting for Deputy Adjutant-General, Military District No. 7
The Adjutant General of Militia,
Head Quarters, Ottawa, Ontario.

MILITARY DISTRICT, No. 8.

PROVINCE OF NEW BRUNSWICK,
HEADQUARTERS, FREDERICTON, 24th November, 1875.

SIR,—In compliance with the instructions contained in General Orders (No. 7) of the 23rd April last, I have the honor to submit this my Report on the state of the Militia of the District under my command for the military year, 1875-76.

The total nominal strength of the force in the District, as reduced in General Orders above quoted, is 154 officers and 2,107 non-commissioned officers and men. The total actual strength of the force, when mustered at the time of the annual drill of the year 1875-76, was 150 officers and 1,974 non-commissioned officers and men.

There are four officers and 133 non-commissioned officers and men wanting to complete their annual drill.

The Active Militia of the District consists of the following corps, which at the time of the annual drill turned out as follows:—

Corps.	Officers.	Non-Commissioned Officers and Men.
<i>8th Regiment of Cavalry.</i>		
Lieut.-Col. Saunders (7 troops).....	17	282
<i>Newcastle Field Battery of Artillery.</i>		
Brevet-Major Call.....	4	70
<i>Woodstock Field Battery of Artillery.</i>		
Captain Donnell.....	4	72
<i>New Brunswick Brigade Garrison Artillery.</i>		
Lieut.-Col. Foster (5 Batteries).....	21	202
<i>New Brunswick Engineer Corps.</i>		
Captain Perley.....	3	38
<i>62nd Battalion, St. John, Infantry.</i>		
Lieut.-Col. Sullivan (6 Companies).....	16	224
<i>67th Battalion, Carleton, Light Infantry.</i>		
Lieut.-Col. Upton (10 Companies).....	28	414
<i>71st Battalion of Infantry, York.</i>		
Lieut.-Col. Marsh (5 Companies).....	17	209

Corps.	Officers.	Non-Commissioned Officers and Men.
<i>73rd Battalion of Infantry, Northumberland.</i>		
Major Sheriff (5 Companies).....	15	164
<i>74th Battalion of Infantry.</i>		
Lieut.-Col. Beer (4 Companies).....		154
INDEPENDENT COMPANIES.		
<i>Dalhousie Infantry Company.</i>		
Captain Barberie.....	1	31
<i>Deer Island Infantry Company.</i>		
Captain Lloyd.....	2	38
<i>St. Stephen Infantry Company.</i>		
Captain Hutton.....	2	39
<i>St. George Infantry Company.</i>		
Captain McGee.....	2	37
Total.....	147	1,974
Brigade Majors.....	3	
	150	1,974

In submitting my annual reports during the past ten years, I have invariably endeavored to review the various steps taken from time to time to ensure efficiency, viz.: the facilities for drill and discipline afforded by the country through its representatives in Parliament, and the manner in which the force availed itself of such facilities. I propose to pursue the same course on the present occasion.

In the first place, if I may advert to the most important point of new departure during the past year, the appointment of the Major-General to command the Militia, with that of the Adjutant-General to the highest rank and position which Canadian soldiery may aspire to, is calculated, I conceive, to strengthen the confidence of the members of the force, and give fresh impulse to their efforts towards efficiency.

Moreover, the recent establishment of the Military College at Kingston cannot fail to surpass the expectations of the most sanguine, as it is "for the purpose of imparting a complete education in all branches of military tactics, fortification, engineering, and general scientific knowledge in subjects connected with, and necessary to, a thorough knowledge of the military profession, and for qualifying officers for command and for staff appointments."

And while this, and more than this, has been accomplished—while the Schools of Gunnery are sending forth trained artillerymen to different parts of Canada, and the Maritime Provinces have been placed on the same footing as the rest of the Dominion as regards the appointment of an Inspector of Artillery,—while an important part of the Canadian forces—the North-West Mounted Police—has performed a work with credit to itself and advantage to the country, "under many difficulties and in uncertainty of the dangers it would have to encounter;" and, besides, while our "marks-men" have again been successful at Wimbledon, it is gratifying to know that the foundation, so to speak, of the military structure, the development of efficiency in the Active Militia force, has not been overlooked.

Camps of exercise, which now occupy no unimportant position amongst the institutions of the country, are annually becoming more and more successful and attractive—successful, not unfrequently, in proportion as they are rendered attractive; conducted with system and regularity, and with no laxity of discipline.

I must add that I consider the General Orders, regulating the system to be observed in conducting these camps, convey full information upon every necessary point, while *sufficient* discretionary power remains with officers in command. Regulations for "supply," "transport," "payment," "medical regulations" (a more liberally furnished medicine box is still required), "instructions as to the course of drill to be carried out from the squad to the brigade;" all are clearly defined.

I may here state that heretofore, in some instances I, conceive our chief fault lay in the desire to become efficient in battalion and brigade drill and field manoeuvres, too little attention being given to preliminary drills: squad and company drill. I called attention to this fact in my last report. Of course when the period of training is extremely limited, as in our case, it is difficult to avoid the error of endeavouring to grasp general principles at the expense of necessary details.

In addition to the above satisfactory arrangements for the well-being of the Active Militia, with the view to the force of the Dominion, representing different localities, with various interests and pursuits, being bound by no "cast-iron rule," in special cases City Corps are now permitted to perform their annual drill at their local head-quarters on different days, as may be most convenient, subject to the approval of the Deputy Adjutant-General of the District; and certain isolated corps are permitted to perform their drill in camp at Battalion head-quarters, under somewhat similiar regulations, except as regards rations, to those for Brigade Camps—of course it is desirable that such instances as these should be as few as possible.

To speak, however, most particularly of the work going on in my District, I may state that here we have but few officers or non-commissioned officers of the Imperial Army, or those trained in the "short" and "long" courses of the Schools of Gunnery at Kingston and Quebec, to serve as "models" for the Recruits, or to assist in the training of the Active Militia; and it can scarcely be expected that the individual soldier with no other advantages than those afforded in twelve (12) days drill per annum, can become thoroughly efficient, though, happily (as in the case of many of every grade in my District) he remain many years in the force. And while the "material" of the rank and file of the force is unquestionably as good as can be produced in any country, intelligent, active, hardy men, accustomed to various industrial occupations under varied circumstances—we have, in the appointment of officers and non-commissioned officers, necessarily to depend in a great measure (1) upon those who like no unworthy descendants of the "New Brunswick Loyalists," whose career is now a matter of history. Successful as a rule in their civil avocations, representative men of the country, the acquisition of military knowledge, and the imposing of it to others has been to them a *duty* easily accomplished, and faithfully carried out whenever opportunity offered. There is also here (2) a fast increasing class—past cadets of the Military School, very many of whom have given valuable proofs of their intelligence and ability of communicating instruction.

With such officers, and such non-commissioned officers and men under my command, at camps of service and at drills at their respective local head-quarters, it has invariably been both my duty and my pleasure to report most favorably at the conclusion of the annual training, and the results of the past summer's drill must form no exception to the rule. The full quota, or nearly so, of my District has completed its prescribed drill, the "regulations" and "orders" have, I consider, been satisfactorily carried out, and when required to act in aid of the civil power, as the force has twice of late been called upon to do—both officers and men have performed their duties and obeyed the orders issued to them with promptitude and alacrity, as will appear hereafter in this Report.

It is true that much yet remains to be done to develop the efficiency of the force; cavalry officers require training in Cavalry Schools; artillery officers have, in many instances, to attend the Schools of Gunnery, and a few infantry officers and non-commissioned officers still remain untrained (for these last, there is scarcely any excuse, as an Infantry School has been established in their midst for several years) and, besides this, (an important improvement urgently required) the increase of the number of days annual drill from twelve to sixteen.

Annual drill. This has been done with advantage in the case of field artillery. May not the same rule be applied to cavalry—for which arm of the service it is very essential—and also to infantry? It is a step looked forward to by all who see that the principal part of the work of defence in the hour of danger, whether from internal or external sources must necessarily fall, not on the few composing a standing army, however efficient, but on the comparative many—the Active Militia of the country and those who have retired from the force on completing their period of service, and would immediately flock to its ranks, should they be required to do so, in any emergency.

Supply. I respectfully recommend that the “regulations” for “supply of rations” be applied to all corps in camp, whether in Regimental or Brigade Camp, as while in one (regimental) case a corps may be able to obtain the authorized rations for the amount allowed (25 cents per man per diem) in another, owing to local circumstances, no such satisfactory arrangements can be made (as in the case of the 73rd Battalion of my District.)

Payment of full number of company officers. It is hoped too, that in future the full number of three officers per company may be authorized for payment on completion of their annual drills. This, I conceive, is an important matter, as it cannot be expected, especially in country corps, that all the non-commissioned officers should be qualified to act as “guides” in company drill duties; they would, in turn, necessarily be called upon to perform under present circumstances.

Care of Arms, Accoutrements and Clothing.

The issue of the General Orders of the 14th August, 1874, and 30th April, 1875, with respect to care of arms, &c., has already, I consider, produced excellent results. More systematic arrangements than heretofore, for the safe keeping of all Government property in charge of corps, have been made, and captains of rural companies find it to their own advantage, as well as that of the Department, to enforce the rule requiring every article of clothing and equipment to be returned into their armouries on the completion of the annual drill. I suggest, however, that a supply of these articles of clothing and equipment be available for issue from the District store at reasonable prices, to make good any loss. A captain of a company may thus, by deducting the cost of perhaps a single article of clothing from the drill pay of the man losing it, on its being replaced, become entitled to the full Government allowance for “care of arms,” which he otherwise would be precluded from receiving; and, moreover, *uniformity of dress* in camp will be facilitated.

The question of uniform clothing for the force has already received the serious consideration of the Major-General and yourself, with the happy result, that a serge frock has been substituted for “the heavy cloth tunic, which has been found too hot for summer drill.”

The question as to the “head-dress” still remains. *Uniformity* with the present Infantry forage cap, (which is neither useful nor ornamental) is difficult to attain. Companies are allowed to wear “Havelocks,” provided at their own cost, but some companies elect not to avail themselves of this rule; hence, in part, the absence of *uniformity*. A solution of this difficulty is looked forward to with eagerness by the force.

Issue of boots. Lieut.-Col. Jago and myself submitted for favorable consideration, the desirableness of having a supply of boots available for issue to corps of Active Militia at cost price, in a somewhat similar manner to the other stores above adverted to, adducing the following argument: That it is difficult, if not impossible, under present circumstances, to carry out the important General Orders (14) of the 31st May, 1872, directing “officers commanding infantry corps to take special care that their men are provided with boots of a proper description, suitable for marching, such boots should be broad soled and low heeled, fitting the wearer easily.”

By adopting this system of issue, I am of opinion that the difficulty of men

wearing such boots as are required, would be obviated, and the corps, as a body, would be ready for "a day's march," and thus prepared for real service.

Artillery Practice, &c.

Lieut.-Col. Jago has referred in his report "to the absurdity of arming a gunner with the Snider rifle, and expressed a hope that at some time or other the revolver may be adopted as the personal weapon for an artilleryman; and, though a few stand of rifles might be left with a battery, in order that the members may compete in rifle competition," Lieut.-Col. Jago trusts that the time is not very far distant when it will be the desire of the artillerymen to perfect himself in the handling of ordnance, leaving the rifle to its rightful owner, his infantry comrade.

Target Practice.

The course of target practice (in which, as a rule, improvement will be shown very much in proportion to the number and efficiency of Rifle Associations and rifle matches) has been carried out in this District as satisfactorily as can be expected, when considered that but fifteen rounds per man can be fired with advantage in camp, the remaining twenty-five rounds per man being expended afterwards at the discretion of officers commanding corps at their local head-quarters.

Position and aiming drills were carried out so far as the limited period and the many other duties to be performed permitted.

I again respectfully call attention to the desirableness of granting money prizes for the best shots of battalions and companies in the annual course of target practice, as stated in my reports for 1873-74, the amounts, though small, \$10 and \$5 respectively, had been granted for two years in succession, (except in the case of the artillery, who received money prizes for shot and shell practice during many years past), and the prizes were closely contested, and when won, were much valued, accompanied, as they were, with badges.

1ST BRIGADE DIVISION.—Brigade Major, Lieut.-Colonel Inches.

Camp Tilley, St. Andrews.

It is a subject of congratulation, both to the Brigade Major and the officers and men of the Division, that every corps of the Brigade assembled in this camp its full numerical strength.

In again selecting St. Andrews as the point of concentration for corps of this brigade, many reasons, from the experience of last year, may be assigned, amongst which are the following:—1st. An excellent site for the camp. 2nd. An abundant supply of water. 3rd. Extensive grounds for drill and field manœuvres; and last, not least, the cool, healthy climate of St. Andrews during the summer months, when the heat is great in the interior of the Province, and a time when it is more convenient than any other for corps to perform their annual drill.

The following corps, with Brigade Staff, assembled in camp:—Brigadier, Lieut.-Colonel Maunsell, Deputy Adjutant General; Lieut.-Colonel Inches, Brigade Major; Captain and Adjutant A. G. Beckwith, 71st Battalion, Supply Officer; T. H. Hogg, Req., 71st Battalion, Musketry Instructor; Quartermaster H. Emery, 67th Battalion, Camp Quartermaster; Lieut. J. R. Tompkins, 67th Battalion, Orderly Officer.

The camp occupied the same ground as that occupied last year, except that the situation of the camp of the field battery was in front, where the trees afforded shelter for the horses. The routine of camp duties was carried out in a somewhat similar manner to that prescribed for Camp St. Andrews last year, as shown in my report, and it is now only necessary to add that where officers and men then evinced zeal and activity in the discharge of their duties, there was in this camp no falling off in these soldier-like qualities, and where a corps then displayed efficiency through the continued

exertions of the component parts thereof, there was here no want of energy in its members.

The weather was all that could be desired, and unquestionably the troops fully availed themselves of it for improvement in drill.

The course of drill indicated in General Orders was closely followed, and, in the words of my last report, officers commanding corps said that their men were "exercised as much as possible in squad and company drill, preparatory to brigade drill and field manœuvres."

On the 8th July I accompanied His Honor the Lieutenant Governor to Apohaqui, to inspect the 8th Regiment of Cavalry, then in camp, and the command of the brigade devolved upon the Brigade Major, Lieut.-Colonel Inches. On my return, on the 10th July, I found that sufficient progress had been made in battalion drill to commence brigade drill on the 12th. This was followed by field manœuvres on the 13th, the ground in the vicinity of the camp affording every facility for outpost duty, skirmishing, and changes of front of the brigade.

The field day of the 14th in presence of His Honor the Lieut.-Governor was most successful in every particular, and I have no hesitation in saying after ten years experience in connection with the militia of New Brunswick, that on no previous occasion had I witnessed so satisfactory a state of proficiency in the force as that here displayed.—In the rapid transition from drill to field manœuvres it seemed to require no "teaching" to impress upon the minds of officers and men that "hurry, or forced rate of marching is to be prevented (except in re-inforcing skirmishers or seizing a position under fire. Frequent changes of front were made, fresh skirmishers thrown out without hurry. I must add, however, that while there appears as a rule no difficulty in instructing the men at manœuvres to avoid hurry in marching, there is unquestionably some difficulty in inculcating the necessity for the most economical use of ammunition, not to fire hurriedly, or without an object. Hence the necessity for a more extended period of annual drill.

Having on previous occasions, both last year and during this period of training, employed the Brigade in acting on the defensive, in different directions in the neighborhood of the encampment—supposing St. Andrews to be attacked by an invading force—on the 15th I marched the brigade in column of route through St. Andrews, and took up a position at "Katey's Cove," where we were supposed to have disembarked in the early morning, with the view of making an attack upon Fort Tipperary, and thus securing the key to the town.

A strong line of skirmishers, with their supports, was concealed between the cove and the fort, while the main body was drawn up in line near the water's edge, with a half battery of artillery on each flank, occupying advantageous positions, with the object of shelling the fort and town on the signal being given to attack.

The following correct account of the "attack" is taken from the *Telegraph* newspaper, of the 17th July:—

"On the signal to 'attack' being given, it was at first found somewhat difficult to bring a half battery into the desired position, but aided by the infantry in support, and with much perseverance on the part of both officers and men, the difficulty was overcome. When the attack was commenced, a rapid fire was opened by the skirmishers, meanwhile the artillery on both flanks poured in shot and shell. It was soon found desirable to advance, and subsequently to reinforce the skirmishers, the 2nd Company of the 71st Battalion, coming to the front in good style. The advance was steady, and every advantage was taken of the features of the ground, and where possible, on a halt being sounded, or when a better opportunity offered for shelling the fort and town, the artillery came into action. Afterwards by short rushes on the part of the skirmishers, over every available open ground, the advance was directly upon the fort. The skirmishers had been so strongly reinforced they presented more the appearance of a battalion in line than that of skirmishers, with much interval.

So soon as the artillery and infantry had done their work with field gun and

rifle, a steady and direct bayonet charge was made upon the enemy remaining in the fort. The fort gained, the town surrounded, and thus was obtained possession of one of the strongest positions in the country! The "assembly" was then sounded, and the brigade formed into line of quartered columns, officers and colours were called to the front."

The following brigade orders on the breaking up of the camp were then read, the best shots of battalions and companies were called to the front, and His Honor the Lieut.-Governor addressed the troops, referring in terms of high commendation to the good conduct of the men, both in camp and in town—commendation well deserved, as, with the exception of one man, who misconducted himself on the line of march, and was punished and dismissed the force, there was not a single instance of crime, and no breach of discipline even was reported. This may be accounted for as follows:—

(1.) As the object for which the force is organized and maintained becomes better known (it being the only force upon which the country has to rely in the hour of danger) company officers can recruit from a better class of men than heretofore.

(2.) Having carried out the suggestions contained in my report for 1873-74, as to not having a canteen for the sale even of beer or ale on the grounds, as I found that where "tippling" in camp was prevented, there was, as a result, no drunkenness in the neighbouring town on the part of the troops.

The Field Officers of the day fully bear me out in my statements as above, with respect to good conduct and discipline. I need only add that the reports of the Medical Officers of the day, as regards the sanitary condition of the troops, are as satisfactory as those of the Field Officers are with respect to discipline.

The target practice was conducted in the usual careful manner by my efficient Musketry Instructor of two years' experience, the late T. H. Hogg, Esq., 71st Battalion, who took no small pride in the shooting, and in comparing the "figure of merit" from year to year.

With deep regret I have to record the death of this officer, accidentally shot but a few days ago by his own hand, though himself the most competent and painstaking in instructing others in the proper use of the gun and rifle.

In his death the force has lost the services of a zealous and useful officer, and the community one who was ever ready to advocate and uphold the institutions of the country.

I also regret to have to record the death, during this camp, of another excellent officer of the brigade, Captain H. Hutton, who, but for his excessive zeal for the service, should not, in his physically unfit state of health, have assembled in this camp with his fine company.

I cannot conclude this report concerning Camp Tilley without expressing my acknowledgments to His Honor the Lieutenant Governor, for the interest manifested by him here, and at all times, in the welfare of the Active Militia force. My best thanks are also due to the Honorable the Surveyor General, for again securing for the troops the use of the grounds at Joe's Point; as well as to H. Osborne, Esq., for his excellent transport arrangements: and, besides, to the High Sheriff, Dr. Gove, Capt. Polleys, J. S. Magee, Esq., and the citizens generally, who left nothing undone, as regards hospitality towards the officers and kindness towards the men, to make our stay enjoyable.

Camp Tilley.—2nd.

ST. ANDREWS, N.B., 15th July, 1875.

Brigade Orders by Lieut.-Col. Maunsell, D.A.G.M., Brigadier.

No. 5.—At the conclusion of another Brigade Camp, one of a series of camps assembled from time to time in this District which have produced varied successful results, the Brigadier has again an opportunity to offer his best thanks to all officers; non-commissioned officers and men for the satisfactory manner in which duties have

been performed, and order and discipline have been maintained; and, particularly, are thanks due to the Brigade Staff, and to officers commanding corps, for their cordial support and assistance in carrying out the "orders and regulations" issued for the guidance of the troops.

The 1st Brigade Division, which has at all times produced corps remarkable for their efficiency, is represented in this camp by corps with their full numerical strength, while the quota of every county is complete—a result upon which the Brigade Major (Lieut.-Colonel Inches), and officers commanding corps may justly be congratulated.

The Woodstock Field Battery, so recently organized and equipped, is reported upon as follows by the Assistant Inspector of Artillery. "The horses are of excellent quality and well fitted for their work; both officers and men have made remarkable progress in knowledge of their duties since their arrival in camp, and they all appear anxious and willing to learn." Lieut.-Col. Jago "attributes much of the success to the presence of Lieut. Dibblee and Sergt.-Major Lynch's efforts, and he trusts that the example they have set, in attending the Gunnery School at Kingston, will be followed by other officers of the force." The 67th and 71st Battalions, as usual, vie with each other in efficiency; and as regards the isolated corps from Deer Island, St. Stephen and St. George, it appears invidious to make any distinction. Finally, Lieut.-Col. Maunsell will, with pleasure, report most favorably respecting the camp, to the Major General commanding, and it only remains for him to express the hope that every member of the force, who having so satisfactorily discharged his duty to the State as a soldier, may be equally successful in his avocations as a citizen.

By Order,

(Signed), J. A. INCHES, Lieut.-Col.
Brigade Major.

Woodstock Field Battery.—Lieut. H. Dibblee.

The Inspector of Artillery in his report states, that "the Woodstock Field Battery performed its annual drill at the Brigade Camp, at St. Andrews. I had the pleasure of serving on your Staff at that camp, and so had excellent opportunities of not only inspecting the battery but of observing its whole interior economy and discipline while in camp. Captain W. P. Donnell, since deceased, was unable to be present, but in Lieut. H. Dibblee, the battery had an excellent commanding officer. The horses were of an excellent stamp, and the drivers being principally the owners, had the proper inducement to see that they were well cared for in camp. The harness was well looked after and well fitted, and the stores, &c. in good order—the battery worked well, both in its own drills, and also when acting with the infantry in brigade. The shot and shell practice was very good. Lieut. Dibblee is a smart, capable young officer, who would be a credit to any service, and whose knowledge of an artilleryman's duties speaks well for the Dominion Schools of Gunnery, from one of which he has just returned.

2ND BRIGADE DIVISION.—Brigade Major, Lieut.-Col. MacShane.

I regret extremely to have to record the sudden death, in June last, of the late Brigade Major of this Division, Lieut.-Col. Otty, a Staff Officer of much zeal and ability, who had made the military profession his chief study and pursuit for many years past,—an officer ever ready, either as Adjutant of the Military School, or in his capacity of Brigade Major, to advance the interests of the service, and both ready and willing to assist those having that object in view.

Lieut.-Col. MacShane has succeeded to the Brigade Majorship. This officer is well qualified for the post, holding both 2nd and 1st class certificates from the 20th April, 1869, Military School of this District, and he has commanded the 62nd 21st June, 1869, "St. John" Battalion (except for a few months) since April, 1871.

Owing to the varied interests of the force of this Brigade Division (there being a large proportion of city corps, including Garrison Artillery, and the time suitable for performing the annual drill not being the same in the different corps) it was deemed advisable this year to have the drill of most of the corps carried out in regimental camps, that of the remainder at local head-quarters, although the opinion prevails that had the time of drill suited in a Brigade Camp, it would have been the more satisfactory mode of performing it,—and Shediac, where a very successful camp was assembled last year (or some point on the Intercolonial Railway) would be a convenient place for such a camp.

8th Regiment of Cavalry.—Lieut.-Col. Saunders.

This regiment assembled in camp at Apohaqui on the 29th June; on the grounds of the Lieut.-Col., and having fully availed itself of the short period of twelve days' drill, was inspected by His Honor the Lieutenant Governor and myself on the 9th of July.

Having had the pleasure of inspecting this regiment annually for the past ten years, in order to convey adequately my opinion on its present efficiency, I must advert to my various inspection reports, as to each year being marked by fresh steps of progress, and add that, whether amongst the "recruits" or the "old soldiers," the drill and discipline of the corps appear to be all that could be expected. While as regards the horses, they were, at this camp, even of a better stamp than usual—the Lieut.-Colonel and his veterinary surgeon having made a careful examination before passing any horse as fit for service.

The saddlery of the regiment is undergoing much-needed repairs, and when the repairs are completed, the Lieut.-Colonel intends taking steps to ensure the saddles being better fitted for the horses than, I imagine, they have heretofore been.

In conclusion, while nothing appeared to be left undone at this camp to secure efficiency, the popularity of the regiment and the hospitality of the Lieut.-Colonel and his officers continue.

New Brunswick Brigade of Garrison Artillery, (Nos. 1, 2, 3 and 10 Batteries.)—Lieut.-Col. Foster.

HEAD QUARTERS, ST. JOHN.

The four batteries of Garrison Artillery, at St. John, performed their drill at their own hours, and were inspected by the Assistant Inspector of Artillery and myself, on the 21st September, 1875. On this day the annual competition in shot practice came off, under rules enclosed herewith. Lieut.-Col. Jago states that he has, in his Report to the Inspector of Artillery, with regard to this competition, made the following remarks: "The guns used by these batteries are 32 P.S.B., garrison sea-service carriages, and when I state that they can all fire five rounds from these guns at 1,400 yards under nine minutes, and make practice that could not be beaten, I think it is clear that they are thoroughly effective gunners."

Lieut.-Col. Jago adds "that living, as he has done for many years, in the same place with these men, he has naturally taken a peculiar interest in them, and he feels pleasure in stating that they are as good a volunteer corps as can be seen anywhere." It only remains for me to say that it must be extremely gratifying to Colonel Foster, who has done much to establish *esprit de corps* as the foundation of efficiency, to receive for his brigade such high commendation as the above from our Inspector of Artillery. The accoutrements and clothing of the corps are in excellent condition, and while attending to their more advanced duties as artillerymen, I am happy to add that the necessity for steadiness in the ranks and in marching has not been lost sight of.

New Brunswick Engineer Corps.—Captain Perley.

Accompanied by the Assistant Inspector of Artillery, the District Paymaster and the Brigade Major, I inspected this corps on the 11th October, in its armoury (owing to unfavorable weather for inspection in the barrack grounds) and from personal observation, I can cheerfully bear testimony to the soldierlike appearance of the men, the excellent condition of arms, and accoutrements and clothing, and to the efficient way in which the manual and firing exercises were performed.

Both the Brigade Major and the officer in command, moreover, assured me that the annual drill had been carefully executed in the barrack grounds, and that they considered the corps, in many respects, more efficient at present than it appeared at my inspection, 1874-75. I desire no better testimony, nor more satisfactory intelligence, to enable me to report favorably.

62nd St. John Battalion.—Lieut.-Col. Sullivan.

This corps assembled in camp at Torryburn, on the 19th July; and, owing to delay in the transport of camp equipage from St. Andrew's Camp, it was impossible to issue the usual supply of tents on the date of assembly. The Lieut.-Col. (Macshane) however, arranged for the "bivouac" of the corps, and an old wooden building on the race course afforded shelter for a large portion of the battalion; and so soon as the tents arrived the corps settled down to camp duties and camp life in a systematic manner. Accompanied by the Assistant Inspector of Artillery, the District Paymaster and the Acting Brigade Major (Lieut.-Col. Beer), I inspected the corps on the 26th July, and I found the excellent regimental system established by the late Brigade Major (Lieut.-Col. Otty) working satisfactorily; and, considering that but a few days' drill had been performed, the battalion movements were well executed. Duty at Chatham prevented me from again seeing this corps under arms, but the Lieut.-Colonel's report, (enclosed herewith) bears ample testimony to still further efficiency attained before the breaking up of the camp on the 30th July. The situation of the camp was admirable, and the sanitary arrangements reflected credit upon the medical officers.

I have much pleasure in adding that there is a marked improvement in the condition of the arms and accoutrements of this corps since they have been handed over to the charge of the Government Care taker.

On the promotion of Lieut.-Col. MacShane to the Staff, the command of the corps has devolved upon an efficient officer, Lieut.-Col. Sullivan; and an excellent officer succeeds to the Majority, Major Blane.

These officers are about to form a class, composed of officers and non-commissioned officers, for improvement in the knowledge of drill, which I hope may produce good results.

74th Battalion.—Lieut.-Col. Beer.

Accompanied by the District Paymaster and the Brigade Major, I inspected this corps at its camp, near Sussex, on the 1st October.

Owing to the money voted by Parliament for the annual drill being then nearly exhausted, this corps was permitted to perform but six days' drill. This was, of course, a disappointment to its members, who had left their homes expecting to complete twelve days' drill, and had made arrangements for rations, &c., for that period. However, so great was the attention evidently given to drill during the limited time at its disposal, that I considered it due to the corps to submit for the consideration of the authorities at head quarters a special report of its efficiency, adverting to the discipline that prevailed, to which report I respectfully direct attention.

The situation of the camp, on the grounds of the Lieut.-Colonel, was picturesque in the extreme (on the banks of Sussex River), with abundant scope for drill.

The Lieut.-Colonel and his officers made excellent arrangements for the supply of rations, cooking, &c., whereby the health and comfort of the men were secured.

Drill Shed at St. John.

The pressing want of a drill shed at St. John has been frequently adverted to in my Annual Reports. No further words of mine are here needed. The upper part of the Infantry Soldiers' Barracks having been converted into armouries, in charge of an efficient armourer; an important step in the right direction has, however, been taken.

Aid for the Civil Authorities at St. John.

I beg to enclose herewith a copy of the Report (D) of Lieut.-Col. MacShane, commanding 62nd (St. John) Battalion, submitted by me for the favorable consideration of the Major General commanding, stating the action taken by that officer in aid of the civil power at St. John, on the 5th May last, with respect to which report I was requested to "communicate to Lieut.-Col. MacShane the Major General's appreciation of the judgment and promptitude with which he acted upon the requisition of the magistrates, and the very soldier-like steps which he adopted with regard to the detachment of his regiment, and which he (the Major General) has had much pleasure in bringing to the notice of the Dominion Government."

3RD BRIGADE DIVISION.—Brigade Major, Lieut.-Col. McCulley.

"CAMP TEDDERS."

Newcastle Field Battery.—Brevet Major R. Call.

The Assistant Inspector of Artillery has sent me the following report respecting this battery:—"It was inspected by him, in my company, on the 29th July, 1875. This battery performed its annual drill, in camp, at its own head-quarters. The horses looked well, and the harness, stores, &c., were in good order. The shot and shell practice made by the battery was very good. Major Call is a most energetic and useful officer, and evidently has the welfare of his battery thoroughly at heart."

I again inspected this corps on the last day of its annual drill, 5th July, and I need only add that, as regards the situation of the camp, the internal arrangements of the corps, and still further progress made in drill, "Camp Tedders" appears to have been a great success.

No. 7 Battery, Brigade Garrison Artillery.—Brevet Major Gillespie.

This battery was inspected at Chatham by the Assistant Inspector of Artillery and myself, on the 14th September, 1875. That officer reports that "the battery made some good shooting with their 24-pounder smooth-bore guns." Lieut.-Col. Jago adds that "he has repeatedly pointed out the desirability of having proper platforms laid, and a small earthwork thrown up, and three or four guns mounted in it for the defence of the Miramichi, for at present the flourishing towns of Chatham and Newcastle are at the mercy of any ordinary passenger steamer with one gun mounted in her, which could easily set fire to both towns in a few hours."

This important suggestion was embodied in my Report for 1873, and in the Report of the Board of Survey for this District, 1874, and the officer commanding No. 7 Battery has been requested to estimate for the service.

73rd Battalion.—Major Sherriff.

I inspected this corps at its camp, near Chatham, on the 29th July, 1875.

The many excellent qualities of the men of Northumberland, composing this corps, as well as the desire for improvement in the knowledge and practice of drill, evinced by them have frequently been adverted to by me in my annual reports and elsewhere, and the company from Kent bringing fresh "*esprit*" into the 73rd Battalion, I have invariably expected to find efficiency in the corps, nor have I yet been disappointed.

The site, however, for the camp this year, was not, I consider, well selected—chosen, it appears, during dry weather, and their being much rain during the period of the drill, the condition of the ground was affected thereby. The Major commanding, and his zealous Quarter-master, however, spared no pains or expense in erecting a spacious mess-room, canteen and issuing store, and thus securing the comfort of the officers and men. I regret that, owing to an inadvertence on their part, they have failed to recover the money thus expended.

The rations were of excellent quality, the cost being in excess of the Government allowance (25 cents per man per diem).

Battalion drill, with skirmishing, was well executed. I took occasion, however, to advise those amongst the officers and non-commissioned officers, who had not yet qualified at the Military School, to avail themselves of the first opportunity of doing so.

Bathurst Infantry Company.—Captain Barbaric.

Inspected on the 7th of August last. Owing to the distance of this corps from any desirable point of concentration for drill (prior to the opening of the Intercolonial Railway) and there being no corps of Active Militia now in Gloucester, squad and company drills, without their attractive application to battalion and brigade drill, have been all that this corps could possibly attempt; and I consider that the energetic Captain deserves credit, under the circumstances, in maintaining even a fair degree of efficiency amongst the fine body of men composing the company.

The Captain and his subalterns, however, should not fail to attend the Military School this winter.

Aid to Civil Power in Gloucester County.

The loyalty and patriotism, and their value as soldiers, of both officers and men of Northumberland, have been fairly tested during the past year. Called out in aid of the civil power in mid-winter, with no small difficulties to overcome, they responded to the call with no uncertain voice, and the force, as per margin, was

Newcastle Field
Battery, two officers,
41 non-com.
officers and men.

73rd Battalion,
four officers, 46
non-com. officers
and men.

quickly under arms, and *en route* to the scene of disturbance. Happily, there was no occasion for further service than their presence on the spot, and I cheerfully endorse the statement (B) of the Brigade Major himself, deserving praise for the example of readiness which he set to the "whole force," especially the Newcastle Field Battery, "having behaved well, and deserving thanks." In proof of the good conduct and discipline maintained in the Newcastle Field Battery, under its efficient commander, Major Call, during the lengthened period of six weeks it was stationed at Bathurst, I need but direct attention to the address to the officers of the corps by the Magistrates of the place and others, previous to their departure for their homes, and the reply thereto, enclosed herewith.

Enlistment for Corps on Service in Manitoba.

In compliance with General Orders (18) of the 2nd July last, I duly enlisted fifteen men for service in Manitoba, and on the 4th of August they proceeded to their destination in charge of a staff officer from Nova Scotia.

These men were drawn from the 1st Brigade Division, although each Division was requested to furnish its quota.

Military School.

With my usual efficient staff, Lieut.-Col. Oty, (since deceased) Adjutant; Captain McKenzie, 1st Instructor; Sergeant Daniels, 2nd Instructor, the Military School, under my command, has been in operation during the six months ended 30th May last, with the following results:—

- 2 cadets obtained 1st class certificates;
- 64 do 2nd class certificates;
- 12 cadets retired, failed to obtain certificates.

On the 25th of January, the Major General commanding inspected the School.

In addition to the prescribed rule (as to qualification of candidates for admission) the Board of Examiners required certificates from officers in command, showing that candidates are members of the force (and likely to be useful members.) By means of this additional check, those who would probably have attended more for the "gratuity" than for the benefit that might be derived from the "knowledge" acquired, were as far as possible excluded, and I am glad to say that at my inspections during the summer months, "past cadets" were to be seen in almost every corps, giving practical proofs of the utility of their course of instruction in the Military School at Fredericton.

Rifle Association.

Canadians generally, and it may be added Active Militiamen, may justly feel proud of the fresh honors won by their representatives at Wimbledon this year. Another proof, if proof were needed, that the force of the country is not deteriorating.

Lieut.-Col. Beer, who served for three years continuously as President of the New Brunswick Provincial Rifle Association, with credit to himself and advantage to the Association, declining re-election, Captain Perley, New Brunswick Engineer Corps, an officer of zeal and activity in whatever he takes in hand, has succeeded to that office.

In addition to the usual County Rifle Associations, Rifle Clubs appear to be doing good work. A new club has been formed at my own head-quarters, with Captain Cropley, 71st Battalion, as its energetic President.

In fact the desire appears to be that, from the local Rifle Club to the test match for Wimbledon (wherever it may be held), the succession of steps should be complete, their aim and object the same, their interests identical. I must add that by reducing the cost of ammunition the Government has materially facilitated the progress of Rifle Associations of whatever kind.

The following Associations held competitions this year, the returns which will be transmitted at an early day.

1. New Brunswick Provincial Rifle Association.
2. Charlotte County Rifle Association.
3. St. John do do
4. Carleton do do
5. York do do
6. Northumberland County Rifle Association.
7. King's County do
8. 62nd Battalion Rifle Club.
9. New Brunswick Engineer Corps Rifle Club.
10. Head-quarters Company Rifle Club.

Drill in Public Schools.

In my Report for 1873, I reverted to the question of extending the knowledge of drill to the common schools of the country, it being a question frequently brought forward as "deserving the most serious consideration, more particularly at a time when much thought is given to the intellectual and physical training of the young, when the thing to be desired is to preserve the sound mind in the sound body, and not to develop the intellect at the expense of the body."

The question has happily been considered by Parliament at its last Session.

I have now to add that both Lieut.-Col. Jago and myself have recently brought the subject under the notice of the school authorities at St. John and Fredericton respectively, pointing out, as stated in Lieut.-Col. Jago's letter to the Board of Trustees at St. John, April 21st, 1875, "that it appears to him that the loss of an hour or an hour and a half a week from the studies of boys over eight years of age in the public schools of the city, being instructed in the rudiments of drill and military exercises, would be more than compensated by the improvement in their physical condition." I regret that our efforts have not at present produced the desired effect, nor do I think that success in this important matter can be attained until there be, as recommended in my report as above, a joint arrangement made between the Dominion and Provincial Governments, with the view to "licensed schoolmasters being specially invited to attend our schools of military instruction, and on obtaining the necessary certificates of fitness, and on carrying on to the satisfaction of the Deputy Adjutant-General of the District a prescribed course of drill in each school, and that a small Government grant being made the school master."

I have the honor to be, Sir,

Your most obedient servant,

GEO. J. MAUNSELL, Lieut.-Col.

Deputy Adjutant General, Commanding Military District No. 8.
The Adjutant General of Militia,
Ottawa.

[A.]

ST. JOHN, N.B., Nov. 22nd, 1875.

SIR,—I have the honor to forward to you my Annual Report of the state of the Artillery in your District.

FIELD BATTERIES.

Newcastle Field Battery.

The Newcastle Field Battery was inspected by me, in your company, on the 29th July, 1875. This battery performed its annual drill at its own head-quarters. The horses looked well, and the harness, stores, &c., were in good order. The shot and shell practice made by the battery was very good. Major Call is a most energetic and useful officer, and evidently has the welfare of his battery thoroughly at heart.

Woodstock Field Battery.

The Woodstock Field Battery performed its annual drill at the Brigade Camp at St. Andrews. I had the pleasure of serving on your Staff at that camp, and so had excellent opportunities of not only inspecting the battery, but of observing its whole interior economy and discipline while in camp. Capt. W.P. Donnell (since deceased) was unable to be present, but in Lieut. H. Dibblee the battery had an excellent commanding

officer. The horses were of an excellent stamp, and the drivers being principally their owners, had the proper inducement to see that they were well cared for in camp. The harness was well looked after, and well fitted, and the stores, &c., in good order. The battery worked well, both at its own drills and also when acting with the infantry in brigade. The shot and shell practice was very good. Lieut. Dibblee is a smart, capable, young officer, who would be a credit to any service, and whose knowledge of an artilleryman's duties speak well for the Dominion Schools of Gunnery, from one of which he had just returned.

GARRISON ARTILLERY.

The four Batteries of Garrison Artillery, Nos. 1, 2, 3, and 10, New Brunswick Brigade performed their drill at their own hours, and were inspected by you on Sept. 21st, 1875. On this day their annual competition in shot practice came off. I have, in my report to the Inspector of Artillery with regard to this competition, made the following remarks: "The guns used by these batteries are 32-pounder smooth-bore guns, on sea service carriages, and when I state that they can all fire five rounds from these guns at 1,400 yards under nine minutes, and make practice that could not be beaten, I think it is clear that they are thoroughly effective gunners."

Living, as I have done for many years, in the same place with these men, I have naturally taken a peculiar interest in them, and I feel pleasure in stating that they are as good a volunteer corps as can be seen anywhere.

No. 7 Battery (Brevet Major Gillespie) of this Brigade was inspected at Chatham, on the 14th September, 1875. The battery made some good shooting with their 24-pounder smooth-bore gun. I have repeatedly pointed out the desirability of having proper platforms laid, and a small earthwork thrown up, and then a battery of guns mounted in it, for the defence of the Miramichi, for at present the flourishing towns of Chatham and Newcastle are at the mercy of any ordinary passenger steamer, with one gun mounted in her, which could easily set fire to both towns in a few hours.

I have referred, in my report to the Inspector of Artillery, to the absurdity of arming a gunner with the Snider rifle, and expressed a hope that at some time or other the revolver may be adopted as the personal weapon for an artilleryman; and though a few stand of rifles might be left with a battery, in order that the members may compete in rifle competitions, yet I trust that the time is not very far distant when it will be the desire of the artilleryman to perfect himself in the handling of ordnance, leaving the rifle to its rightful owner, his infantry comrade.

I have the honor to be, Sir,

Your obedient servant,

DARELL R. JAGO, Lieut.-Col.,

Assistant Inspector of Artillery, N. B. and N. S.

Lieut.-Col. G. MAUNSELL, Deputy Adjutant General,
Military District No. 8.

Annual Competition of the New Brunswick Artillery.

SAINT JOHN, September, 1875.

1st.—Mrs. Jago's silver cup, value ten guineas, with \$11 added by Lieut.-Col. Jago, to be competed for by a detachment from each battery, each detachment firing five rounds. Time allowed, ten minutes. The cup to be the property of the battery winning it twice.

2nd.—A silver cup, value £10 sterling, given by the officers, to be competed for by a detachment from each battery, no member of which may have shot in the first competition. Each detachment to fire ten rounds, "changing rounds" after each

shot. Time unlimited, but no person to advise or overlook the gun when laid by the No. 1. Cup to be the property of the battery winning it twice. 2nd prize, \$20; 3rd prize, \$10.

3rd.—A prize of a silver cup, given by Col. Thurgar, to be competed for by a detachment from each battery, firing three rounds each. Time allowed, six minutes. The Nos. 1 in this competition to be different from those in either competition. 2nd prize, \$10; 3rd prize, \$5.

Rules for Competition.

The marking, and all rules for the competition, will be taken from Lieut.-Col. T. B. Strange's pamphlet on "Classification and Selection of Marksmen."

Points will be given as follows:—

For direction—5 yards, right or left, 3 points.

“ 10 “ “ 2 “

“ 15 “ “ 1 “

For elevation—20 yards under or 40 yards over, 4 points.

“ 40 “ 60 “ 3 “

“ 60 “ 80 “ 2 “

A direct hit on the flag, staff, or buoy, to count five points extra; a ricochet hit, one point extra; a ricochet shot, out of bounds, to have no value.

A shot to have no value unless it obtains points for both elevation and direction.

DARELL R. JAGO, Lieut.-Col.,
Assistant Inspector of Artillery.

[B]

BRIGADE OFFICE, CHATHAM, 6th February, 1875.

SIR,—I have the honor to report that I received a requisition, dated 27th ultimo, from three Justices of the Peace, in the County of Gloucester, for a detachment of the Active Militia, to proceed to Caraquet, in said county, to aid the civil authorities in suppressing a riot, &c., and on the 28th ultimo, at 3 o'clock, p.m., two officers and 41 non-commissioned officers and men of the Newcastle Field Battery Artillery, under command of Brevet-Major Call, marched from Newcastle for Caraquet *via* Bathurst, and followed (so soon as they could be mustered in Chatham) by detachment, four officers and 46 non-commissioned officers and men of the 73rd Battalion. At 11 p.m., the first detachment of infantry marched from Chatham, and arrived at Bathurst at 5 p.m. on the 29th, and the artillery at 9.30 p.m. The Bathurst Justices required the artillery to remain at Bathurst to guard the gaol and prisoners, and on the 30th they required the infantry to go on to Caraquet, with all despatch, and to act as the Justices there may require. I proceeded on with the infantry, and got to Caraquet at 1 a.m., on the 31st January, all right, and reported arrival to the Caraquet Justices. Detachments of the force have been employed, as they were required to protect the constables while taking the rioters, and as guards over prisoners, and as sentries at several establishments in place of the constables. On the evening of the 3rd instant, the Justices informed me that the force could return home, and we marched for our head-quarters on the morning of the 4th instant, and arrived in Chatham on the 5th instant, at 8 o'clock p.m., all well.

I have much pleasure in reporting that both officers and men have all endeavored to hasten to the support of the lawful authorities, and have performed their duties with praiseworthy exertion and perseverance. The field battery certainly deserves praise for their indefatigable exertions in taking forward two 9-pounder guns, &c.,

the men having had to shovel through immense snow banks and long pieces of the road that were drifted full of snow as high as the fences, before they could get their guns along. The whole force have behaved well, and deserve thanks.

I have the honor to be, Sir,
Your obedient servant,

C. McCULLEY, Lieut.-Col.

Brigade-Major 3rd Brigade Division, Military District No. 8.

The Deputy Adjutant-General,
Commanding Military District No. 8.

[C.]

ADDRESS.

To Major Call, Lieut. Mitchell, Non-commissioned Officers and Men, of the Newcastle Field Battery of Artillery.

We, the undersigned inhabitants of Bathurst desire, on the eve of your departure from our midst, to convey to you our appreciation of the manner in which both you and the battery under your command have discharged your duties amongst us. The readiness with which you responded to the call of the authorities, and the manner in which you have performed duties, in many respects most difficult, have been worthy of praise. The strict discipline maintained, and the exemplary conduct of the men, have been frequent subjects of remark, and may be just cause for congratulation. While we are gratified, therefore, that the state of the county will justify the removal of the battery, we are no less pleased that its conduct amongst us has been such as not to leave any ground for complaint. Receive then our assurance that on leaving, you carry with you our best wishes for the future welfare of yourselves, and the men under your command.

We are, &c.,

JOHN FERGUSON, Senator,
and 37 Justices of the Peace, and others.

REPLY.

To the Hon. Senator John Ferguson, Bishop and others.

BATHURST, N.B., 10th March, 1875.

GENTLEMEN,—We, on behalf of ourselves and the battery under our command, beg leave to tender you our warmest thanks for your very handsome address, and we are very happy to learn that our services have been so highly appreciated. While we regret the unfortunate circumstance which necessitated our presence among you still we know it was our duty to carry out our instructions with as little delay as possible, and feel that not only as volunteers, but as citizens of the Dominion we should be ready and willing at all times to aid the civil power to carry out the law by which we are governed. We have endeavored, during our sojourn amongst you, to maintain as good order as possible; and notwithstanding the difference of opinion which here, existed on our arrival to discharge the duties devolving upon us in an efficient manner. We are pleased that the present state of your county is such as to warrant our removal; and we sincerely hope, that the day is far distant, when anything may occur to render military aid again necessary. Before leaving for our homes, allow us

to thank you for the hospitalities extended to us while here, and your very kind wishes for our future welfare; and hoping that you and your families may long enjoy health, happiness and prosperity.

We remain, Gentlemen,

Your obedient servants,

R. R. CALL, Brevet Major,
Commanding Newcastle Field Battery.

J. MITCHELL, Lieut.

[D.]

ORDERLY ROOM, 62ND BATTALION,
ST. JOHN, 7th May, 1875.

SIR,—I have the honor to report, for the information of the Major General Commanding, that on the 5th instant at 5 o'clock p.m., I received from the Mayor of this City the enclosed requisition to aid the civil power. The Mayor intimating at the same time, that as a large number of men outside of the Laborers Society were about going to work, he anticipated an attack by that organization. He arranged a signal; upon which I warned our men to assemble at the Custom House Drill Room as a rendezvous. The Mayor apprehended the greatest danger in the morning, when the laborers begin work. I therefore thought it prudent to order a detachment out, to hold themselves in readiness for service during the rest of the day. Knowing how difficult it is to guarantee the appearance of others than men on duty, when disturbance is imminent, accordingly I had a detachment on duty next morning at 6 o'clock—forty-two privates, three non-commissioned officers, one captain and two subalterns, and the Assistant Surgeon. The whole detachment being put in charge of the adjutant. The Mayor and myself were in constant attendance, and kept the detachment inside their quarters in the Custom House during the whole time they were on duty, to avoid the appearance of menace; meals were obtained at the Royal Hotel, immediately opposite,—and at 5 o'clock, p.m., of last evening, the Mayor having at my request first inspected the detachment, they were dismissed, happily without occasion arising for their service.

I have the honor to be, Sir,
Your obedient servant,

J. R. MACSHANE, Lieut.-Colonel,
Commanding 62nd Battalion.

The Deputy Adjutant General,
Commanding Military District No. 8.
Fredericton, N.B.

[E.]

ST. JOHN, N.B., August 10th, 1875.

SIR,—I have the honor to report, for the information of the Major General Commanding, that pursuant to General Order (No. 7), dated Ottawa, 23rd April, 1875, and under your own District Order, dated 8th June, the corps under my command completed the annual drill for 1875-76 on the 31st day of July, ultimo, in a regimental camp at Torryburne, on the banks of the Kennebecasis, within seven miles of St. John.

The continual changes in the attendance of men at evening drill of city corps, when that mode is adopted, the fractional drills and almost impossibility of making the defaulters keep pace with the regular attendants, to say nothing of the difficulty of battalion work in the evenings, if there were no other reasons, should suffice to indicate camps as the only satisfactory mode of performing the annual drill.

I had an excellent camping ground, on the centre of which is known as the "Old Race Course," a rising ground with sandy soil, sloping gently down on all sides to the race course. Two old wells on the spot furnished an abundant supply of water. I took, of course, the precaution of having them cleaned out by the Quartermaster, and inspected by the doctor before marching in. A capital place for bathing was within a few hundred yards. A deficiency of camp equipage in store caused me some inconvenience the first day, I had but eight tents and two marquees to march in with; I proceeded, however, rather than change the day fixed upon. There was an old building on the ground, which I knew would give shelter in case of necessity. Camp Tilley, at St. Andrews, should have furnished the tents, and I attended it to make arrangements for their prompt transmission, but owing to heavy dews or some cause they were behind time two days. I had to borrow 75 havresacks from the 8th Cavalry to complete.

I would here beg to submit that the allowance of 25 cents for cooked rations (marching in) should hereafter be put at the disposal of the commanding officer, who could then make proper arrangements for the first day's subsistence of the men. As it was in this instance the only men who were really fed on the first day, were the men of Captain Hazen's company, who followed the suggestion made in the Regimental Order, in regard of the cooked rations. Some desired to save the 25 cents; some to quarter on neighbors; some carry a lot of rubbish, the consequence is, when left to themselves, they are so badly subsisted they are unfit for work.

I beg to enclose, for the information of the same officer, a copy of Regimental Order, and which was found almost sufficient for the whole regulation of the camp.

The Government allowance for rations proved quite sufficient; in fact, there is a surplus in the hands of the Paymaster, and which I have detained there until satisfied that all the ration bills are paid, when, if it still remains, I will request the respective companies to place it at the disposal of the Quartermaster, in consideration of the efficient way in which he discharged his duties.

You will be able to inform the Major General Commanding of the use made of our time when you inspected us. The drill was proceeded with throughout the whole period of the camp in the order of the red books. The target practice was performed the last four days of the camp.

Though the Storekeeper kindly furnished targets, and an excellent range offered at one side of the race course, I preferred to avoid the possibility of casualty by marching the target party, two companies per day, to the permanent range at "Drury's," some five miles from camp. As the Assistant Surgeon had to accompany them, I beg to submit that horse allowance should be granted that officer, and of the incidental charges of the camp for which Government makes no provisions, namely, hire of the ground, cleaning wells, &c., I submit respectfully an appropriation of \$40 should be made therefor.

The Storekeeper only claims a deficiency of one blanket and two pin-bags in respect of this camp.

I have the honor to be, Sir,
Your obedient servant,

J. R. MACSHANE, Lieut.-Col.,
Commanding 62nd Battalion.

The Deputy Adjutant General,
Military District No. 5,
Fredericton, N.B.

Regimental Order by Lieut.-Col. MacShane, Commanding 62nd Battalion.

ST. JOHN, N.B., July 7th, 1875.

1. In accordance with District Orders, dated at Fredericton on the 8th day of June last past, the 62nd Battalion will assemble at their barracks on Monday, the 19th inst., at 8 a.m., preparatory to marching into camp at Torryburn on that day. If, owing to a deficiency of camp equipage, a few days postponement should have to take place, reasonable notice will be given in Orders.

2. The Quartermaster will place himself in communication with the District Storekeeper, Lieut.-Col. Evans, with a view to arrange with that officer for receiving camp equipage one day previous to that fixed for camp. A tent party of one man per company will be detailed for that duty, who, together with the Quartermaster and Quartermaster Sergeant, will receive an extra day's pay for receiving the camp equipage and raising the tents. Articles wanted first should be placed on waggons last, as, for instance, tents and pegs; blankets under all. The ammunition (ball 15 rounds per man and blank) might be transported with the equipage.

3. All the men going into camp, in addition to their arms, accoutrements, and great coats, should have one change shirt, one change socks, needle and thread, knife, fork, spoon, tin plate and cup, piece soap, towel, brush and comb, and a reasonable proportion of oil for rifles. Blacking and shoe brushes should be provided per squad. Small stores might be packed in great coat as knapsacks.

4. Officers commanding companies will provide camp kettles, for which an allowance of \$6 per company will be made. For the comfort of the men, they should enjoin on them to have comfortable boots (low heels), hair neatly cut, and be provided with the small stores named. They will also take care to have one day's cooked rations on the day of marching in. The most portable and nutritious would be sandwiches, for which seasonable arrangements should be made. Glass flasks are easily obtained; each man should secure one, which might be used as a water-bottle and put in the havresacks.

5. On arriving at camp, the Adjutant will tell off and parade the following parties:—Water party, two per company; ration party, two per company; wood party, two per company; cooking party, two per company; latrine party, one per company.

6. First day: Captain of the day, Capt. Nugent; next for duty, Capt. Likely; Subaltern of the day, Lieut. McLean; next for duty, Lieut. Sturdee.

7. Inlying piquet: One non-commissioned officer and two men per company. Officer of the day will instruct them in their duties.

8. Camp police: One non-commissioned officer and one man per company. The Quartermaster will instruct them in their duties.

9. For guards: One sergeant, one corporal, and nine men.

10. The following hours will be observed in camp:—Reveille, sunrise; rations, 5.30 a.m.; drill, 6 to 7.30 a.m.; breakfast, 8 a.m.; orders, 10 a.m.; drill, 10 to 12 a.m.; dinner, 1 p.m.; drill, 3 to 5.30 p.m.; evening meal, 6 p.m.; retreat, sunset; tattoo, 9.30 p.m.; lights out, 10.30 p.m.

11. Officers commanding companies will be held responsible for the warning of the men.

By Order,

A. BLAIN,

Captain and Adjutant.

MILITARY DISTRICT No. 9.

HEAD-QUARTERS, HALIFAX, N.S.,
7th December, 1875.

SIR,— I have the honor to inform you that the quota of Active Militia required to be furnished from the District under my command, was fixed at 4,284. Under the present regulations reducing the effective strength of corps, the nominal strength of the force, were the respective corps complete to their established strength as authorized, would be 240 officers, and 3,263 men.

The total actual strength of the force which mustered at the annual drill for 1875-76, was 214 officers and 2,819 men,—three officers and 222 men were for various causes absent from their corps during the annual drill.

Pictou Battery Garrison Artillery waiting issue of clothing before completing drill and final inspection.

Corps of the established strength of twenty-three officers and 312 men have been relieved from annual drill this season.

The Active Militia in this District consists of the following corps which, at the time of annual drill, turned out as under:—

	Officers.	Men.
Kings County Troop Cavalry	2	39
Halifax Light Battery.....	5	81
1st Halifax Brigade Garrison Artillery.....	19	224
2nd do do	18	236
Lunenburg Battery (not drilled).....	00	00
Mahone Bay Battery (not drilled)	00	00
Digby Battery	2	38
Pictou Battery	3	43
63rd Rifles (Halifax).....	20	252
66th Battalion (Halifax)	23	334
68th Battalion (Kings County)	26	352
69th Battalion (Annapolis)	26	373
72nd Battalion (Annapolis).....	19	239
75th Battalion (Lunenburg; not drilled)	00	00
78th Battalion Highlanders.....	22	235
Cumberland Provisional Battalion.....	15	163
Victoria Provisional Battalion.....	14	210

The annual drill was performed in accordance with General Order (No. 7) of 23rd April, 1875, as in documents (A) and (B) herewith enclosed.

Annual inspection reports are also enclosed.

I have the honor to be, Sir,

Your most obedient servant,

J. WIMBURN, LAURIE, Colonel,
Deputy Adjutant General,
Commanding Military District No. 8.

Adjutant-General Militia,
Ottawa.

[A.]

The Halifax Brigade consisting of—

Halifax Light Battery.....	Captain Graham.
1st Halifax Brigade Garrison Artillery.....	Lieut.-Col. Mitchell.
2nd do do	Lieut.-Col. McPherson.
63rd Battalion Rifles.....	Lieut.-Col. Pallister.
66th Battalion Infantry	Lieut.-Col. Bremner.

performed their annual drill at Brigade head-quarters, on the 24th May the Brigade turned out in force to celebrate Her Majesty's birthday; and I placed myself and the brigade under the orders of the officer commanding the garrison at Halifax. The brigade was formed in division with the regular troops, firing *feu-de-joie* and going through the usual ceremonies of a birthday parade. On the 8th of October I paraded the brigade for a field day and annual inspection; the movements of the field day being based on the supposition that the force was entrenched in the outskirts of the town, and made a vigorous sortie upon the head of the columns of an enemy advancing to the attack of the place. I explained beforehand the general idea of the day's movements to the brigade, and was pleased to see that both officers and men entered much more readily into the spirit of the work to be done.

The Brigade, thanks to the zeal and energy of the commanding and other officers of corps, both turned out and drilled very creditably as usual.

The Light Battery practiced at 1,400 yards range, and the practice was conducted with the usual accuracy; reference to this will be found in the Report of Lieut.-Col. Jago, the Assistant Inspector of Artillery, who was present.

The battery for the practice of the Garrison Artillery, not having been armed as was proposed last year, and the guns in the battery from which the practice was conducted last year having been dismantled, I was unable to arrange for the shot and shell practice of the Garrison Artillery.

The rifle target practice of the several corps was, with one exception, performed as usual under the immediate supervision of a Field Officer.

DEBERT CAMP.

The rural battalions of the 1st Brigade, consisting of 78th Highlanders, Lieut.-Col. Campbell, and the Cumberland Provisional Battalion, Major Harrison, drilled in camp at De Bert, commencing on the 22nd June. Cumberland Battalion not having served previously in camp, found a good deal of novelty in the work, but made the best of everything, and accommodated themselves very readily. The Regimental Staff appointments, which had up to this time been vacant, were mostly filled up by the officers hitherto serving with the companies, and the companies were, with one exception, almost entirely re-officered on the eve of going into camp. Fortunately, the new officers were mostly from the former Nova Scotia organization, and accustomed to command, and picking up the new drill readily, and brought on their men very satisfactorily.

The 78th made a very good appearance, showed a thorough good will, and did themselves and their officers credit. Some little trouble was experienced, owing to the date of the change of gauge of the Intercolonial having been altered after the arrangements for this camp were made, but all difficulty as to the transport of troops and stores was obviated by the ready courtesy of the officials connected with the railroad, who did their utmost to meet my wishes, by arranging trains to connect with the branch lines, &c.

The three Pictou companies came to camp much reduced in numbers, the men having been engaged to work on the railroad during the change of gauge. These companies are composed of good reliable men, and have hitherto maintained their strength well; and I trust, will in the future as in the past, be complete in numbers.

The ground at De Bert is well suited for encampment, being a dry, sandy barren; the water supply is good. The ground is rough for drill, but affords ample room for field movements, being broken into belts and clumps of wood, and being very extensive, I was enabled to change the ground for manoeuvres each day. In order to give the Brigade an idea of the meaning of the movements performed, I detailed Major Yeomans, the Brigade Musketry Instructor, to take charge of a party of markers, who carried flags and represented a brigade of the enemy; this duty was intelligently and well performed by him, and thus carried out, gave to all ranks far more real interest in the movements, than if they had been simply obeying orders, going through drill without understanding the object.

The proprietor of the property on which the camp was formed, very obligingly gave me full control of the whole ground during the annual drill, and I was thus enabled to prevent the establishment of shanties for the sale of intoxicating liquors, and to this I ascribe much of the comfort that was enjoyed by all ranks, and the good discipline that was maintained during the entire drill.

PICTOU.

The Pictou Battery of Garrison Artillery, lately organized to man the battery erected for defence of the harbour, did not receive clothing or arms in time to complete its drill by the present date. Captain Gordon paraded the battery (in plain clothing) for my inspection, and I was much pleased with its appearance; he has evidently drawn his recruits from the best class of young men in the town of Pictou.

AYLESFORD CAMP.

The undermentioned corps, consisting of Kings County Troop of Cavalry, Capt. Ryan; 68th Battalion, Kings County, Lieut.-Col. Chipman; 69th Battalion, Annapolis County, Lieut.-Col. Starratt; and 72nd Battalion, Annapolis County, Lieut.-Col. Parker, performed their drill in Brigade Camp, at Aylesford, in September.

The improvement in the physique of the men was very marked, the companies were almost without exception at full strength, and with but trifling exceptions the men behaved well, and the commanding and other officers seemed determined to maintain discipline, which was enforced more firmly than heretofore.

Lieut.-Col. Starratt, 69th Battalion is, to a large extent, successful in retaining the same men in the ranks from year to year, consequently his battalion shows a marked improvement in drill and turn-out. Where the Captains exercise a proper influence over their men and are careful in their selection, I notice the companies are full, and the more particular the Captain, the better class of recruits he obtains; good men object to serving in the same companies as rough characters. I believe the Captain can get whichever class he chooses, but the company must be composed altogether of one or the other.

The Brigade movements, both battalion and skirmishing, were very fairly performed, but owing to some misunderstanding, a portion of the ground usually available for drill had been ploughed up, and the space at my command for manoeuvring was limited. Unless the whole of the ground can be secured, it will be necessary to change the place of encampment and drill. I must again record my satisfaction with the turn-out of the Kentville troop; it is unaccustomed work for a well-to-do farmer to clean and keep in good order all the horse appointments, arms and accoutrements of a cavalry soldier, as well as perform his full number of hours drill, and attend to, feed, and clean his horse, and the way in which all this was done, shows that the men whom Captain Ryan commands are not mere holiday soldiers.

LUNENBURG.

I was desirous that the 75th Battalion should go into Brigade Camp, at De Bert, in June, but Major Rudolf stated it would be inconvenient for his battalion; so in order to suit the convenience of the men, it was arranged that the battalion should drill at

Mahone Bay, on the 5th October. Telegraphic instructions from Ottawa, received on 23rd September, directed that all further camp drill should be stopped, accordingly the order for the assembly of the battalion was cancelled.

The Lunenburg and Mahone Bay Batteries Garrison Artillery were to have drilled in camp with the 75th.

DIGBY.

The Digby Battery Garrison Artillery drilled at local head-quarters. Very little attention had been paid to company or rifle drill. I inspected this battery at Digby on the 28th September. Lieut.-Col. Jago witnessed the shot practice from the 32-pounder guns. His report (B) is attached.

CAPE BRETON.

The Victoria Provisional Battalion drilled in July, in Regimental Camp at Baddeck, under the superintendence of the Brigade Major, Lieut.-Col. Read, who inspected the battalion at the conclusion of the training, and reports (C) very favorably of the appearance, behaviour, and general progress made by the men. I much regret that pressing official engagements compelled me, at the last moment, to give up my appointment for inspecting this battalion.

I would again call attention (see [B] of Report, 1874) to the necessity for a proper overhauling of the arms in possession of the several corps throughout this district.

Accoutrements.

The matter of accoutrements (see Report, 1874), although not of pressing importance, deserves consideration, as men who cultivate pride in themselves and their appearance, are more likely to take interest in training in time of peace, and therefore to be more useful in time of war, for which our training is intended as a preparation.

Uniform.

A more frequent issue of trowsers is very necessary. The serge jacket, though very serviceable and comfortable on actual service, is not smart, and, especially in city corps, is strongly objected to; and I would recommend that the full dress tunic be issued, as heretofore.

The forage-cap with double peak, as issued to the 68th Battalion, is far more serviceable than the peakless Kilmarnock, but it is heavy, and requires to be a good fit, or the soldier cannot keep it on his head. It is, I think, too shallow in the crown.

Training.

I would again urge the necessity for preliminary training annually for officers and non-commissioned officers.

J. WIMBURN LAURIE, Colonel,
Deputy Adjutant General,
Commanding Military District No. 9.

[B]

SAINT JOHN, N.B., November 22, 1875.

SIR,—I have the honor to forward to you my annual report on the state of the Artillery in your District :—

FIELD ARTILLERY.

Halifax Field Battery.

I was present at the annual competition of the Halifax Field Battery, on August 5th, 1875, and had great pleasure in witnessing some very good practice. Captain Graham appears perfectly at home with his handy little guns, and as they are light and small, it appears to me that they are well suited for these Provinces, as they could not only be taken anywhere; but are effective for as long a range as you can generally depend upon getting. The harness was in good order, as well as the stores, and I was struck with the intelligence and knowledge of fuzee, ammunition, &c., displayed by the non-commissioned officers, a fact which spoke well for the instruction they have received.

Garrison Artillery.

I regret that the unfortunate failure of the Imperial Authorities to arm the battery, which they kindly offered to place at the disposal of the Volunteer Artillery, early in the year, prevented my having any opportunity of seeing the two brigades of Garrison Artillery at their duties as artillerymen. With the fine drill shed they have at their disposal, and the services of their Adjutant, Captain Bland, as Drill Instructor, I trust the loss of a season's outdoor drill will not be so detrimental.

Outlying Batteries, Digby.

The Digby Battery was inspected, September 28th 1875. The men worked their guns well, and made very good shot practice. I purposely held over the shell till next year, as the battery is comparatively new, and neither officers nor men appear to know much about their duties as artillerymen. Captain Daley, who seems to be active and energetic, would, I think, make a good officer, if he underwent a course of gunnery. It is in fact necessary that from all outlying batteries, some officer or non-commissioned officer should attend a course of gunnery, or that a trained instructor should be furnished to them during their annual drill.

General Principles.

In my report to the Inspector of Artillery, I took occasion to refer to the want of system with which it appeared to me that batteries of Artillery were occasionally dotted about without much reference to their actual utility, and to express a hope that the place where a battery of artillery should be raised in future, should be determined by a board of officers; that a small earthwork should be thrown up, proper platforms laid down, and three or at the most four guns mounted, and the whole placed under the care of a paid caretaker belonging to the battery. By this means I consider that the number of batteries in each District would be less, but that for purposes of defence, they would be vastly more efficient.

I have also referred in my report to the Inspector of Artillery, to the absurdity of arming a gunner with the Snider Rifle, and expressed a hope that at some time or other, the revolver may be adopted as the personal weapon of an artilleryman, and

though a few stand of rifles] might be left with a battery, in order that the members may compete in rifle competitions, yet I trust the time is not far distant when it will be the desire of the artilleryman to perfect himself in the handling of ordnance, leaving the rifle to its rightful owner, his infantry comrade.

I have the honor to be, Sir,

Your obedient servant,

DARELL R. JAGO, Lieut.-Colonel,
Assistant-Inspector Artillery.

To Col. J. WIMBURN LAURIE,
Deputy-Adjutant-General Military District No 9.

[C]

SYDNEY, 20th July, 1875.

SIR,—I have the honor to submit for your information, the following report on the Militia Camp, held at Baddeck, on the 5th July, 1875, and following days, according to general orders. I beg leave to report that the Victoria Provisional Battalion, attended in good strength, and made good progress in drill and discipline. I noticed a marked improvement in both the drill, and also the general appearance of the men, on this occasion, over last year's drill; and no crimes or irregularities were reported. Major Bingham, commanding the battalion, and the officers of this corps, I have much pleasure in reporting as zealous and efficient.

The general orders respecting drill and discipline were strictly carried out.

I remained in camp during the whole period, and personally superintended each parade.

I beg leave to enclose a parade state and target practice returns.

I have the honor to be, Sir,

Your obedient servant,

C. CREWE READ, Lieut.-Colonel,
Brigade Major, 3rd Division.

The Deputy-Adjutant-General, &c., &c., &c.,
Commanding Military District No. 9, Halifax.

MILITARY DISTRICT No. 10.

WINNIPEG, December 14, 1875.

SIR,—In forwarding to you my report for the current year of the Military District under my command, I have the honor to state :

Local Militia.

That as regards the authorized strength of the Local Active Militia no change has taken place since the date of my last report; the gazetted corps being :

The Winnipeg Field Battery.

“ South St. Andrews ” or “ Lisgar ” Rifle Company.

“ Mapleton ” “

“ Poplar Point ” “

making altogether a nominal quota of two hundred and fifty-five officers and men.

Winnipeg Field Battery.

Of these, the Winnipeg Field Battery, of whose promise of efficiency I have already reported, assiduously drilled during a considerable portion of the year; but in consequence of the non-arrival of their uniform, until subsequent to the order postponing annual drill for the current year, the corps was unable as purposed to go into camp for the annual drill and practice, previously to the setting in of the winter season.

The drill, if permitted, will be completed in the spring of the ensuing year.

South St. Andrew's Rifle Corps.

This corps occupies a well built drill shed and armory, erected without any pecuniary assistance from the Militia Department, and is, I respectfully represent, deserving of all consideration.

The “ South St. Andrews ” Company gave seven consecutive days of drill at their head-quarters, drilling six hours each day, and one day for rifle practice.

I have rarely held a more satisfactory inspection of any corps than that which this company afforded; the skirmishing practice was far better than in many much older corps which I have inspected in various parts of Canada.

“ Mapleton ” and “ Poplar Point ” Companies.

I regret that the remaining corps, in consequence chiefly of their officers commanding having left the limits, have again this year failed to perform their annual drill, and that, therefore, and in view of a reorganization in their Company Districts, I have had to recommend that the “ Mapleton ” and “ Poplar Point ” Companies be removed from the Militia List, having become disorganized.

I have earnestly to trust that the recommendation as to reorganization of the Militia in this province which from time to time I have had the honor to submit, and especially the memorandum on the subject, which I had the opportunity of presenting to the Major General Commanding on the occasion of his visit to this province in July last, may receive early consideration.

Original organization of Militia in the Province.

The hasty, and therefore ill-considered organization, which was effected at a moment of excitement in this province in 1871, has, as was evident to me it must, when I assumed command of this district, proved unsuccessful in many instances; but I have every confidence, that with the more settled character of the population which now prevails; a Volunteer Militia force can be established here on a basis which will compare most favorably with the older provinces.

Original term of enlistment expired.

The term of enlistment in the "South St. Andrews" Rifle Company has now expired and a fresh enrolment will be requisite. In effecting this, and in the case of all other Infantry Companies in the province, I most strongly recommend that they be enrolled as Infantry with Infantry (red) uniform, and not as Rifle corps.

No expenditure is involved in the change, and I respectfully submit that the uniform is better adapted to the circumstances of the province, and contingencies which may possibly arise hereafter, than the present clothing which is now worn out.

Dominion Force on Service in Manitoba.

The gradual reduction of strength of the force enlisted for service here, has reduced the numbers to one hundred non-commissioned officers, and men organized with officers as follows:

Artillery.—Officers, 2; N.-C. officers and men, 20.	Total.....	22
Infantry.— " 9 " " 80	"	89
	Total.....	111

Of the men comprising this force; but very few remain of those who had previously served; with few exceptions they are all of drafts despatched from the Eastern Provinces in August last.

The general conduct and physique of these men is all that can be desired; and with few exceptions reflects credit on the various military districts from which they have been drawn.

In this force, as will be seen in the ordinary monthly returns crimes and disorders are rare; while at the same time the strictest discipline is observed, and the proficiency in drill, considering the short period which has elapsed since the enlistment of the men, is most satisfactory.

Rifle Range and Target Practice.

In accord with authority given from head quarters, a small expenditure has been made in constructing a rifle range for the troops at a distance of about twelve miles from Winnipeg to the Eastward of the Red River.

The whole of the force with the exception of a few casuals, have gone through a musketry course and practice; the men proceeding by detachments to the ranges, and encamping until the practice was completed.

The ranges are well and conveniently situated, and can be safely made available for artillery as well as rifle practice. The cost of construction is very considerably less than the authorized expenditure.

Barracks.

The palisade around the site of the new barracks, designated by authority "Fort Osborne," has been completed; it is greatly to be desired that in the ensuing spring an appropriation may be made for the purpose of carrying out the design with regard to storage, magazine and drainage; a comparatively small expenditure would place these barracks in a condition which for a number of years to come would render them most convenient head quarters for any strength which the exigencies of service, either temporary, or permanent, would be likely to require in this Province.

School of Instruction.

I have respectfully to call attention to my recommendation of last year that a School of Instruction in connection with the force on service here should be established—the expenditure as I pointed out would be trifling, as the duties of commandant can be discharged by the Deputy Adjutant General, without cost on this head, or in his temporary absence, on duty from his Head-quarters here, by an officer of the force on service.

The officers or non-commission-officers attending the school should be regularly attached to the force during their attendance at the school, and be in all respects as regards discipline under the same regulations as the troops on service. I beg to lay especial stress on my submission of this recommendation to the Major General Commanding.

Armorer Sergeant.

I have respectfully again to call attention to the absolute necessity of a qualified Armorer Sergeant being attached to this district.

General Remarks.

As the Major General Commanding has so lately personally visited this Province and the North West Territories, it would be superfluous for me to enter at length into my views as to the nature and composition of the Militia Force requisite for the defence and maintenance of order in this isolated portion of the Dominion; moreover, I have already, from time to time, had the honor to report on the subject. I may however, be permitted most strongly and respectfully to urge that authority should be given to me to raise corps of local Volunteer Militia, on the basis of my memorandum of 19th July last, and that in the meantime, and until the circumstances of the population of this new Province permit the Militia system, which in other, and older portions of the Dominion has borne such good fruit, to take firm root here; that the Force on service be augmented, at all events, to such small extent as may enable a detachment to be stationed at some point to be determined on in the western section of Manitoba, and at the same time leave at the least a strength equivalent to that now stationed in this, the central point of the Province.

I have the honor to be, Sir,

Your most obedient Servant,

W. OSBORNE SMITH, Lt.-Col.,
D.A.G. Military District No. 10,
Commanding Dominion Forces in North West.

The Adjutant General,
&c., &c., &c.,
Ottawa.

MILITARY DISTRICT No. 12.

HEAD QUARTERS, CHARLOTTETOWN.

20th November 1875.

SIR,—In transmitting the accompanying Inspection Report, I have the honor to state for the information of the Major General Commanding, that in accordance with your instructions of the 23rd April last, I immediately proceeded to call for Volunteers for the purpose of enrolling the quota of Active Militia required in this district; but as these instructions arrived simultaneously with the issue of the General Order of the same date prescribing the annual drill of the Militia of the Dominion, I was met with much hesitation on the part of the population in coming forward to volunteer, the employers in the towns intimating to the young men in their service that they would be discharged if absent from their engagements for twelve days in camp, while in the rural districts the inhabitants being chiefly small landholders, much distaste was expressed at the prospects of having to leave their farms and live stock for so many days without their oversight. While endeavoring to overcome these obstacles the timely visit of the Major General Commanding, and his permission being given for the drills to be performed for this year at Company head quarters, enabled me to complete the service rolls without much further delay.

The localities determined on by the Major General for the head quarters of the several companies are without doubt the very best which could be selected; in King's County the four seaports of Georgetown, Montague, Souris, and St. Peter's have each the advantage of one company; and in Prince County the harbors of Summerside, Alberton, Port Hill, and Tryon have a similar number, and I have been assured by many of the residents in these counties that they viewed with much gratification the action of the Government in affording them this very desirable and much needed protection, particularly in harbors where so many as three hundred sail of foreign fishing vessels have congregated at the same time, and the landing of some hundreds of their crews keeping the inhabitants in fear and anxiety for days together. In Queen's County the head quarters of five companies are within two miles of the City of Charlottetown, and immediately available for any duty required, while the remaining three companies are judiciously posted at Crapaud, Wheatley River, and Strathalbyn.

The King's County Provisional Battalion being the first to complete the annual drill I commenced my inspection on the 30th August, and considering the very short time since their enrolment I had reason to be satisfied with both officers and men; Captain Owen, commanding the Georgetown Battery of Garrison Artillery, is an attentive good officer and I would strongly recommend his being supplied with two nine-pounder guns for the service of his fine battery; for as the drill shed in the town has been lately put in fair repair there is every facility for his instructing his men during the winter season. Major Macdonald commanding this battalion has provided a good six hundred yard range and erected Butts thereon at his head quarters, he has shown himself most zealous in the organization and drill of the several companies.

I next inspected in September the Prince County Provisional Battalion. There was considerable difficulty in enrolling any company in Summerside, but owing to the indefatigable exertions of the Lieut.-Colonel Hunter-Duvar a battery of Garrison Artillery has been raised and performed the annual drill under command of Acting Captain Bethune, the two officers who were gazetted to this battery having resigned at the commencement of the drill. I would recommend that this Battery be also supplied with two nine-pounder guns, there being a good drill shed in the city now in course of thorough repair and available for instruction. The three companies of this Battalion are a fine body of men, well commanded, with much future promise.

In Charlottetown the first Battery of Garrison Artillery under Major Pollard, which has been very much benefited by the supervision of Lieutenant Colonel McGill commanding the Queen's County Provisional Battalion, finished the annual drill on the ninth instant, and I inspected it the following day. Having had the advantage of preliminary instruction prior to the commencement of the twelve days, annual drill, their performance on parade shewed a proficiency far in advance of what could have been otherwise looked for and proves how much may be accomplished by a little extra zeal on the part of both officers and men.

As there is an excellent drill shed with gas lights at his service Major Pollard promises to instruct his Battery in heavy gun drill during the winter. The Queen's County Provisional Battalion on the representation of its commanding officer was relieved from the performance of the annual drill by your authority of the 31st August; the companies have not yet been supplied with arms, clothing or equipment, which await the requisition of the officer commanding.

The 2nd Battery of the Charlottetown Garrison Artillery under command of Major Morris, and the Charlottetown Provisional Battalion under command of Lieutenant Colonel Beer, having deferred the annual drill until the end of September had only commenced when the order arrived for the suspension of all drill from the 27th September to the 23rd October; since the latter date the drills have been resumed and I am informed will be completed on or before the first proximo.

A Provincial Rifle Association has been organized this autumn under the influence and direction of Lieut.-Colonel Rankin of the late local Militia, an officer of experience and sound judgment. The first meeting of the Association was held at Kensington on the first and second of October when upwards of one hundred and fifty of the Active Militia attended to compete for the prizes; with the liberal assistance of the general Government and the subscriptions from the members there is every reason to expect the Association will prosper, and it may be confidently anticipated that excellent results will follow the opportunity thus afforded both to officers and men to prove their skill in the use of their fine weapons at the annual meetings.

The quota of Active Militia now in this District consists of

Corps.	Commanding Officer.	Officers'.	N. C. Officers and men.
No. 1. Charlottetown Battery Garrison Art.	Major Pollard.....	3	40
Georgetown do	Captain Owen.....	2	40
No. 2. Charlottetown do	Major Morris.....	3	40
Summerside do	Acting Capt. Bethune.	2	40
Queen's County Provisional Battalion	Lieut.-Colonel McGill....	10	120
King's County do	Major Macdonald.....	13	120
Charlottetown do	Lieut.-Colonel Beer....	12	120
Prince County do	Lt.-Col. Hunter-Duvar..	9	120
Total.....		54	640

I have the honor to be, Sir,

Your most obedient humble servant,

JOHN HAMILTON GRAY,
Lieut.-Colonel, Deputy Adjutant General,
Commanding Military District No. 12.

To the Adjutant General,
Head Quarters, Ottawa.

APPENDIX

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1. Lieut.-Col. J. B. TAYLOR, D. A. G. M.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.				
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.		
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.								
1st Regt. of Cavalry	4	Lieut.-Col. Cole, St. Thomas	15	220	15	160	At London.	Commenced 7th September, 1875.	175	Brigade Camp at London.	16	Rail. Marched.		
No. 1 Troop.		Capt. Barnes, St. Thomas			2	39							12 days.	2
No. 2 do		Capt. Peters, London			2	39							60	2
No. 3 do		Capt. Stewart, Mooretown			2	38							100	2
No. 4 do		Capt. Murray, Kingsville Staff.....			2 7	39 5								
London Field Battery.....	1	Major Peters, London			5	74	do	do	60	do	2	do	Marched.	
Wellington Field Battery.....	1	Major McDonald, Guelph			4	74	Guelph.	Commenced 22nd June, 1875.	59	Brigade Camp at Guelph.	1	do	do	
Goderich Garrison Artillery.....	1	Major Thomson, Goderich			2	39	do	do	do	do	70	do	do	
Sarnia Garrison Artillery.....	1	Capt. Adams, Sarnia			2	89	Brigade Camp at London.	Commenced 7th Sept., 1875.	do	Brigade Camp at London.	68	do	do	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.				Miles.	Mode.	
7th Battalion.....	7	Lieut.-Col. McBeth, London	22	385			Brigade Camp at London.	Commenced 7th September, 1875.	12 days.	Brigade Camp at London.		
No. 1 Company.....		Capt. O'Brien London	2	55	2	42						
No. 2 do		Capt. Porter, London	2	55	2	42						
No. 3 do		Capt. Morden, London	2	55	2	42						
No. 4 do		Capt. Birrell, London	2	55	2	42						
No. 5 do		Capt. Dixon, London	2	55	2	42						
No. 6 do		Capt. McIntosh, London	2	55	2	42						
No. 7 do		Capt. Peel, London Staff	2	55	2	42						
					7	5						
22nd Battalion.....	8	Lieut.-Col. Cowan, Woodstock		440			do	do	do	do	Rail and Wagon.	
No. 1 Company.....		Capt. Perry, Woodstock			2	57						28
No. 2 do		Capt. Loveys, Embro			2	28						30
No. 3 do		Capt. Horner, Princeton			2	30						38
No. 4 do		Capt. Ellis, Ingersoll			2	42						18
No. 5 do		Capt. Mullins, Norwich			2	39						50
No. 6 do		Capt. McClenaghan, Strathallan			2	41						30
No. 7 do		Capt. Chambers, East Oxford			1	26						35
No. 8 do		Capt. Munro, Lakeside			2	38						36
		Staff			9	5						

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.					
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.			
			Officers.	N. C. O. and Men.	Officers.	N. C. O. and Men.									
24th Battalion	7	Lieut.-Col. Smith, Chatham		330			Brigade Camp at London.	7th September, 1875.	12 days.	In Camp.		R. W. R.			
No. 1 Company		Capt. Smith, Chatham			2	39									60
No. 2 do		Capt. Stephenson, Chatham			1	33									60
No. 3 do		Capt. Rowe, Blenheim			2	37									72
No. 4 do		Capt. Martin, Valletta			1	41									77
No. 5 do		Capt. Robinson, Bothwell			2	38									40
No. 6 do		Capt. Hughes, Dresden			2	41									58
Windsor In. Co'y		Capt. Rice, Windsor Staff			2	40									120
					7	5									
25th Battalion	6	Lieut.-Col. O'Malley, St. Thomas		330			do do do do	do do do do	do do do do	do do do do		Wagon.			
No. 1 Company		Capt. Campbell, St. Thomas			2	37									
No. 2 do		Capt. Watts, Vienna			2	42									30
No. 3 do		Capt. Weisbrod, Aylmer			2	39									12
No. 4 do		Capt. Backus, Walacetown			2	42									22
No. 5 do		Capt. Edgecombe, Port Stanley			2	31									15
No. 6 do		Capt. Casey, Fingal			2	40									
					7	5									

Performed the Annual Drill for 1875-76.—Continued.

No.	24 hours.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.		
										Number of Non-exercised Men, if any.	Ranges.		Figure of Merit.	
										Battalion.	Company.			
										Date of Inspection.		Date when drill was completed.		
do	17½ cents.			Very good.										
do	Very good.													
do	None.													
21 performers.	Good Band, 16 performers.													
do	Good.													
Skirmishing, Battalion and Brigade Drill.	Skirmishing, Battalion and Brigade Drill satisfactory.													
do	Yes.													
do	16													
do	10													
do	8													
do	5													
do	2													
do	9													
do	5													
do	17													
do	19													
do	14													
do	17													
do	5													
do	16													
do	17-105													
do	16-05													
do	22-11													
do	17-03													
do	15-23													
do	22-14													
do	17-05													
do	14-19													
do	10-03													
do	8-10													
do	15-09													
do	19-08													
do	15-27													
do	9-29													
do	15-16													
do	16th September, 1875.													
do	18th September, 1875.													

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.			
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
26th Battalion	8	Lt.-Col. Attwood, London		440			Brigade Camp at London.	7th September, 1875.	12 days.	In Camp.		
No. 1 Company		Capt. Garnett, Delaware			2	31					13	W
No. 2 do		Capt. Lindsay, Strathroy			2	63					30	RW
No. 3 do		Capt. McMillan, Harrietsville			2	39					16	W
No. 4 do		Capt. Brown, Thamesford			2	40					18	W
No. 5 do		Capt. McMillan, Lucan			2	24					18	W
No. 6 do		Capt. McKellar, Pork Hill			2	36					30	R
No. 7 do		Capt. Irwin, Strathroy			2	42					20	R
No. 8 do		Capt. Wood, St. John's Arva			2	34					7	W
		Staff			7	5						
27th Battalion	7	Lieut.-Col. Davis, Sarnia		330								
No. 1 Company		Capt. Savage, Oil Springs			2	36					40	RW
No. 1 do		Capt. Pollock, Forest			2	38					40	WR
No. 3 do		Capt. Gattis, Winder			2	60	do	do	do	do	30	R
No. 4 do		Capt. Kerr, Warwick			2	39					32	RW
No. 5 do		Lieut. Beattie, Wallaceburg			2	40					70	RW
No. 6 do		Capt. McPherson, Watford			2	32					30	R
Leamington Infantry Co'y		Bt. Major Wilkinson, Leamington			2	41					120	RW
		Staff			7	4						

Performed the Annual drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
								Ranges.	Figure of Merit.			
								Battalion.	Company.			
24 hours.	36 hours.	17½ cents.	Good.	Good Band, 18 performers.	Good.	Battalion, Skirmishing and Brigade Drill satisfactory.	Yes.	10	18-35	16th September, 1875.		
do	do	do	None.	do	do	do	do	4	17-01	18th September, 1875.		
do	do	do	do	do	do	do	do	11	19-18			
do	do	do	do	do	do	do	do	3	13-08			
do	do	do	do	do	do	do	do	5	15-19			
do	do	do	do	do	do	do	do	12	15-23			
do	do	do	do	do	do	do	do	9	23-02			
do	do	do	do	do	do	do	do	5	20-29			
do	do	do	do	do	do	do	do	6	19-22			
do	do	do	do	do	do	do	do	30	25-27			
do	do	do	do	do	do	do	do	8	22-29			
do	do	do	do	do	do	do	do	6	15-22			
do	do	do	do	do	do	do	do	3	29-26			
do	do	do	do	do	do	do	do	7	26-02			
do	do	do	do	do	do	do	do	do	do			

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 1.—Continued.			Establishment.	Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.	Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.				N.-C. O. and Men.		
28th Battalion	6	Lieut.-Col. Smith, Stratford		330							
No. 1 Company		Capt. Lang, Stratford			2	42	Brigade Camp at Guelph.	22nd June, 1875.	12 days.	In Camp	40
No. 2 do		Capt. Dodd, Stratford			2	42					50
No. 3 do		Capt. McKnight, Stratford			1	40					52
No. 4 do		Capt. Fennell, Listowel			1	40					62
No. 5 do		Capt. White, Blanchard			2	42					55
No. 6 do		Capt. Gourley, Fullerton			2	41					55
		Staff			7	5					
29th Battalion	5	Major Peck, Berlin		330							
No. 1 Company		Capt. Nafe, Preston			2	42	do	do	do	do	15
No. 2 do		Capt. Parke, Galt			2	41					15
No. 3 do		Lieut. Wilford, Cross Hill			2	40					20
No. 5 do		Capt. Plim, Heepeler			2	40					30
No. 6 do		Capt. Zeigler, Berlin			2	40					12
		Staff			7	5					15
30th Battalion	10	Lieut.-Col. Clarke, Guelph		550							
No. 1 Company		Capt. Smith, Douglas			1	39	do	do	do	do	24
No. 2 do		Capt. Cleghorn, Guelph			2	40					
No. 3 do		Capt. Beattie, Ferguson			2	58					16
No. 4 do		Capt. McBride, Elora			2	39					16
No. 5 do		Capt. Winfield, Mount Forest			2	39					5
No. 6 do		Capt. Scott, Eramosa			2	39					48
No. 7 do		Capt. Cullock, Erin			1	40					20
No. 8 do		Capt. Spence, Whittington			2	39					40
No. 9 do		Capt. Thompson, Hollen			2	39					34
No. 10 do		Capt. Hollinger, Arthur			2	38					32
		Staff			9	5					

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
								Number of non-exercised Men, if any.	Ranges.			
36 hours.	18 cents.	Good.	None.	Excellent Band; 22 performers.	Good.	Firing <i>feu de joie</i> ; Battalion, Brigade and Skirmishing Drill. Inspection made by Major-General Commanding.—Satisfactory.	Yes.	13	7	13-06	1st July, 1876.	
do	do	do	do	Good Band; 20 performers.	do	do	do	12	10	14-01	2nd July, 1875.	
do	do	do	do	do	do	do	do	6	200 and 400 yards.	16-00		
48 hours.	do	do	do	Excellent Band; 22 performers.	do	do	do	4	do	11-04		
do	do	do	do	do	do	do	do	7	do	11-19		
do	do	do	do	do	do	do	do	14	do	15-21		
do	do	do	do	do	do	do	do	2	do	16-134		
do	do	do	do	do	do	do	do	4	do	16-20		
do	do	do	do	do	do	do	do	11	do	19-19		
do	do	do	do	do	do	do	do	6	do	21-14		
do	do	do	do	do	do	do	do	20	do	16-31		
do	do	do	do	do	do	do	do	1	do	10-05		
do	do	do	do	do	do	do	do	3	do	do		
do	do	do	do	do	do	do	do	5	do	do		
do	do	do	do	do	do	do	do	11	do	15-246		
do	do	do	do	do	do	do	do	4	do	14-03		
do	do	do	do	do	do	do	do	.....	do	13-15		
do	do	do	do	do	do	do	do	.....	do	24-28		
do	do	do	do	do	do	do	do	.....	do	14-07		
do	do	do	do	do	do	do	do	.....	do	15-03		
do	do	do	do	do	do	do	do	.....	do	9-19		
do	do	do	do	do	do	do	do	.....	do	18-12		
do	do	do	do	do	do	do	do	.....	do	19-22		
do	do	do	do	do	do	do	do	.....	do	13-03		
do	do	do	do	do	do	do	do	.....	do	15-22		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 1.—Continued.			Establishment.	Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.			
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
			Officers.	N. C. O. and Men.	Officers.	N. C. O. and Men.					Miles.	Mode.
32nd Battalion.....	7	Lieut.-Col. Sproat, Walkerton.....		440			Brigade Camp, Guelph.	22nd June, 1875	12 days.	In Camp.	69	Rail and Waggon.
No. 1 Company.....		Capt. Bigger, Southampton.....			2	39						
No. 2 do		Capt. Barker, Kincardine.....			2	37						
No. 4 do		Capt. Mitchell, Paisley.....			2	39						
No. 5 do		Capt. Hunter, Walkerton.....			2	39						
No. 6 do		Capt. Morton, Arran.....			2	55						
No. 7 do		Capt. Kay, Belmont.....			2	38						
No. 8 do		Capt. Gillies, Teeswater.....			2	39						
		Staff.....			9	5						
33rd Battalion.....	8	Lieut.-Col. Ross, Goderich.....					do	do	do	38	do	
No. 2 Company.....		Capt. Wilson, Goderich.....			2	40						
No. 3 do		Capt. C. Wilson, Seaforth.....			2	40						
No. 4 do		Capt. Murray, Clinton.....			2	56						
No. 5 do		Capt. Leckie, Hingleyville.....			2	36						
No. 6 do		Capt. Howard, Exeter.....			2	31						
No. 7 do		Capt. Shepperd, Porter's Hill.....			2	39						
No. 8 do		Capt. Kaines, Gorie.....			2	34						
No. 9 do		Capt. Mallough, Dungannon.....			2	38						
		Staff.....			7	5						

Performed the Annual Drill for 1875-76.—Continued.

do	36 hours.	Time required to concentrate the Battalion or Company.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
										Number of non-exercised Men, if any.	Ranges.		Figure of Merit.
do	18 cents.									Battalion.	Company.	Date of Inspection.
do	Good.											
do	None.											
do	Good Band; 18 performers.											
do	Good.											
do	Skirmishing, Battalion and Brigade Drill. Firing <i>feu-de-joie</i> on Dominion Day. Inspected by the Major-General Commanding.											
do	Yes.											
do	6											
do	7											
do	7											
do	13											
do	5											
do	200 and 400 yards.											
do	16-137											
do	1											
do	17 284											
do	13-07											
do	10-05											
do	21-20											
do	12-26											
do	12-26											
do	25-03											
do	20-08											
do	1st July, 1875.											
do	2nd July, 1875.											
do	16-24											
do	19-26											
do	19-22											
do	13-11											
do	24-02											
do	16-24											
do	20-30											
do	16-10											
do	16-34											

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2. Lieut.-Col. W. S. DURIE, D.A.G.M.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.		Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.							
<i>3rd Brigade Division.</i>													
2nd Regt. Cavalry	8	Major Book, Oak Ridge											
No. 1 Troop		Capt. Gregory, St. Catharines	3	55	2	35	Niagara.	From 1st to 12th June.	12 days.	In Camp.		12	Marched.
No. 4 do		Capt. Patterson, Grimby	3	55	2	40						40	
No. 5 do		Capt. Marshall, Burford	3	55	2	41						88	
No. 6 do		Capt. Brown, Queenston	3	55	2	40						7	
No. 8 do		Capt. Buchner, Welland	3	55	2	38						28	
		Staff	8		6	5							
		Total	23	275	16	199							
Field Batteries	1	Capt. Smith, Hamilton	6	75	3	75	do	From 1st to 16th June.	16 days.	do		50	do
do	2	Lieut. King, Welland	6	75	3	75						26	
		Total	12	150	6	150							
<i>2nd Batt. Q. O. Rifles</i>													
No. 1 Company	10	Lieut.-Col. Otter, Toronto	3	55	2	42	do	From 1st to 12th June.	12 days.	do		38	Steamboat.
No. 2 do		Capt. Allen, Toronto	3	55	2	42						38	
No. 3 do		Capt. Buchan, Toronto	3	55	1	42						38	
No. 4 do		Lieut. Roaf, Toronto	3	55	1	41						38	
No. 5 do		Capt. Miller, Toronto	3	55	2	41						38	
No. 6 do		Lieut. Crickmore, Toronto	3	55	1	42						38	
No. 7 do		Lieut. Hamilton, Toronto	3	55	1	40						38	
No. 8 do		Capt. McKenzie, Toronto	3	55	2	42						38	
No. 9 do		Capt. Ellis, Toronto	3	55	2	41						38	
No. 10 do		Lieut. Vandermissen, Toronto	3	55	1	42						38	
		Staff	8		7	5							
		Total	38	550	24	420							

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.		
								Number of non-exercised Men, if any.	Figure of Merit.			
								Ranges.				
								Battalion.	Company.	Date of Inspection.	Date when drill was completed.	
24 hours.	21 cents.	Good.		No Band.				200 and 400 yards.	11:85			
				Very fair order.		Troop and Squadron Drill; Brigade.	So reported.			16:43		Best shot in the Regt., Trooper Clancy, No. 6 Troop, 33 points.
					Good Band.	Field Battery Movements; Brigade.	Reported enrolled.			10:85	4th June.	Inspected by Asst. Inspector of Artillery.
					do					8:01	16th June.		Best shot in the Battalion, Color Sergt Brady, No. 1 Co., 66 points. Best shooting Co., No. 1 Co., 27:34.
			None reported, except one or two horses injured.—Reported.							12:12	12th June.	
						Company and Battalion Drill; Brigade.	do	200, 400, 500 and 600 yards.	13:46			
										27:34	12th June.	
										19:13		
										18:26		
										12:86		
										11:20		
										7:08		
										10:32		
										9:24		
										15:19		
										4:04		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Miles.	Distance the several Corps had to proceed to Muster, and mode of transport.
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
13th Battalion.....	6	Lieut.-Col. Skinner, Hamilton.....					Niagara.	From 1st to 12th June.	12 days.	In camp.		
No. 1 Company.....		Lieut. Hope, Hamilton.....	3	55	1	38					38	
No. 2 do		Lieut. Crocket, Hamilton.....	3	55	1	38					38	
No. 3 do		Lieut. Griffin, Hamilton.....	3	55	1	40					38	
No. 4 do		Cap. McLaren, Hamilton.....	3	55	1	39					38	
No. 5 do		Lieut. Caddy, Hamilton.....	3	55	2	42					38	
No. 6 do		Capt. Roy, Hamilton.....	3	55	2	42					38	
		Staff.....	8		8	6					38	
		Total.....	26	330	16	245					Steamboat.	
19th Battalion.....	6	Lieut. Col. Currie, St. Catherines.....					do	do	do	do		
No. 1 Company.....		Lieut. Dorrity, Niagara.....	3	55	1	41					Nil.	
No. 2 do		Capt. Ferguson, St. Catherines.....	3	55	2	41					13	
No. 3 do		Capt. Carlisle, St. Catherines.....	3	35	2	41					13	
No. 4 do		Capt. Walker, Beamsville.....	3	55	2	42					26	
No. 5 do		Capt. Brennan, St. Catherines.....	3	55	2	40					13	
No. 6 do		Capt. Hiscott, Virgil.....	3	55	2	42					4	
		Staff.....	7		6	6						
		Total.....	25	330	17	253					Wagon.	

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.								
								Number of non-exercised Men, if any.	Figure of Merit.									
								Ranges.										
								Battalion.	Company.									
								Date of Inspection.		Date when drill was completed.								
24 hours.	21 cents.	Good.	None reported.	Very Good Band.	Very fair order.	Battalion and Brigade Drill.	Reported enrolled.	200, 400, 500 yards.	13-98	17-24	16-78	9-04	15-55	10-05	15-05	5th June.	12th June.	Best shot in the Battalion, Sergt. Mitchell, No. 2 Co., 64 points.
do	do	do	do	Good Band.	do	do	do	do	14-46	10-04	12-45	14-42	20-23	12-96	16-70	4th June.	do	Best shot in the Battalion, Sergt. Hiscott, No. 6 Co., 46 points.
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Best shooting Co., No. 4 Co., 20-28 points.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
20th Battalion.....	7	Lieut.-Col. Murray, Milton.....					Niagara.	From 1st to 12th June.	12 days.	In Camp.		
No. 1 Company.....		Capt. Albertson, Oakville.....	3	55	2	38					56	
No. 2 do.....		Capt. Applebee, Stewarton.....	3	55	2	42					64	
No. 3 do.....		Capt. Barber, Georgetown.....	3	55	2	40					64	
No. 4 do.....		Capt. Curry, Norval.....	3	55	2	41					60	
No. 5 do.....		Capt. Kerns, Nelson.....	3	55	2	42					67	
No. 6 do.....		Capt. Shaw, Acton.....	3	55	2	42					72	
No. 7 do.....		Capt. Panton, Milton Staff.....	3	55	2	37					72	
		Total.....	28	385	20	287					Waggon, Rail and Steamboat.	
37th Battalion.....	8	Lieut.-Col. Davis, York.....					do	do	do	do		
No. 1 Company.....		Capt. Williamson, York.....	3	55	1	42					58	
No. 2 do.....		Capt. Mussen, Mount Healy.....	3	55	2	41					58	
No. 3 do.....		Capt. Nelles, Caledonia.....	3	55	2	40					68	
No. 4 do.....		Capt. Glenn, Hagersville.....	3	55	2	40					68	
No. 5 do.....		Capt. Ryan, Hullsville.....	3	55	2	36					68	
No. 6 do.....		Capt. Goodwin, Cheapside.....	3	55	2	40					58	
No. 7 do.....		Capt. Whiddon, Caladonia.....	3	55	2	40					58	
		Staff.....	8		7	5						
		Total.....	29	385	20	284					Rail.	

Performed the Annual Drill for 1875-76.—Continued.

No.	24 hours.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.			
										Number of non-exercised Men, if any.	Ranges.				Battalion.	Company.	
do	21 cents.	Good.	None reported.	Good Band.	Very fair order.	Battalion and Brigade Drill.	Reported enrolled	200, 400 and 500 yards.	26-30	26-10	26-97	22-04	27-40	4th June. 12th June.	Best shot in the Battalion, Pte. Stratham, No. 4 Co., 81 points.		
do	do	do	do	do	do	do	do	do	25-44	31-33	30-25	20-17	23-53	29-64	28-02	15-17	Best shot in the Battalion, Pte. W. Anderson, No. 1 Co., 55 points.
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Best shooting Co., No. 5 Co., 34-40 points.	
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Best shooting Co., No. 1 Co., 31-33 points.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Mustering.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
38th Battalion	6	Lieut.-Col. Patton, Brantford					Niagara.	From 1st to 12th June.	12 days.	In Camp.		
No. 1 Company		Capt. Cox, Paris.....	3	55	2	38					117	Rail and Wagon.
No. 2 do		Capt. Van Norman, Brantford.....	3	55	2	37					110	
No. 3 do		Lieut. Jenkins, Brantford	3	55	1	39					110	
No. 4 do .....		.....	3	55							
No. 5 do		Capt. Wetmore, Burford.....	3	55	2	40					120	
No. 6 do		Capt. Pattulo, Drumbo.....	3	55	2	40					127	
		Staff	7		4	5						
		Total.....	25	330	13	199						
39th Battalion	8	Lieut.-Col. Mabee, Simcoe					do	do	do	do		
No. 1 Company		Capt. Coombs, Simcoe	3	55	2	42					98	
No. 2 do		Capt. Thompson, Villa Nova.....	3	55	2	42					105	
No. 3 do		Capt. Morgan, Port Rowan.....	3	55	2	42					112	
No. 4 do		Lieut. Price, Wals- ingham.....	3	55	2	42					114	
No. 5 do		Capt. Yorks, Water- ford	3	55	2	42					99	
No. 6 do		Capt. Matheson, Simcoe.....	3	55	2	42					105	
No. 7 do		Capt. Green, Wind- ham Centre.....	3	55	2	42					162	
No. 8 do		Capt. Crysler, Fred- ricksburgh.....	3	55	2	42					114	
		Staff.....	8		8							
		Total.....	32	440	24	336						

performed the Annual Drill for 1875-76 — *Continued.*

do	24 hours.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties..	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
											Ranges.	Figure of Merit.			
do	do	do	do	do	do	do	do	do	do	do	Battalion.	Company.	do	do	do
	21 cents.			Good.											
	Good Band.														
	Very fair order.														
	Battalion and Brigade Drill.														
	So reported.														
	200, 400 and 500 yards.														
											17-30				
												11-62			
												8-92			
												16-38	4th June.		
												25-85	12th June.		
												23-78			Best shot in the Battalion, Corpl. McLoughlin, No. 6 Co., 55 points. Best shooting Co., No. 5 Co., 25-85 points. No. 4 Co., did not perform Annual Drill.
											21-11				
												20-51			
												25-41			
												17-10			
												26-90	5th June.		
												15-80			Best shooting Co., No. 4 Co., 26-90 points.
												14-58			
												22-82			
												25-83			

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.			
Battalion. or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.	
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.							
44th Battalion	8	Lieut.-Col. Barnett, Clifton					Niagara.	From 1st to 12th June.	12 days.	In Camp.		Rail and Waggon.	
No. 1 Company		Lieut. Thompson, Clifton	3	55	1	41							13
No. 2 do		Lieut. Anderson, Thorold	3	55	1	24							13
No. 3 do		Capt. M. J. Beam, Chippawa	3	55	2	34							18
No. 4 do		Capt. Newbigging, Fort Erie	3	55	1	33							32
No. 5 do		Capt. Brown, Welland	3	55	1	36							30
No. 6 do		Capt. Tattersall, Clifton	3	55									
No. 7 do		Capt. J. G. Beam, Stevensville	3	55	2	42							34
No. 8 do		Capt. Hancy, Fenwick	3	55	2	42							32
		Staff	7		6	5							
		Total	31	440	16	227							
77th Battalion	6	Lieut.-Col. Brown, Dundas					do	do	do	do	do	do	
No. 1 Company		Capt. Ogg, Dundas	3	55	2	39							65
No. 2 do		Capt. McMonies, Waterdown	3	55	1	42							64
No. 3 do		Lieut. Fletcher, Binbrook	3	55	1	40							75
No. 4 do		Capt. Bertram, Rockton	3	55	2	42							79
No. 5 do		Capt. Carpenter, Saltfleet	3	55	2	39							53
No. 6 do		Lieut. Walker, Glanford	3	55	2	38							68
		Staff	7		6								
		Total	25	330	16	240							
Brigade		Staff			8	6							
		Total	294	3,945	196	2,876							

performed the Annual Drill for 1875-76.—Continued.

do	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.		Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.						
								Number of non-exercised Men if any.	Ranges.	Battalion.	Company.				Figure of Merit.					
																21 cents.	Good.	None reported.	Good Band.	Very fair order.	Battalion and Brigade Drill.	None.	200, 400 and 500 yards.	21-01	19-62	17-35	17-19	29-88
do	24 hours.	21 cents.	Good.	None reported.	Good Band.	Very fair order.	Battalion and Brigade Drill.	None.	200, 400 and 500 yards.	21-01	19-62	17-35	17-19	29-88	5th June.	12th June.	No. 6 Company not required to perform annual drill.			
do	do	do	do	do	do	do	do	do	do	16-58	16-08	22-08	13-33	9-93	18-27	19-82	4th June.	12th June.	Best shot in the Battalion, Col.-Sergt. House, No. 7 Company, 54 points. Best shooting Company, No. 8, 29-88 points.	
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Best shot in the Bat., Sergt. Mullock, No. 2 Co., 64 points. Best shooting Co., No. 2, 22 08 points.
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	Brigade Figure of Merit, 18-14. Best shooting Battalion, 20th Battalion, 26-30. Best shooting Company, No. 5 Company, 20th Battalion, 33-40. Best shot in the Brigade, Col.-Sergt. Brady, No. 1 Co., 2nd Bat., 68-00. Best shooting Troop Cavalry, No. 1 Troop, 16-43.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 2.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise. Distance the several Corps had to proceed to Muster, and mode of transport.		
		Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N.-C. O. and Men.	Officers.				N.-C. O. and Men.			Miles.	Mode.
4th and 5th Brigade Divisions.											
Governor-General's Body Guard	1	Capt. Denison, Toronto.....	3	55	2	42	Holland Landing.	22nd June to 3rd July.	12 days.	In camp.	38
2nd Regiment ...	2	Capt. McConnell, Oak Ridge.....	3	55	2	42					20
do ...	3	Capt. Elliott, Markham	3	55	2	42					28
		Staff			3						
		Total	9	165	8	126					Marched.
Field Battery											
	1	Rt.-Major Gray, Toronto.....	6	75	5	75	do	22nd June to 7th July.	16 days.	do	38
		Total	6	75	5	75					do
10th Battalion											
No. 1 Company	8	Lieut.-Col. Norris, Aurora					do	22nd June to 3rd July.	12 days.	do	42
No. 2 do		Capt. Lea, Scarborough	3	55	2	42					10
No. 3 do		Capt. Strange, Aurora	3	55	2	42					14
No. 4 do		Capt. Bruce, Kingmarket	3	55	2	42					5
No. 5 do		Capt. Lloyd, Newmarket	3	55	2	42					22
No. 6 do		Capt. Stevenson, Sutton.....	3	55	2	42					60
No. 7 do		Capt. Reesor, Markham	3	55	2	41					4
No. 8 do		Capt. Wayling, Sharon	3	55	2	42					56
		Capt. Eckardt, Unionville	3	55	2	42					
		Staff	8		7						
		Total	32	440	23	325					Rail and Waggon.

performed the Annual Drill for 1875-76.--Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled, members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
									Ranges.	Figure of Merit.			
								Battalion.	Company.				
do	18½ cents including fuel.	do	do	do	do	Battalion and Brigade Drill.	do	200, 400, and 500 yards.	17-86	14-54 18-97 18-06 16-36 18-82 17-85 18-29 20-00	26th June. 3rd July.	Best shot in the Battalion, Pte. Robertson, No. 7 Co., 57 points. Best shooting Co., No. 8 Co. 20 points.	
do	18½ cents including fuel.	do	do	do	do	Field Battery Movements	do	do	do	10-31 15-22 12-27	28th June. 3rd July.	Inspected by Asst. Inspector of Artillery.	
do	• 18½ cents including fuel.	do	do	do	do	Troop and Squadron Brigade.	do	200 and 400 yards.	12-60	do	do	Best shot in the 3 Troops, Trooper J. Boynton, 38 points. Best shooting Troop, No. 3 Oak Ridge Troop, 15-22 pts.	
do	• 18½ cents including fuel.	do	do	do	do	Troop and Squadron Brigade.	do	200 and 400 yards.	12-60	do	do	Best shot in the 3 Troops, Trooper J. Boynton, 38 points. Best shooting Troop, No. 3 Oak Ridge Troop, 15-22 pts.	
do	• 18½ cents including fuel.	do	do	do	do	Troop and Squadron Brigade.	do	200 and 400 yards.	12-60	do	do	Best shot in the 3 Troops, Trooper J. Boynton, 38 points. Best shooting Troop, No. 3 Oak Ridge Troop, 15-22 pts.	
do	• 18½ cents including fuel.	do	do	do	do	Troop and Squadron Brigade.	do	200 and 400 yards.	12-60	do	do	Best shot in the 3 Troops, Trooper J. Boynton, 38 points. Best shooting Troop, No. 3 Oak Ridge Troop, 15-22 pts.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Miles.	Mode.	
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
31st Battalion	7	Lieut.-Col. Brodie, Owen Sound					Holland Landing.	22nd June to 3rd July.	12 days.	In Camp.	Rail, Steamboat and Waggon.	
No. 1 Company		Capt. Butchart, Owen Sound	3	55	2	42						120
No. 2 do		Capt. McGee, Meaford	3	55	2	41						78
No. 3 do		Capt. T. Ford, Leith	3	55	1	42						114
No. 4 do		Capt. Moodie, Durham	3	55	1	42						169
No. 5 do		Bt.-Major Boyd, Owen Sound	3	55	2	39						120
No. 6 do		Lieut. Campbell, Flesherton	3	55	2	41						156
No. 7 do		Capt. Rorke, Clarksburgh	3	55	2	42						71
		Staff	7		5	6						
		Total	28	385	17	295						
34th Battalion	7	Lieut.-Col. Wallace, Whitby					do	do	do	do	Rail.	
No. 1 Company		Lieut. Fothergill, Whitby	3	55	2	41						67
No. 2 do		Capt. Farewell, Oshawa	3	55	2	41						71
No. 3 do		Capt. Smith, Oshawa	3	55	2	42						71
No. 4 do		Capt. Patterson, Beaverton	3	55	3	38						76
No. 5 do		Capt. McMillen, Port Perry	3	55	1	38						83
No. 6 do		Lieut. Brown, Brooklin	3	55	1	41						73
No. 7 do		Cannington	3	55		41						97
		Staff	7		5	6						
		Total	28	385	16	287						

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
								Ranges.	Figure of Merit.			
do	do	do	do	do	do	do	do	Battalion.	Company.	do	do	do
24 hours.	18½ cents.	Good.	None reported.	Good Band.	Very fair order.	Battalion and Brigade Drill.	So reported.	200, 400 and 500 yards.	19-77	15-56 18-05 23-97 21-51 11-22 27-12 20-97	26th June, 1875. 3rd July, 1875.	Best shot in the Battalion, Corp. Shaver, No. 7 Co., 63 points.
do	do	do	do	Very Good Band.	do	do	do	do	17-57	18-15 14-24 18-89 17-76 13-85 22-63 17-50	do do	Best shot in the Battalion, Sergt. Major Chisholm, 53 points. Best shooting Company, No. 6 Company, 22-63 points.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
35th Battalion	10	Lieut.-Col. McKenzie, Barrie					Holland Landing.	22nd June to 3rd July.	12 days.	In Camp.		Rail and Waggon.
No. 1 Company		Capt. Graham, Barrie	3	55	2	42					30	
No. 2 do		Capt. Hamilton, Collingwood	3	55	2	42					66	
No. 3 do		Lieut. Cook, Cookstown	3	55	2	42					20	
No. 4 do		Capt. Ward, Vespra	3	55	2	41					36	
No. 5 do		Capt. McKenzie, Barrie	3	55	2	42					30	
No. 6 do		Capt. Clark, Oro	3	55	2	39					39	
No. 7 do		Capt. Burnet, Orillia	3	55	1	42					58	
No. 8 do		Lieut. Sutherland, Bond Head	3	55	1	42					10	
No. 9 do		Capt. McLaren, Rosemont	3	55	2	42					62	
No. 10 do		Capt. Wisden, Wye-bridge	3	55	1	39					66	
		Staff	8		7							
		Total	38	550	24	413						
36th Battalion	9	Lieut.-Col. Gracy, Brampton					do	do	do	do		Railway and Waggon.
No. 1 Company		Ens. McCandless, Brampton	3	55	1	40					60	
No. 2 do		Lieut. Decatur, Orangeville	3	55	1	40					76	
No. 3 do		Capt. Tye, Brampton	3	55	1	40					60	
No. 4 do		Lieut. Wolfe, Albion	3	55	1	41					65	
No. 5 do		Capt. Brewster, Alton	3	55	2	40					73	
No. 6 do		Capt. Smith, Elba	3	55	1	37					86	
No. 7 do		Capt. Allen, Mono Mills	3	55	2	42					81	
No. 8 do		Capt. McCollum, Tullamore	3	55	1	38					79	
No. 9 do		Capt. Dawson, Charleston	3	55	2	39					69	
		Staff	8		6	5						
		Total	35	495	18	362						
Brigade		Staff			8	6						
		Strength of the Brigade, Camp, Holland Landing	176	2,495	119	1,899						

performed the Annual drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS	
								Number of Non-exercised Men, if any.	Ranges.				
								Figure of Merit.					
								Battalion.	Company.				
24 hours.	18½ cents.	Good.	None reported.	Very good Band.	Very fair order.	Battalion and Brigade Drill.	So reported.	200, 400 and 500 yards.	22-92	24-22	25th June.	3rd July.	Best shot in the Battalion, Sergt. S. A. Neilly, No. 3 Company, 57 points.
do	do	do	do	do	do	do	do	do	26-00	27-31	do	do	Best shooting Company, No. 4 Company, 28 points.
do	do	do	do	do	do	do	do	do	28-00	20-90	do	do	Best Shot in the Battalion, Sergt. St. John, No. 4 Co., 52 points.
do	do	do	do	do	do	do	do	do	20-60	21-63	do	do	Best Shooting Company, No. 3 Co., 24-26 points.
do	do	do	do	do	do	do	do	do	16-83	20-87	do	do	Brigade Figure of Merit, 18-53 pts.
do	do	do	do	do	do	do	do	do	18-85	21-36	do	do	Best Shooting Battalion in the Brigade, 33rd Batt., 23-92 points.
do	do	do	do	do	do	do	do	do	23-48	24-26	do	do	Best Shooting Company, No. 4 Co., 35th Batt., 28-00 points.
do	do	do	do	do	do	do	do	do	23-09	19-83	do	do	Best Shot in the Brigade, Corpl. Shaver, No. 7 Co., 31st Batt., 63 pts.
do	do	do	do	do	do	do	do	do	20-00	20-69	do	do	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 2.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
Garrison Batteries	3	Bt.-Major Hogg.....										
Toronto Battery		Capt. Gibson, Toronto.....	3	55	2	39	New Fort, Toronto.	17th to 28th Aug.				
St. Catherines do		Lieut. Lee, St. Catherines.....	3	55	2	35						
Collingwood do		Bt.-Major Hogg, Collingwood.....	3	55	1	39			12 days.			
		Staff.....			3	5						
		Total.....	9	165	8	118						
10th Royals.....	10	Bt.-Lieut. Col. Stollery, Toronto.....										
No. 1 Battery		Capt. Anderson, Toronto.....	3	55	2	41						
No. 2 do		Capt. Weston, Toronto.....	3	55	2	39						
No. 3 do		Lieut. Lawrence, Toronto.....	3	55	1	42						
No. 4 do		Capt. Noverre, Toronto.....	3	55	2	40						
No. 5 do		Capt. Fleming, Toronto.....	3	55	2	42						
No. 6 do		Capt. Canavan, Toronto.....	3	55	2	42						
No. 7 do		Capt. J. T. Thompson, Toronto.....	3	55	1	42						
No. 8 do		Capt. Patterson, Toronto.....	3	55	2	40						
No. 9 do		Capt. Bailey, Toronto.....	3	55	2	42						
No. 10 do		Capt. T. Thompson, Toronto.....	3	55	2	34						
		Staff.....	8		8							
		Total.....	38	550	26	404						
Independent Rifles Sault Ste. Marie Company.....		Capt. Wilson, Sault Ste. Marie	3	55								
		* Total, Military District No. 2.....	520	7210	349	5297						

* Figure of Merit, Military District No. 2, 19-09 points. Best Shot in Military District, No. 2, No. 9 Co., 10th Royals 38-61 points.

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
								Number of non-exercised Men, if any.	Ranges.			
								Battalion.	Company.			
24 hours.	25 cents.	Good.	None reported.		Very fair order.		So reported.			20th August.	28th August.	Inspected by Lt.-Colonel Irwin, Asst. Inspector of Artillery.
24 hours.	25 cents.	Good.	do	Very good Band.	do	Company and Battalion movements, very fair.	do	24-95	27-43	18th September.	18th September.		Best Shot in the Battalion, Pte. W. Cruit, No. 4 Co., 68 points.
								200, 400 and 500 yards.	19-36			Best Shooting Co., No. 9 Co., 38 61 points.
									29-23			
									25-52			
									31-68			
									18-73			
									20-08			
									26-65			
									38-61			
									12-25			
												Not required to perform Annual Drill, 1875-76

Pte. W. Cruit, No. 4 Co. 10th Royals, 68 points. Best Shooting Co., Military District No. 2,

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 3. Lieut.-Col. S. P. JARVIS, C. M. G.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
3rd Regiment of Cavalry	3	Lieut.-Col. D'Arcy Boulton, Cobourg					In Camp at Cobourg.	June 14th, 1875.	159 horses	In Camp.	7	March.
No. 1 Troop		Capt. Regan, Cobourg	3	55	2	42						
No. 2 do		Lieut.-Col. Smart, Port Hope	3	55	1	42						
No. 3 do		Bt.-Major Rogers, Peterboro'	3	55	2	42						
		Regimental Staff & officers' horses	7									
		Band, Cobourg		21		21						
			16	186	5	147		202 horses				
4th Regiment of Cavalry	4	Lieut.-Col. John Duff, Kingston					In Camp at Kingston.	June 21st, 1875.	183 horses	do	22	do
No. 1 Troop		Capt. Knight, Kingston	3	55	2	39						
No. 2 do		Capt. Perry, Kingston	3	55	2	42						
No. 3 do		Lieut.-Col. Wood, Loughboro'	3	55	2	42						
No. 4 do		Major White, Picton	3	55	2	40						
		Regimental Staff & officers' horses	7	5	7	5						
			19	225	15	168		244 horses				
Kingston Field Battery		Li-Col. Alexander Kirpatrick, Kingston	6	75 and 62 horses	4	59 with 4 guns.	62 horses	17th June, 1875.	16 days.	do	5	do

performed the Annual Drill for 1875-76.—Continued.

One day at Kingston.	2 days at Kingston.	2 days at Cobourg.	Time required to concentrate the Battalion or Corps.	REMARKS.
20 $\frac{1}{2}$ cents per head. Forage 22 $\frac{1}{2}$ per ration.	Rations 20 $\frac{1}{2}$ cts. per head. Forage 22 $\frac{1}{2}$ cts. per ration.	Rations 19 $\frac{1}{2}$ cts. per head. Forage 33 cts. per ration.	Cost of rations per head, per diem, at encampment.	
do	do	Very good.	General conduct of Corps.	
None.	Two horses injured, and compensation paid by Department.	None reported.	If any, and what casualties.	
No.	No Band.	Brass Band, 16 performers, mounted; cost \$593. R. H. Gillard, Salary \$200.	Whether in possession of Band. Number of Musicians, and proficiency.	
Good.	Clothing moderate; arms and equipment seen on parade in good order.	Clothing much worn; arms and equipment seen on parade in good order.	General State of Clothing, Arms and Accoutrements.	
Movements in Brigade with Cavalry and Infantry, Marched past.	Brigade Parade—Marched past. Inspected by the Major-General on 25th June, and again by the D.A.G. commanding District on 1st July.	Brigade Drill with Infantry and Artillery by the Major-General commanding the Militia.	Nature of Movements at Inspection, and how performed.	
do	do	Stated to be so.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	
No Rifle Practice.	do	No target practice performed.	Number of non-exercised Men, if any.	
Target practice with shot and shell.*	200 and 400 yards.	No data.	Ranges.	Target Practice.
	9-41		Battalion.	Figure of Merit.
	8-46		Company.	
	11-38			
1st July, 1875.	1st July, 1875.	24th June, 1875.	Date of Inspection.	
2nd July, 1875.	2nd July, 1875.	25th June, 1875.	Date when drill was completed.	
The Major-General Commanding Militia inspected this Battery on the 25th June, 1875. Money charged in Pay lists \$1,936.58. * See Report of Inspector of Artillery for Ontario	Amount paid to Captains, \$4,-170.47.	The whole equipment of No. 1 Troop has been burned in the drill shed since the muster and insp of clothing. Amount paid to Captains, \$3,-560.92. The Band was specially allowed in addition to the establishment on this occasion.		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 3.—Continued.			Establishment.	Actual Strength present at Inspection.	Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.				
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.			
			Officers.	N.-C. O. and Men.				Officers.			N.-C. O. and Men.		
Durham Field Battery		Captain W. M. Graham, Port Hope..	6	75 and 62 horses	6	74 with 4 guns.	62 horses	Cobourg Camp.	10th June, 1875.	16 days.	In Camp.	7	Marched.
Napanee Garrison Battery.....		Captain Edmund Hooper, Napanee	3	55	2	39	With School of Gunnery in Barracks at Kingston.	23rd August, 1875.	12 days.	In Barracks.	26	Rail	
Cobourg Garrison Battery.....		Captain J. H. Dumble, Cobourg.....	3	55	3	35	Cobourg.	On various dates up to 29th Sept. 1875.	9 days.	Not in Camp.	Nil.		
Port Hope & Trenton Gar. Battery.													

performed the Annual Drill for 1875-76.—Continued.

Two hours at Co- bourg.	Two hours at Napanee.	Two days at Port Hope.	Time required to concentrate the Battalion or Corps.
25 cents a day per head.	25 cents a day per head.	19 ⁷⁰ / ₁₀₀ cents per head. Forage 33 cents per ration.	Cost of rations per head, per diem, at encampment.
do	do	do	General conduct of Corps.
do	do	do	If any, and what casualties.
do	do	do	Whether in possession of Band. Number of Musicians and proficiency.
Good.	Clothing worn out; arms, &c., good.	Good.	General State of Clothing, Arms and Accoutrements.
Gun drill exercise by Lieut.-Col. Irwin, Assistant Inspector of Artillery, Ontario.	Manual Exercise as Infantry marched past, and Company drill.	Brigaded with Cavalry and Infantry, and manoeuvred by the Major-General Commanding.	Nature of Movements at Inspection, and how performed.
do	do	Stated to be so.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.
do	do	No Rifle Practice.	Number of Non-exercised Men, if any.
No returns received of target practice.	do	Target practice with shot and shell.	Ranges.
12th Oct., 1875. 29th Sept., 1875.	2nd Sept., 1875. 3rd Sept., 1875.	24th June, 1875. 25th June, 1875.	Figure of Merit.
All drill was stopped on 29th Sept., 1875, by General Order. Money charged in Pay lists, \$280.62.	Money charged in Pay lists, \$467.70. Great gun drill under Commandant School of Gunnery.	Money charged in Pay lists, \$2,123.22.	Battalion.
Not performed Annual Drill this year.			Company.
			Date of Inspection.
			Date when drill was completed.
			REMARKS.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 3.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
14th Battalion, P. W. O. Rifles.....	6	Lieut.-Col. D. Callaghan, Kingston					In Camp at Kingston.	June 21st, 1875.	12 days.	In Camp.	4	Marched.
No. 1 Company.....		Capt. W. D. Gordon, Kingston.....	3	55	1	39						
No. 2 do		Brevet-Major R. W. Brown, Kingston	3	55	1	31						
No. 3 do		Capt. J. W. Power, Kingston.....	3	55	1	40						
No. 4 do		Capt. H. J. Williams, Kingston.....	3	55	2	39						
No. 5 do		Capt. E. H. Dickson, Kingston.....	3	55	1	38						
No. 6 do		Capt. P. Bajus, Kingston.....	3	55	1	36						
		Staff.....	8		7	5						
		Total.....	26	330	14	228	4 horses					
15th Battalion, Argyle Light Infantry	6	Lt.-Col. A. Campbell, Belleville					In Camp at Kingston.	do	do	do	4	Marched. Steamer.
No. 1 Company.....		Capt. J. A. Crozier, Belleville.....	3	55	2	34						
No. 2 do		Capt. J. D. Clarke, Belleville	3	55	2	42						
No. 3 do		Capt. A. A. Farley, Belleville.....	3	55	2	42						
No. 4 do		Capt. L. A. Appleby, Belleville.....	3	55	2	42						
No. 5 do		Lt. W. Bullen, Belleville.....	3	55	2	41						
No. 6 do		Lt. W. F. Meyers, Belleville.....	3	55	2	42						
		Staff.....	8		7	6						
		Total.....	26	330	19	249	5 horses					

Performed the Annual Drill for 1875-76.

Six hours in Belleville.	Time required to concentrate the Battalion or Corps.	REMARKS.
do	Rations, 20 $\frac{3}{4}$ cents per head. Forage, 22 $\frac{1}{2}$ cents per ration.	
Good.	Fair.	
do	No complaints.	
Brass and Reed Band; 18 performers; cost \$600; Professor Holburn; salary, \$400.	Brass Band; 20 performers; cost \$1,100; Bandmaster, A. H. Rackett; salary, \$275.	
do	Those seen on parade in good order.	
do	Brigade Drill and Skirmishing. Marched past. Fired <i>feu de joie</i> for Dominion Day.	
do	Stated to be so.	
79	50	
do	200, 400 and 500 yards.	
	10.66	
	11-84	
	10-91	
	17-12	
	15-20	
	16-34	
	6-62	
	4-86	
	do	
	do	
	1st July, 1875.	
	2nd July, 1875.	
		Best shot in Batt., as well as in the Brigade, Sergt. Salter, No. 2 Co., scored 49 points. Amount paid to Captains, \$2,207.68; no transport.
		Best shot in Batt., Sergt. Martin, No. 3 Co., scored 40 points. Amount paid to Captains, \$2,723.59; including transport by land, \$146.82. The above Corps were inspected by the Major-General on the 25th June, 1875.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 3.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N - C. O. and Men.	Officers.	N - C. O. and Men.						
16th Battalion, Prince Edward	8	Lieut.-Col. Walter Ross, M. P., Picton										
No. 1 Company		Picton	3	55								
No. 2 do		Wellington	3	55								
No. 3 do		Consecon	3	55								
No. 4 do		Milford	3	55								
No. 5 do		do	3	55								
No. 6 do		Picton	3	55								
No. 7 do		Amebiasburg	3	55								
No. 8 do		Rednersville	3	55								
		Staff	8									
		Total	32	450								
40th Battalion, Northumberland	9	Lt.-Col. Wm. Smith, Cobourg										
No. 1 Company		Batt.-Major Vance Gravely, Cobourg	3	55	1	42	In camp at Cobourg.	14th June, 1875.	12 days.	In camp.	Head Quarters.	45
No. 2 do		Capt. G. Guillet, Cobourg	3	55	2	40						
No. 3 do		Capt. R. H. Bonycastle, Campbellford	3	55	2	37						
No. 4 do		Capt. C. Butler, Brighton	3	55	2	42						
No. 5 do		Batt.-Major C. Gifford, Cold Springs	3	55	2	42						
No. 6 do		Capt. R. T. Rogers, Grafton	3	55	2	41						
No. 7 do		Capt. A. Vars, Colborne	3	55	2	38						
No. 8 do		Capt. W. Duncan, Castleton	3	55	2	42						
No. 9 do		Capt. R. P. Hurlbut, Warkworth	3	55	2	41						
		Staff	8		8	5	5 horses.					23
		Total	35	495	25	370						33

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.												
								Number of Non-exercised Men, if any.	Ranges.													
								Battalion.	Company.	Date of Inspection.												
										Date when drill was completed.												
24 hours at Cobourg.	19¢ cents per head; forage, 33 cents per rations.	Good.	None.	Silver Cornet Band; 16 performers; cost \$700. Band Sergeant Cummings, salary \$150.	Arms and Clothing on parade in good order.	Brigade field day with blank cartridge. Marched past the Major-General.	Stated to be so.	87	200, 400 and 600 yards.	11-06	9-41	10-59	13-33	10-12	5-66	14-02	8-20	12-52	15-69	24th June, 1876.	25th June, 1876.	This Batt. has not performed annual drill this year.
																						Best shot in Battalion, J. Moran, No. 1 Co., 41 points.
																						Amount paid to Captains, \$3,684.15, including land carriage, \$242.64.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 3.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Miles. Distance the several Corps had to proceed to Muster, and mode of transport.							
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.									
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.												
45th Battalion, West Durham.....	7	Lt.-Col. F. Cubitt, Bowmanville.....					In Camp at Cobourg.	14th June, 1875.	12 days.	In Camp.								
			No. 1 Company.....	Capt. Wm. Scott, Bowmanville.....	3	55					2	40	27					
			No. 2 do.....	Capt. J. Kennedy, Fenelon Falls.....	3	55					2	39	69					
			No. 3 do.....	Capt. J. Hughes, Burtonville.....	3	55					2	39	47					
			No. 4 do.....															
			No. 5 do.....	Capt. W. Cottingham, Omeme.....	3	55					2	34	40					
			No. 6 do.....	Capt. J. Thirkell, Lindsay.....	3	55					2	38	50					
			No. 7 do.....	Lieut. Stanton, Kendal.....	3	55					2	38	28					
				Staff.....	8						6	5	29					
				Band.....								14						
		Total.....	26	330	18	247												
46th Battalion, East Durham.....	7	Lieut.-Col. A. Williams, Port Hope.....					do do do do	do do do do	do do do do	do do do do								
			No. 2 Company.....	Capt. Dingwall, Port Hope.....	3	55					2	42	7					
			No. 3 do.....	Major F. Benson, Port Hope.....	3	55					2	41	7					
			No. 4 do.....	Capt. J. Hunter, Millbrook.....	3	55					2	40	25					
			No. 5 do.....	Capt. J. Dundas, Springville.....	3	55					2	42	35					
			No. 6 do.....	Capt. J. Preston, Lifford.....	3	55					2	42	37					
			No. 7 do.....	Bt.-Major J. McDer- mid, Janetville.....	3	55					2	41	43					
				Staff.....	8						7	5						
					Total.....	26					330	19	253					

Rail, Steamer and Wagon.

Rail and Wagon.

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Ranges.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS.
24 hours at Port Hope.	Rations 19½ cents per head. Forage 33 cents per ration.	do	do	Brass & Reed Band, 19 performers; cost \$700; Prof. Phelps; salary \$350.	do	do	do	98	200, 400 and 600 yards.	8.27½	12.09 10.79 5.62 4.34 6.05 10.76	do do	Best shot in Battalion, Serjeant Lawrie, No. 2 Co., 40 points. Amount paid to Captains, \$2,529.37, including land carriage, \$49.68.
24 hours at Rowmanville.	Rations, 19½ cents per head; forage, 33 cents per rations.	Good.	None.	Brass Band; 14 performers; cost \$750. Band-master, without salary, E. Bonnell.	Arms and Clothing on parade in good order.	Brigade field day with blank cartridge. Marched past the Major-General.	Stated to be so.	65	200, 400 and 600 yards.	10.99	9.74 11.52 21.28 7.74 7.70 7.98	24th June, 1876. 25th June, 1876.	Best shot in Battalion and also in the Brigade, Serjeant Hobbs, No. 1 Co., 43 points. Amount paid to Captains, \$2,570.53, including land carriage, \$65.52. No. 4 Co. did not drill.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 3.—Continued.		Establishment.		Actual Strength present at inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.			
Battalion or Coops	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.		Number of days' drill performed.	Miles.	Mode.	
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.							
47th Battalion, Frontenac.....	7	Lieut.-Col. G. A. Kirkpatrick, M.P., Kingston.....					In Camp at Kingston.	21st June, 1876.	12 days.	In Camp.	21	Waggons, Marched and Steamer.	
No. 1 Company.....		Capt. R. Hewton, Millburn.....	3	55	2	40							18
No. 2 do.....		Capt. W. Hunter, Inverary.....	3	55	2	41							15
No. 3 do.....		Capt. W. Spooner, Elginburgh.....	3	55	2	42							3
No. 4 do.....		Capt. T. Kelly, Portsmouth.....	3	55	2	41							6
No. 5 do.....		Capt. J. Byrne, Barriefield.....	3	55	2	41							5
No. 6 do.....		Capt. J. Radford, Wolfe Island.....	3	55	2	40							23
		Capt. A. Carscallen, Harrowsmith.....	3	55	2	40							
		Staff.....	8		8								5 horses
		Total.....	29	385	22	285							5
48th Battalion, Lennox and Addington.....	6	Lieut.-Col. S. Fairfield, Napanee.....					do	do	do	do	40	Steamer and Waggons.	
No. 1 Company.....		Capt. G. Joyner, Tamworth.....	3	55	2	42							25
No. 2 do.....		Capt. R. McLean, Clark's Mills.....	3	55	2	39							13
No. 3 do.....		Capt. F. Booth, Odessa.....	3	55	2	42							14
No. 4 do.....		Capt. J. Murray, Amherst Island.....	3	55	1	35							40
No. 5 do.....		Capt. A. Amey, Enterprise.....	3	55	2	41							13
No. 6 do.....		Capt. J. Amey, Odessa.....	3	55	2	39							
		Staff.....	8		8	5	5 horses						
		Total.....	26	330	19	243							

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.		
								Number of non-exercised Men, if any.	Ranges.	Figure of Merit.				
										Battalion.	Company.			
24 hours at Napanee.	do	do	do	Brass Band, 18 performers; cost \$600. Prof. Davy, \$200 salary.	do	Brigade Drill and Skirmishing. Marched past and fired a <i>feu-de-joie</i> on Dominion Day.	do	do	10	do	18-76	25-30 15-82 16-45 17-77 17-00 20-20	do do	Inspected by the Major-General on 25th June, 1875. Best shot in Battalion, Serjeant E. Babcock, No. 3 Co., 43 points. Amount paid to Capts. \$2,971.16 including land carriage, \$299.54
12 hours at Kingston.	Rations 20½ cents per head. Forage 22½ cents per ration.	Good.	None.	Brass & Reed Band; 7 performers; cost \$400; Bandmaster, T. Trimbell; salary, \$200.	Arms and Clothing on Parade in good order.	Brigade Drill and Skirmishing. Marched past. Fired a <i>feu-de-joie</i> for Dominion Day.	Stated to be so.	1	200, 400 and 500 yards.	20-08	15-20 17-29 22-57 18-92 20-01 28-25 18-30	1st July, 1875. 2nd July, 1875.	Inspected by the Major-General, on 25th June, 1875. Best shot in Battalion, Pte. W. B. Munro, No. 6 Co., 45 points. Amount paid to Captains, \$3,229.89, including land carriage, \$255.72.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 3.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
49th Battalion, Hastings	5	Lieut.-Col. James Brown, Belleville.										
No. 1 Company		Belleville	3	55								
No. 2 do		Stirling	3	55								
No. 3 do		Sydney	3	55								
No. 4 do		Madoc	3	55								
No. 5 do		Tyendenaga	3	55								
		Staff		8								
		Total	23	275								
57th Battalion, Peterborough	6	Lt.-Col. Ed. Poole, Peterborough.										
No. 1 Company		Capt. W. Johnston, Peterborough	3	55	2	42	In Camp at Cobourg. 5 horses	June 14th, 1875.	12 days.	In Camp.	40	Steamer, Rail and Waggon.
No. 2 do		Capt. J. Kennedy, Peterborough	3	55	2	42					40	
No. 3 do		Capt. J. Burnham, Peterborough	3	55	2	42					40	
No. 4 do		Capt. W. Green, Ashburnham	3	55	2	42					40	
No. 5 do		Capt. T. Grover, Norwood	3	55	2	42					45	
No. 6 do		Capt. J. Howard, Hastings	3	55	2	42					32	
		Staff		8	8							
		Total	26	330	20	252						

performed the Annual Drill for 1875-76.—Continued.

36 hours at Peterborough.	Time required to concentrate the Battalion or Corps.
Rations 19½ cents per head. Forage 33 cents per ration.	Cost of rations per head, per diem, at encampment.
Good.	General conduct of Corps.
None.	If any, and what casualties.
Brass Band, 21 performers; cost \$600. T. J. Walker, \$400 salary.	Whether in possession of Band. Number of Musicians, and proficiency.
Arms and clothing on parade in good order.	General State of Clothing, Arms and Accoutrements.
Brigade Field Day with blank cartridge, and marched past the Major-General.	Nature of Movements at Inspection, and how performed.
Stated to be so.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.
200, 400 and 600 yards.	Number of non-exercised Men, if any.
9-10	Ranges.
8-25	Battalion.
14-33	Company.
5-66	Figure of Merit.
6-14	Date of Inspection.
10-10	Date when drill was completed.
24th June, 1875. 25th June, 1875.	REMARKS.
Best shot in Battalion, W. Millar, No. 2 Company, 36 points. Amount paid to Capt. \$2,759.16 including land carriage, \$159.56	This Battalion has not performed annual drill this year.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 4. Lieut.-Col. W. H. JACKSON, D.A.G.M.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
Staff.....		Lt.-Col. Jackson, Brockville.....			7	9						
Prescott Troop Cavalry.....		Lieut. Raney, Prescott.....	3	42	3	39	Brockville	22nd June, 1875.	12 days.	Brigade Camp.	13	Marched.
Ottawa Troop Cavalry.....		Capt. Sparks, Ottawa.....	3	42	2	40	do	do	do	do	76	do
Ottawa Field Battery.....		Capt. Stewart, Ottawa.....			4	72	do	do	16 days.	do	76	do
Gananoque Field Battery		Capt. McKenzie, Ottawa.....			5	70	do	do	do	do	36	do
Ottawa Brigade Garrison Artillery.....	7	Lieut.-Col. Egleson, Ottawa.....										
No. 1 Battery.....		Capt. Evans, Ottawa.....	3	42	2	41					72	Marched and Rail.
No. 2 do		Lieut. Heron, Ottawa.....	3	42	1	30					72	
No. 3 do		Lieut. Walker Gloucester	3	42	1	32					77	
No. 4 do		Capt. Cluff, Ottawa.....	3	42	2	52	do	do		do	72	
No. 5 do		Lieut. Maingy, Ottawa.....	3	42	2	27			12 days.		72	
No. 6 do		Lieut. Mara, Ottawa.....	3	42	1	36					72	
No. 7 do		Lieut. Bedard, Ottawa.....	3	42	1	38					72	
		Staff.....	8		6	26						
		Total.....	29	294	16	282						

performed the Annual Drill for 1875-76.—Continued.

H.F.	Time required to concentrate the Battalion or Corps.			General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
	Cost of rations per head, per diem, at encampment.	13 hours.	34 hours.							34 hours.	Number of non-exercised Men, if any.		Figure of Merit.
19½ cents, exclusive of fuel wood.	do	19½ cents, exclusive of fuel wood; 40 cents for forage.	do	Good.								
do	do	do	do	Good.								
do	Two.	do	do	None.								
Yes; 22. Efficient.	do	do	do	No.								
Good.	do	do	do	Fair.								
Battalion and Brigade Drill as Infantry. Improvement marked and satisfactory.	do	Walking and trotting past, field movements, and firing blank; also shot and shell practice.	do	Walking and trotting past, mounted and dismounted. Skirmishing, and general field movements.								
do	do	do	do	Yes.								
53 men.												
200 and 400 yards.												
	10-08											
	7-93		1st July, 1875.									
	9-33		3rd July, 1875.									
	11-02		do									
	15-96		8th July, 1875.									
	9-26		do									
	10-67		3rd July, 1875.									
	7-71		do									
4 horses.			61 horses.									
			60 horses.									
			41 horses.									
			43 horses, including Veterinary Surgeon's and Lt.-Col. Lovelace's.									
			6 horses.									

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 4.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
GovernorGeneral's Foot Guards.....	6	Lt.-Col. Ross, Ottawa..	7	.....	.....	.....			
No. 1 Company		Capt. Tilton, do ..	3	55	.....	.....				
No. 2 do		" Weatherly, do ..	3	55	.....	.....				
No. 3 do		" Macpherson do ..	3	55	.....	.....				
No. 4 do		" Lee do ..	3	55	.....	.....				
No. 5 do		" Patrick do ..	3	55	.....	.....				
No. 6 do		" Todd do ..	3	55	.....	.....				
		Total	25	330	.....	.....				
18th Battalion.....	6	Lt.-Col. Urquhart, Hawkesbury Mills.	.....	.....	.....	.....		
No. 1 Company		Capt. Higginson, Hawresbury.....	3	42	2	42					14	
No. 2 do		Capt. Vankleek, Vankleek Hill.....	3	42	2	38					9	
No. 3 do		Capt. O' Brien, L'Orignal.....	3	42	2	39					9	
No. 4 do		Capt. Leroy, E. Hawkesbury...	3	42	2	39					16	
No. 5 do		Capt. McLennan, Pendleton.....	3	42	2	29					21	
No. 6 do		Capt. Wyma n, Hawkesbury Mills. Staff.....	3	42	2	40					15	
		Total	26	252	20	236	5 horses	7th September, 1875.	12 days.	Battalion Camp.		Wagon.
41st Battalion.....	5	Lt.-Col. Cole, Brockville .....	.....	.....	.....	.....		
No. 1 Company		Capt. Cooke, Brockville	3	42	2	36					14	
No. 2 do		Capt. Legge, Gananoque.....	3	42	2	42					35	
No. 3 do		Major Lauder, Frankville	3	42	2	40					20	
No. 4 do		Capt. Merrick, Merrickville.....	3	42	2	42					31	
No. 5 do		Capt. Bell, Carleton Place.....	3	42	2	43					45	
		Staff.....	7	.....	5	7	4 horses	22nd June, 1875.	do	Brigade Camp.		March, Wagon and Rail.
		Total	22	210	15	210						

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Battalion.	Company.	Date of Inspection.	Date when drill was completed.	REMARKS.
	19½ cents, inclusive of fuel wood.	Allowance, 25 cents.	Good.	Yes. 26. Efficient.										
do	do	Good.	None.	No.	Fair.	Marching past, Battalion and Company Drill and Skirmishing. Men clean, and drill fair.	Yes.					16th September, 1875.		
Yes. 16. Efficient.	No. 1 Company bad as to clothing, balance fair.											18th September, 1875.	Rain prevented target practice	
	Marching past, Brigade movements with Skirmishing. Drill, fair.													
do	25 men.													
	200 and 400 yards.													
	15.90													
	16.18													
	16.19													
	11.36													
	1st July, 1875.													
	3rd July, 1875.													

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 4.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - O. and Men.	Officers.	N. - O. and Men.						
42nd Battalion.....	7	Lt.-Col. Buell, Brockville										
No 1 Company...		Capt. Macdonell, Almonte	3	42	2	42				52		
No. 2 do		Capt. Sparham, Brockville	3	42	2	40				1 1/2		
No. 3 do		Capt. Douglas, Perth	3	42	2	41				40		
No. 4 do		Capt. Walker, Fitzroy	3	42	2	40				70		
No. 5 do		Capt. Bradley, Landsdowne	3	42	2	42				21		
No. 6 do		Capt. Gould, Smith's Falls	3	42	1	42				28		
No. 7 do		Capt. Irving, Pembroke	3	42	1	42				124		
		Staff	8		6	5						
		Total	29	294	18	294	4 horses	22nd June, 1875.	12 days.			
							Brockville.					Rail, March, Waggon and Boat.
43rd Battalion.....		Lt.-Col. Bearman, Bell's Corners										
No. 1 Company...		Capt. Kemp, Hazledean	3	42								
No. 2 do		Capt. Morgan, Metcalfe	3	42	2	32				54		
No. 3 do												
No. 4 do												
No. 5 do												
No. 6 do		Capt. Garvin, Munster	3	42	2	41				60		
No. 7 do		Capt. Cook, Manotick	3	42								
No. 8 do												
No. 9 do		Capt. McGregor, Vernon	3	42	2	33				60		
{ Wakefield Co'y		Capt. Coles, Wakefield	3	42	2	35				90		
{ Aylwin Co'y		Capt. Chamberlin, Aylwin	3	42	2	38				122		
		Staff	7		4							
		Total	22	210	10	106	2 horses	do do do do	do do do do			
												Waggon and Rail.

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
									Ranges.	Figure of Merit.			
									Battalion.	Company.			
19½ cents, exclusive of fuel wood.		Good.											
do		None.											
do		Yes. 20. Efficient.											
do		Yes. 17. Efficient.											
do		Fair. Clothing No. 9 Co. unserviceable.											
do		Marching past. Brigade movements, Skirmishing, &c. Progress fair. The Wakefield and Aylwin Companies exercised in Battalion and Brigade Drill with the 43rd Battalion with satisfactory progress.											
do		Yes. 23 men.											
do		23 men.											
do		200 and 400 yards.											
do		16.68											
do		20.45											
do		17.66											
do		18.87											
do		18.85											
do		23.18											
do		22.73											
do		1st July, 1875.											
do		3rd July, 1875.											
do		Not in Camp. Removed from Active Militia.											
do		do do											
do		Not in Camp. Removed from Active Militia.											
do		*From Military District No. 5.											

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 4.—Continued.			Establishment.	Actual Strength present at Inspection		Muster.			Whether in Camp or otherwise.		Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.	Corps.							Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.	Place.	Date.	Number of days' drill performed.			
56th Battalion	7	Lieut.-Col. Jessup, Prescott.....										
No. 1 Company..		Prescott	3	42	1	24					12	
No. 2 do		Capt. Bennett, Prescott.....	3	42	2	39					12	
No. 3 do		Major Campbell, Burritt's Rapids..	3	42	2	40					36	
No. 4 do		Capt. Chambers, Kemptville.....	3	42	2	33					34	
No. 5 do		Capt. McCuaig, Ottawa.....	3	42	1	28					72	
No. 6 do		Capt. Checkley, North Augusta....	3	42	1	24					15	
No. 7 do		Capt. Carmichael, Spencerville.....	3	42	1	36					22	
		Staff	8		7	5						
		Total	29	294	17	229	Brockville.	22nd June, 1875.	12	Brigade Camp.		Rail and Wagon.
59th Battalion		Lieut.-Col. Bergin, Cornwall.....										
No. 1 Company..	7	Capt. Callaghan, Cornwall.....	3	42	2	42					62	
No. 2 do		Capt. Davey, Cornwall.....	3	42	2	41					62	
No. 3 do		Capt. Adams, Cornwall.....	3	42	2	40					62	
No. 4 do		Capt. McLennan, Lancaster.....	3	42	2	42	do	do	do	do	72	do
No. 5 do		Capt. Baker, Farran's Point....	3	42	2	42					50	
No. 6 do		Capt. Bullock, Lunenburg.....	3	42	2	42					53	
No. 7 do		Capt. McDiarmid, Dunvegan.....	3	42	2	40					93	
		Staff	8		8	5						
		Total	29	294	22	294						

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.											
								Number of non-exercised Men, if any.	Figure of Merit.												
								Ranges.													
								Battalion.	Company.												
								Date of Inspection.		Date when drill was completed.											
13½	19¢ exclusive of fuel wood.	Good.	None.	No.	Fair; with the exception of clothing of Nos. 6 and 7 Companies.	Marching past. Brigade drill. Skirmishing. Drill fair.	Yes.	68 men.	200 and 400 yards.	10-64	8-10	9-52	10-33	12-90	6-79	9-00	16-69	1st July, 1875.	3rd July, 1875.	4 horses.	
do	do	do	do	do	Fair.	Marching past. Brigade drill. Skirmishing. Progress satisfactory.	do	131 men.	do	15-40	do	do	do	14-80	11-45	12-97	19-82	17-64	do	do	4 horses. Did not fire. do

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 5. Lt.-Col. J. FLETCHER, C.M.G., D.A.G.M.			Establishment.	Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.		Number of days' drill performed.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
No 1 Troop, Cavalry		Capt. John Tees, Montreal.....	3	35	2	22	Franklin.	21st June, 1875.	12 days.	In Camp.	50	Marched.
St. Andrews Troop.....		Capt. Burwash, <i>l.c.</i> , St. Andrews	3	42	2	39	Carillon.	28th June, 1875.	do	do	2	do
Provisional Regiment, Cavalry.....		Major Taylor,										
Cookshire Troop.....		Capt. French, Cookshire.....	3	37	2	37	Sherbrooke.	20th September.			20	
Sherbrooke do		Cornet Read, Sherbrooke.....	3	42	1	36					4	do
Stanstead do		Capt. J. Wood, Stanstead	3	42	2	35			do	do	40	
Compton do		Capt. F. Stinson, Compton.....	3	42	2	34	Sherbrooke.				21	
		Staff			4	5						
		Total	12	163	11	147						

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.		32 hours.	6 hours.	Time required to concentrate the Battalion or Corps.	REMARKS.							
Cost of rations per head, per diem, at encampment.	General conduct of Corps.					General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Target Practice.		
If any, and what casualties.		No.	do	Whether in possession of Band, Number of Musicians, and proficiency	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Figure of Merit.	Date of Inspection.	Date when drill was completed.
General conduct of Corps.									General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Figure of Merit.	Date of Inspection.	Date when drill was completed.
do	do	Good.	do	Good.								
do	do	1 horse injured.	do	None.								
do	do	No.	do	do								
do	do	Good.	do	do								
Provisional Regiment.	Troop and Squadron Movements. Firing Mounted. Sword Exercise, well performed.	Troop Movements and Sword Exercise, well done.	Troop Movements, Sword Exercise, Firing Mounted; well performed.	Yes.								
do	do	do	do	None.								
200 and 400 yards.	200, 300 and 400 yards	200 and 400 yards.	200 and 400 yards.									
16-31												
18-10		9-00		10-11								
16-20												
17-15												
15-29												
September 29th, 1875.	July 7th, 1875.	July 1st, 1875.	July 1st, 1875.									
October 1st, 1875.	July 9th, 1875.	July 2nd, 1875.	July 2nd, 1875.									
do	do	do	do	Inspected by Lt.-Col. Fletcher, D.A.G.								

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
Huntingdon Troop		Capt. James Barr	3	35	2	35	Franklin.	6th September, 1875. 21st June, 1875.	12 days.	In Camp.	10	Marched.
Missisquoi do		Capt. H. Bush, Clarenceville	3	35	2	35	Granby.				50	
Brome do		Capt. S. N. Boright	3	35	1	35	Granby.				28	
		Total	9	105	5	105						
Montreal Field Battery		Capt. Stevenson, l.e. Montreal	5	75	3	72	Montreal.	Oct. and Nov., 1875.	do	Head Quarters.		
Shefford Field Battery		Major Amyrauld, Granby	6	75	6	75	Granby.	6th September.	16	Camp.		

performed the Annual Drill for 1875-76.--Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Ranges.	Target Practice.	Battalion.	Company.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS.
do		Good.	None.	No.	Good.	Troop Movements. Troop Movements. Firing Mounted. Firing Mounted. Sword Exercise, well done	Yes.	None.	200 and 400 yards.			12-02	September 15th, 1875.	July 1st, 1875.	Inspected by Lt.-Col. Fletcher, D.A.G.	
None.		1 man; broken arm.			Arms Good. Clothing and accoutrements worn out.	Gun Drill, Dismounting Guns, Mounting guns, &c., well done.							December 3rd, 1875.	September 17th, 1875.	Inspected by Lt.-Col. Strange, Ins. Art. *See Report of Ins. of Art.	
do						Marching past, Field Drill, Taking Action, Firing*							Sept. 15th, Sept. 17th, September 21st.		Inspected by Lt.-Col. Fletcher, D.A.G. Inspected by Lt.-Col. Irvine, Inspector of Artillery. *See Report of Ins. of Art.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5.—Continued.		Establishment.	Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
			Corps.		Corps.		Number of days' drill performed.			
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N - C O. and Men.	Officers.	N - C O. and Men.		Place.	Date.	Miles.	Mode.
Montreal Garrison Artillery	5	Lieut.-Col. McKay, Montreal					Montreal.	Various dates.		Head Quarters.
No. 1 Battery	do	do	3	55						
No. 2 do	do	do	3	55						
No. 3 do	do	do	3	55						
No. 4 do	do	do	3	55						
No. 5 do	do	do	3	55						
No. 6 do	do	do	3	55						
		Staff	8	7						
		Total	26	337	20	230				
St. Johns Battery, Garrison Artillery		Capt. Drumm, m., St. John's	3	55						
Montreal Engineers	2						Montreal.	Various dates.		Head Quarters.
No. 1 Company	do	Capt. Devine, Montreal	3	55	2	33				
No. 2 do	do	Capt. Kennedy, Montreal	3	55						
		Total	6	110	2	33				
1st, or Prince of Wales' Rifle Batt.	6	Lieut.-Col. Bond, Montreal					do	do	do	do
No. 1 Company	do	do	3	55	2	42				
No. 2 do	do	do	3	55	2	42				
No. 3 do	do	do	3	55	2	42				
No. 4 do	do	do	3	55	2	42				
No. 5 do	do	do	3	55	2	42				
No. 6 do	do	do	3	55	2	42				
		Staff	7	5	7					
		Total	25	335	19	252				

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Battalion.	Company.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS.
Good.		Good.		20 musicians; good state of proficiency.	Good.	Infantry Drill in Brigade as a Battalion, very good. Gun Drill well performed.*	Yes.		Target Practice by Squads not yet completed.				29th October.	29th October.	Inspected by Lt.-Col. Strange, Inspector of Artillery, and Lt.-Col. Fletcher, D.A.G. *See Report of Inspector of Artillery.
None.		None.													Did not drill.
24 musicians; good state of proficiency.		Good.		Fair.	Good.	Company Drill, Manual and Firing Exercises well done.	Yes.						22nd October.	22nd October.	Inspected by Lt.-Col. Fletcher, D.A.G. No. 2 Co. did not drill.
Parade and Battalion Movements, Manual and Firing Exercise very well done.		Good.											17th November.	17th November.	Inspected by Lt.-Col. Fletcher, D.A.G.
do															
Target Practice by Squads not yet completed.															

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
3rd Batt. Victoria Volunteer Rifles.	6	Lieut.-Col. Bethune, Montreal.....					Montreal.	Various dates.	12 days.	Head Quarters.		
No. 1 Company.....		Capt. Crawford, Montreal.....	3	55	2	42						
No. 2 do		Capt. Torrance, Montreal.....	3	55	2	42						
No. 3 do		Capt. Sully, Montreal.....	3	55	2	42						
No. 4 do		Lieut. Walker, Montreal.....	3	55	2	42						
No. 5 do		Capt. Taylor, Montreal.....	3	55	2	42						
No. 6 do		Capt. Hardman, Montreal.....	3	55	2	41						
		Staff.....	8	5	6	4						
		Total	26	338	18	255						
6th Battalion, Hochelaga Light Infantry.....	6	Lieut.-Col. Martin, Montreal.....					do	Various dates, September and October.	do	do		
No. 1 Company.....		Capt. W. S. Gardner, Montreal.....	3	55	2	42						
No. 2 do		Capt. W. J. Kenny, Montreal.....	3	55	2	42						
No. 3 do		Capt. D. Seath, Montreal.....	3	55	2	41						
No. 4 do		Capt. Sinton, Montreal.....	3	55	2	42						
No. 5 do		Ensign Blacklock, Montreal.....	3	55	2	42						
No. 6 do		Capt. Dupont, Montreal.....	3	55	2	42						
		Staff.....	7	5	7	5						
		Total	25	335	19	256						

Performed the Annual Drill for 1875-76 — *Continued.*

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
								Number of non-exercised Men, if any.	Ranges.			
								Battalion.	Company.			
do		Good.										
do		None.										
20 Members ; Good proficiency.				24 musicians ; good state of proficiency.								
do				Good.								
Battalion and Parade Movements well performed.					Parade and Battalion Movements, Manual and Firing Exercise very well done.							
do				Yes.								
do								Target Practice by Squads not yet completed.				
										6th November.		
October 14th and 16th, 1875.										6th November.		Inspected by Lt.-Col. Fletcher D.A.G.
October 16th, 1876.												Inspected on the 14th October, by His Excellency the Gen'l. Commanding, Sir W. O'Grady Haly.
												Inspected on the 16th Oct., by Lt.-Col. Fletcher, D.A.G.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.
No. 5.—Continued..			Corps.		Corps.		Place.	Date.	Number of days' drill performed.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.					
11th Battalion, Argeuteuil Rangers	8	Lt.-Col. Hon. J. J. C. Abbott, St. Andrews					St. Andrews.	21st June.	12 days.	In Camp.	Waggon.
No. 1 Company		Capt. LeRoy, St. Andrews	3	55	2	28					
No. 2 do		Capt. J. Smith, Donany	3	55	2	39					
No. 3 do		Capt. McKnight, West Gore	3	55	2	39					
No. 4 do		Capt. Simpson, Lachute	3	55	2	37					
No. 5 do		Capt. Sherritt, East Gore	3	55	2	37					
No. 6 do		Capt. Pollock, Mille	3	55	2	41					
No. 7 do		Capt. Hoy, Carillon	3	55	2	40					
No. 8 do		Capt. Cushing, Chatham	3	55							
		Staff	8	5	6						
		Total	32	445	5	266					
21st Battalion, Richelieu Light Infantry	4	Lt.-Col. Marchand, St. Johns					Granby.	6th September.	do	do	Railway.
No. 1 Company		Capt. Comeau, St. Johns	3	42	2	41					
No. 2 do		Capt. Mongeon, St. Johns	3	42	2	41					
No. 3 do		Capt. Beauvais, St. Johns	3	42	2	40					
No. 4 do		Capt. Roys, Henryville	3	42							
		Staff	7	6	3						
		Total	19	173	9	122					

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
50th Battalion	8	Lt.-Col McEachern, Huntingdon					Franklin.	21st June.	12 days.	In Camp.	Waggon.	
No. 1 Company		Capt. Henderson, Hinchinbrooke	3	42	2	37						10
No. 2 do		Capt. McDonald, Huntingdon	3	42	2	15						16
No. 3 do		Capt. Gardner, Huntingdon	3	42	2	25						16
No. 4 do		Capt. Cairns, Durham	3	42	2	23						10
No. 5 do		Capt. Anderson, Athelstane	3	42	2	23						12
No. 6 do		Capt. Maclaren, Rockburn	3	42	3	36						4
No. 7 do		Capt. Feeney, Dewitsville	3	42	2	23						12
No. 8 do		Capt. McKinnon, Dundee	3	42	2	10						35
		Staff	8	5	7	6						
		Total	32	341	24	198						
51st Battalion	8	Lie t.-Col. Rogers, Hemmingford					do	do	do	do	Marched, Waggon.	
No. 1 Company		Capt. Milne, Havelock	3	42	2	26						11
No. 2 do		Capt. Sriver, Lacolle	3	42	2	42						31
No. 3 do		Capt. Rowe, Franklin	3	42	2	42						
No. 4 do		Capt. McNaughton, Hemmingford	3	42	2	39						16
No. 5 do		Capt. Elliott, Roxham	3	42	2	41						24
No. 6 do		Capt. Hayes, Hemmingford	3	42	2	41						16
No. 7 do		Capt. Livingstone, St. Jean Chrysostome	3	42	2	39						15
No. 8 do		Capt. Ste. Marie, St. St. Rémi	3	42	2	41						25
		Staff	8	5	8	5						
		Total	32	341	24	316						

Performed the Annual drill for 1875-76.—Continued.

		Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Ranges.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS.
		Target Practice.													
												Battalion.	Company.		
hrs.				Good.	None.				Yes.	None.					
3						11 Musicians; fair state of proficiency.					200, 400, and 600 yards.	15-84			
4						Accountrements and Arms, fair; Clothing, good.						13-50			
4						Parade and Field Movements, Skirmishing and Firing very well done.						15-75			
4												13-66			
3												17-88	July 1st.		Inspected by Lt.-Col. Fletcher, D.A.G.
3												19-34	July 2nd.		
3												18-27			
3												15-17			
9												13-22			
3												15-64			
8												20-08			
1												14-66			
4												12-64			
4												15-96			
6	do											13-20	do	do	
4	do											13-21	do		
4												21-39			
6												14-21			

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.			
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.		
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.					Miles.	Mode.	
52nd Battalion.....	6	Lieut.-Col. Hall, Knowlton					At Granby.	6th September, 1875.	12 days.	In Camp.	45	Wagon.	
No. 1 Company.....		Lieut. Allen, Sutton	3	42	2	32							34
No. 2 do		Capt. Kimball, Knowlton	3	42									
No. 3 do		Capt. Flannery, Sutton	3	42	3	39							28
No. 4 do		Capt. Hall, Farnham	3	42	2	39							15
No. 5 do		Capt. Perkins, Mansonville.....	3	42	3	41							45
No. 6 do		Capt. Mooney, Bolton	3	42	2	36							28
		Staff.....	7	5	6	6							
		Total	25	257	18	193							
53rd Battalion	6	Lt.-Col. Ibbotson, Sherbrooke.....					At Sherbrooke.	20th September, 1875.	do	do	3	Marched.	
No. 1 Company.....		Capt. Moorhouse, Sherbrooke	3	42	1	43							3
No. 2 do		Capt. Armstrong, Sherbrooke	3	42	2	40							3
No. 3 do		Capt. Towle, Lennoxville.....	3	42	1	24							3
No. 4 do		Capt. Rioux, Sherbrooke	3	42	1	35							3
No. 5 do		Lieut. Phelan, Magog	3	42	2	32							3
No. 6 do		Capt. Rolfe, Ascot. Staff.....	3	42	3	42							3
		Staff.....	7	5	7	4							
		Total	25	257	17	220							
54th Battalion	3	Lieut.-Col. Lord Aylmer					do	do	do	do	42	Rail and Marched.	
No. 1 Company.....		Capt. McKenzie, Danville	3	42	1	41							34
No. 5 do		Capt. Mairs, Durham	3	42	2	41							
*Independent Company		Capt. Watts, Drummondville.....	3	42	1	25							55
		Staff.....	7	5	3	4							
		Total	16	131	7	111							

performed the Annual Drill for 1875-76

Time required to concentrate the Battalion or Corps.		General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
Cost of rations per head, per diem, at encampment.	Number of Non-exercised Men, if any.							Ranges.	Figure of Merit.			
hrs.	1 hour.											
9		Good.	None.	None.	Good.	Parade and Field movements. Firing. Skirmishing well performed.	Yes.	200, 400 and 500 yards.	15-60.	15th September, 1875.	17th September, 1875.	Inspected by Lt.-Col. Fletcher, D.A.G. No. 2 Co. did not drill.
7							None.			13-62		
4										15-66		
11										19-97		
7										11-57		
	do					Parade and Field movements. Firing. Skirmishing creditably performed.	do	200, 400 and 600 yards.	14-36	29th September, 1875.	1st October, 1875.	Inspected by Lt.-Col. Fletcher, D.A.G.
	do						do			15-66		
	do						do			13-30		
	do						do			12-10		
	do						do			10-41		
	do						do			14-34		
	do						do			20-38		
	do					Parade and Field movements. Firing. Skirmishing fairly performed. Battalion too weak for efficient movements.	do			16-38		
6							do			17-83		Inspected by Lt.-Col. Fletcher, D.A.G.
8							do			16-20		Companies 2,3 and 4 did not drill.
10							do			15-10		* Attached for drill

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Whether in Camp or otherwise.	
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.				Miles.		Mode.
58th Battalion	10	Lieut.-Col. Cook, Cookshire					Sherbrooke.	September 20th, 1875.	12 days.	In Camp.	Rail and Wagon.	
No. 1 Company		Capt. McNeece, Robinson	3	42	2	27						33
No. 2 do		Capt. Ross, Gould	3	42	2	41						46
No. do		Capt. McIver, Stonaway, Winslow	3	42	2	42						63
No. 4 do		Capt. Weyland, Marbleton	3	42	2	40						35
No. 5 do		Capt. Ramsey, Lake Megantic	3	42	2	41						78
No. 6 do		Capt. Cook, Hatley	3	42	3	40						23
No. 7 do		Capt. Meriv, Coaticook	3	42	2	33						63
No. 9 do		Capt. McAuley, Stonaway Winslow	3	42	3	40						28
No. 10 do		Capt. Cartley, Eaton	3	42	3	42						
No. 8 do		Capt. Gilman, Stanstead	3	42								
		Staff	7	5	7	5						
		Total	37	425	28	351						
60th Battalion	6	Lieut.-Col. Rowe, Clarenceville					Granby.	September 6th, 1875.	do	do	do	
No. 1 Company		Capt. Sexby, St. Armands	3	42	2	42						60
No. 2 do		Capt. Jamieson, Clarenceville	3	42	2	35						15
No. 3 do		Capt. Robinson, Dunham	3	42	2	40						18
No. 4 do		Capt. Wiggins, West Farnham	3	42	2	44						25
No. 5 do		Capt. Bockus, Mystic	3	42	2	25						30
No. 6 do		Capt. Westover, Frelighsburg	3	42	2	38						31
		Staff	7	5	6	5						
		Total	25	257	18	229						

performed the Annual Drill for 1875-76.—Continued.

hrs.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
									Number of Non-exercised Men, if any.	Ranges.		Figure of Merit.
								Battalion.	Company.	Date of Inspection.	Date when drill was completed.
5			Good.								
7			None.								
10					14 performers; fairly proficient.						
5						Fair condition.					
13							Parade and Field Movements, Skirmishing, Firing in different positions; well done.				
4											
30											
5											
5								Yes.			
5								None.			
5								200, 400, and 600 yards.	15-34		
5									23-89		
5									21-79		
5									20-15		
5									18-40		
5									18-10		
5									17-70		
5									16-10		
5									5-74		
5									6-20		
5										September 29th, 1875.	
5										October 1st, 1875.	
5											Inspected by Lieut. Col. Fletcher, D.A.G.
5											Prevented by rain from completing. Impossible to complete before camp broke up. No. 8 Co. did not drill.
10					17 performers; very good.				19-51		
4									22-18		
3									21-82		
6									18-72		
7									17-24		
8									27-33		
8									16-87		
8										September 15th, 1875.	
8										September 17th, 1875.	
8											Inspected by Lieut. Col. Fletcher, D.A.G.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 5.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Coops	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
79th Battalion	8	Lieut.-Col. Miller, Granby					Granby.	6th September, 1875.	12 days.	In Camp.	13	Marched and Waggon.
No. 1 Company		Capt. Mayotte, Granby	3	42	2	26						
No. 2 do		Capt. Maynes, Waterloo	3	42	2	41						
No. 3 do		Capt. Codd, Waterloo	3	42	1	12						
No. 4 do		Capt. Galbraith, South Roxton	3	42	2	37						
No. 5 do		Capt. Woods, Roxton Falls	3	42	3	39						
No. 6 do		Capt. Smith, Ely	3	42	1	15						
No. 7 do		Capt. Brown, Lawrenceville	3	42	2	25						
No. 8 do		Capt. W. Brooks, Waterloo	3	42	2	36						
		Staff	8	5	7	4						
		Total	32	341	22	235						
<i>Independent Companies.</i>												
Wakefield Infantry Company		Capt. Cates, Wakefield	3	42	2	25	Brockville.					
Eardley Infantry Company		Capt. Lawlor, Eardley	3	42	1	17	Carillon.	June 28th, 1875.	12 days.	In Camp.	63	Steamboat and Waggon.
Aylwin Infantry Company		Capt. Chamberlain, Aylwin	3	42	2	48	Brockville.					

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 6. Lieut.-Col. A. C. DeLOTBINIERE HARWOOD, D.A.G.M.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Whether in Camp or otherwise.
			Officers.	N. - O. and Men.	Officers.	N. - O. and Men.				Miles.		Mode.
64th Battalion	6	Lt. Col. Prudhomme Beauharnois.....					Beauharnois.	12th July, 1875.	In Camp.	12 days.	Cart and Boat.
No. 1 Company		Capt. N. Deslaurier	2	42	2	41					
No. 2 do		Capt. F. C. Basiner,	2	42	2	27					
No. 3 do		Capt. L. A. Prud-	2	42	2	38					
No. 4 do		homme.....	2	42	2	40					
No. 5 do		Capt. W. S. Davis...	2	42	2	27					
No. 6 do		Capt. E. Langevin..	2	42	2	20					
		Staff	8	5	8	5					
		Total.....	18	215	18	178					
65th Battalion	6	Maj. Nap. Labranche Lt. Lieut.-Col. Montreal					At Head-Quarters.		do		
No. 1 Company		Capt. G. V. Bourdon, Montreal	3	42	1	41					
No. 2 do				42		42					
No. 3 do		Lt. F. Corbeille, do.	2	42	1	41					
No. 4 do		Capt. M. Lymburner	2	42	2	38					
No. 5 do		Capt. Phaneuf	3	42	3	38					
No. 6 do		Capt. Lapointe.....	2	42	2	42					
		Staff	5	6	5	6					
		Total.....	17	252	14	242					
76th Battalion	6	Lieut.-Col. P. A. Rodier, Ste. Mar- tine.....					St. Martine.	12th July, 1875.	In Camp.	do	Cart and Marched.
No. 1 Company		Capt. E. Laberge...	2	42	3	34					
No. 2 do		Capt. F. Durocher.	2	42	2	40					
No. 3 do		Capt. C. Legault...	2	42	1	33					
No. 4 do		Capt. T. Beaudreau.	2	42	2	39					
No. 5 do		Capt. L. Turcot	2	42	2	36					
No. 6 do		Capt. O. A. Robert.	2	42	2	30					
		Staff	4	4	4	4					
		Total.....	16	256	16	216					

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.		6 hours.		Time required to concentrate the Battalion or Corps.	
Cost of rations per head, per diem, at encampment.	General conduct of Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.
25 cents.	No rations.	25 cents.	Very good.	25 cents.	Very good.
Very good.	Very good on parade.	None.	None.	None.	None.
do	do	No Band as yet.	No Band.	No Band as yet.	No Band.
Very good.	16 musicians. Proficiency very good.	Clothing new. Arms in fair state.	Very good.	Clothing new. Arms in fair state.	Very good.
do	Arms in very good order. Clothing and accoutrements scarce (except great coats, new.)	Inspection of arms, accoutrements, &c. Battalion Drill. The Drill in Camp was made in accordance with the Adjutant-General's instructions.	Very good.	Inspection of arms, accoutrements, &c. Battalion Drill. The Drill in Camp was made in accordance with the Adjutant-General's instructions.	Very good.
do	The Inspection of this corps was very good, and made in accordance with the instructions.	They were.	do	They were.	do
do	do	12.30	do	12.30	do
do	do	8.66	do	8.66	do
do	do	18.74	do	18.74	do
do	do	11.48	do	11.48	do
do	do	10.43	do	10.43	do
do	do	12.21	do	12.21	do
22nd July, 1875.	2nd December, 1875.	22nd July, 1875.	22nd July, 1875.	22nd July, 1875.	22nd July, 1875.
23rd July, 1875.	8th December, 1875.	23rd July, 1875.	23rd July, 1875.	23rd July, 1875.	23rd July, 1875.
This camp being in a very flat country, it has been very difficult to find a place where to shoot.		This corps having been only lately permitted to perform its Drill, had no time to go through the prescribed course of target practice. * Drill will be completed on this day.		All the corps having not fired their 15 rounds. I have not sent the names of the best shots, and consider they should not be compared with others, though they have some very good shots. I was unable to get the whole prescribed course performed on account of some wet days. Only one company has fired 15 rounds.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 6.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.					
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.			
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.									
80th Battalion	6	Major DeFoy, Gentilly	16	252			At Nicolet.	8th July, 1875.	12 days.	In Camp.					
No. 1 Company		Capt. A. Gaudet, Gentilly			2	40									
No. 2 do		Capt. C. H. Giroux, Nicolet			2	40									
No. 3 do		Capt. A. Landry, Becancour			2	38									
No. 4 do		Capt. Oct. Moussette, Ste. Gertrude			2	33									
No. 5 do		Capt. Am. Pratte, St. Gregoire			2	40									
No. 6 do		Capt. L. Beaubien, Victoriaville			2	35									
Joliette Provisional Battalion	5	Major Sheppard, Joliette					Joliette.	9th July, 1875.	do	do					
No. 1 Company		Capt. Sheppard, Joliette	2	42	2	42									
No. 2 do		Capt. Granger, St. Jacques	2	42	2	42									
No. 3 do		Lieut. Guilbault, St. Melaine	2	42	2	42									
No. 4 do		Capt. Guilbault, Ste. Elizabeth	2	42	2	42									
No. 5 do		Capt. Quinn, Rawdon	2	42	2	42									
		Staff, Joliette	5												
Three Rivers Provisional Battalion	1	Major Lambert, Rivière du Loup					Rivière du Loup.	do	do	do					
No. 1 Company		Capt. Grandpré, Berthier	2	42	2	42									
No. 2 do		Capt. Pichette, Rivière du Loup	2	42	2	42									
No. 3 do		Capt. Laferrière, Berthier	2	42	2	42									
No. 4 do		Capt. Hénault, St. Gabriel	2	42	2	42									
No. 5 do		Capt. Sharp, Rawdon	2	42	2	42									
		Staff, Berthier	5												

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 7. Lieut.-Col. L. A. CASAULT, C. M. G., D. A. G. M.			Establishment.	Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.		Number of days' drill performed.	Miles.	Mode.
			Officers.	N - C. O. and Men.	Officers.	N - C. O. and Men.					
Quebec Field Battery	1	Major Baby, Quebec	5	74	3	73	Levis.	15th September, 1875.	16 days.	In Brigade Camp.	Head Quarters.
Grosse Ile Detachment of Artillery	1	Capt. Montizambert, Grosse Isle.	1	23	1	23	Grosse Ile.	21st September, 1875.	12 days.	Head Quarters.	do

performed the Annual Drill for 1875-76.—Continued.

		Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Ranges.	Figure of Merit.	Date of Inspection.	Date when drill was completed.	REMARKS.
6	12 hours.	18 cents.	Very good.	None.	None.	Very good.									
do															
do															
do															
do															
do	Manual and Firing Gun drill; details of several duties. The gunners shewed careful training and efficiency.					Very good.		Marching past at a walk, trot, and gallop; reversing, wheeling into line, taking ground to right and left; actions front, left, right and rear; advancing, form a flank in echelon of sub-divisions. The whole well and smartly done.							
do									Yes.						
do									None.						
	200, 400 and 600 yards.														
.....															
16.77															
	21st September, 1875.												14th September, 1875.		
	21st September, 1875.												15th September, 1875.		
do															Inspected by Lt.-Col. Duchesnay, Act. D. A. G., M. D., No. 7.
do															

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 7.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise		Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.	Place.	Date.	Number of days' drill performed.		Miles.	Mode.	
17th Battalion	8	Lt.-Col. Blanchet, Levis	31	440	21	330	Levis.	11th September, 1875.	12 days.	In Brigade Camp.			
No. 1 Company		Lieut. R. Bourget, St. Joseph	3	55	1	42							
No. 2 do		Ens. M. Morin, Levis	3	55	1	40							
No. 3 do		Capt. A. Demers, Hadlow Cove	3	55	1	41							
No. 4 do		Major E. Lemieux, Levis	3	55	1	42							
No. 5 do		Capt. T. X. Genest, St. Henri	3	55	2	42							
No. 6 do		Lieut. T. Clifford, Michel	3	55	1	39							
No. 7 do		Major A. Fournier, St. Raphael	3	55	2	40							
No. 8 do		Capt. F. Morin, St. Lazare	3	55	2	41							
		Staff			4							Head Quarters, Railway and Vehicle.	
23rd Battalion		Capt. T. O. Filteau, Lotbinière	3	55	2	42	Lotbinière.	7th September, '75.	do	Head Quarters.			
Dorchester Battalion	4	Major M. Genest, St. Anselme	13	220	11	159	Levis.	11th September, 1875.	do	In Brigade Camp.			
No. 1 Company		Capt. T. Rouleau, St. Claire	3	55	2	35							
No. 2 do		Capt. T. B. Turgeon, St. Anselme	3	55	1	41							
No. 3 do		Capt. E. Letourneau, St. Isidore	3	55	2	42							
No. 4 do		Capt. L. Mercier, Ste. Justine	3	55	2	38							
		Staff			4	3							

performed the Annual Drill for 1875-76.—Continued.

24 hours.	do	12 hours.	Time required to concentrate the Battalion or Corps.
18 cents.		18 cents.	Cost of rations per head, per diem, at encampment.
do	do	Good.	General conduct of Corps.
do	do	None.	If any, and what casualties.
None.		Yes. 21 Musicians.	Whether in possession of Band. Number of Musicians, and proficiency.
do	do	Good.	General State of Clothing, Arms and Accoutrements.
Company and Battalion movements, skirmishing and Brigade manoeuvres very satisfactory.	Squad drill, Company drill and skirmishing. The whole creditably performed.	Company and Battalion movements. Skirmishing and Brigade manoeuvres very satisfactory.	Nature of Movements at Inspection, and how performed.
do	do	Yes.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.
do	do	None.	Number of non-exercised Men, if any.
do	do	200, 400 and 600 yards.	Ranges.
6.27	6.43	6.43	Target Practice.
6.82	5.07	5.07	Figure of Merit.
4.48	4.12	4.12	Battalion.
7.27	7.51	7.51	Company.
6.58	5.59	5.59	Date of Inspection.
10th September, 1875.	7th September, '75.	10th September, 1875.	Date when drill was completed.
11th September, 1875.	6th September, '75.	11th September, 1875.	
do	do	Inspected by Lt.-Col. Duchesnay, Act. D.A.G., M.D., No. 7.	REMARKS
do	do		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 7.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps	Companies	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
County of Quebec Battalion	4	Major Laurin, Ancienne Lorette....	13	220	12	168	Ancienne Lorette.		12 days.	In Camp.	
No. 1 Company.....		Capt. N. Dorion, Charlesbourg	3	55	2	42					5	
No. 2 do		Capt. N. Laurin, Ancienne Lorette			2	42					
No. 3 do		Major L. Genest, St. Ambroise.....			2	42					5	
No. 4 do		Capt. A. Routhier, Ste. Foye			2	42					5	
		Staff			4						
Staff Brigades, Rivière Ouelle and Lévis					10	6						
9th Battalion.....	7	Lieut.-Col. Vohl, Quebec	30	385	22	294	Rivière Ouelle.	26th August, 1875.	12 days.	In Brigade Camp.		Steamer.
No. 1 Company.....		Capt. Frenette, Quebec	3	55	1	41						
No. 2 do		Capt. Gingras, Quebec	3	55	1	41						
No. 3 do		Capt. Delagrave, Quebec	3	55	2	41						
No. 4 do		Capt. Garneau, Quebec	3	55	1	42						
No. 5 do		Capt. Amyot, Quebec	3	55	2	42						
No. 6 do		Capt. Evanturel, Quebec	3	55	2	42						
No. 7 do		Capt. Gauvreau, Quebec	3	55	2	42						
		Staff	3		6							

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 7.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N - C. O. and Men.	Officers.	N - C. O. and Men.						
Kamouraska Battalion	4	Lieut.-Col. Taché, Kamouraska.....	13	220	12	170	Rivière Ouelle.	26th August, 1875.	12 days.	In Brigade Camp.		
No. 1 Company		Capt. Ouillet, Ste. Anne.....	3	55	2	41						
No. 2 do		Capt. Dupuy, Kamouraska.....	3	55	2	42						
No. 3 do		Capt. Têtu, Rivière Ouelle.....	3	55	2	42						
No. 4 do		Capt. Fraser, St. Denis.....	3	55	2	42						
		Staff.....			4	3					6	Schooner and Vehicle.
Temiscouata Battalion	5	Lieut.-Col. Hudon, Rivière-du-Loup.....	13	220	9	168	do	do	do	do		
No. 1 Company		Capt. Pouliot, Rivière-du-Loup.....	3	55	1	42						
No. 3 do		Capt. Frère, Cacouna.....	3	55	2	42						
No. 4 do		Capt. LeBel, St. Arsene.....	3	55	1	39						
No. 5 do		Capt. Dumas, Green Island.....	3	55	2	42						
		Staff.....	3		3	5					6	Steamer, Vehicle and Railway.
Rimouski Battalion	5	Lieut.-Col. Martin, Rimouski.....	13	220	11	164	do	do	do	do		
No. 1 Company		Capt. A. Martin, Rimouski.....	3	55	2	39						
No. 3 do		Capt. D. Poulin, Anse-au-Sable....	3	55	1	42						
No. 4 do		Capt. L. N. Coté, Bic.....	3	55	2	39						
No. 5 do		Capt. C. LeBel, St. Anaclet.....	3	55	2	39						
		Staff.....			4	5					6	Steamer and Vehicle.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 7.—Continued.			Establishment.		Actual Strength present at Inspection		Muster.			Whether in Camp or otherwise.		Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			Miles.	Mode.
			Officers.	N - C. O. and Men.	Officers.	N - C. O. and Men.							
55th Battalion.....	6	Lieut. - Col. King, Inverness.....	25	330	17	251	Inverness.	8th July.	12 days.	In Camp.			
No. 1 Company.....		Capt. Miller, Kin- near's Mills.....	3	55	1	42						10	
No. 2 do		Capt. J. Mackenzie, Inverness.....	3	55	2	40						18	
No. 3 do		Capt. Ward, Ire- land.....	3	55	2	41						20	
No. 4 do		Capt. Thompson, Reid's Mills.....	3	55	2	39						15	
No. 5 do		Capt. Blanchard, Somerset.....	3	55	2	42						20	
No. 6 do		Capt. Montgomery, St. Sylvester.....	3	55	2	42							
		Staff.....			7	5							
70th Battalion.....	6	Lt.-Col. Massicotte, Ste. Geneviève ...	25	275	19	254	Ste. Geneviève.	10th July.	do	do			
No. 1 Company.....		Capt. E. Trudel, Ste. Geneviève...	3	46	2	42						9	
No. 2 do		Capt. A. Cossette, St. Narcisse.....	3	46	2	42						9	
No. 3 do		Capt. T. Trudel, Ste. Geneviève ...	3	46	2	42						9	
No. 4 do		Capt. P. Tessier, Ste. Anne.....	3	46	2	42						5	
No. 5 do		Capt. J. Massicotte, St. Prosper.....	3	46	2	42						21	
No. 6 do		Capt. N. Bruist, St. Tite.....	3	46	2	42							
		Staff.....			7	2							
Portneuf Battalion	5	Lt.-Col. Panet, P ^{te} -aux-Trembles.....	21	275	15	209	Deschambault.	22nd July.	do	do			
No. 1 Company.....		Capt. A. Beaudry, Pte-aux-Trembles	3	55	2	42						27	
No. 2 do		Capt. E. Frenette, St. Raymond.....	3	55	2	42						25	
No. 3 do		Capt. A. Paquette, Deschambault.....	3	55	2	38						33	
No. 4 do		Capt. C. Brunett, St. Augustin.....	3	55	2	42						15	
No. 5 do		Lieut. P. Bernard, Ecureuils.....	3	55	2	42							
		Staff.....			5	3							

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.		12 hours.	do	Time required to concentrate the Battalion or Corps.	do	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.						
Ranges.	Figure of Merit.																							
do	do	25 cents.	do	do	do	Very good.	do	do	Yes; 12 musicians.	do	Company and Battalion Movements. Skirmishing. The whole very satisfactory.	do	do	200, 400 and 600 yards.	15-32	13-33	14-83	18-33	13-07	13-52	19-04	8th July, 1875.	8th July, 1875.	Inspected by Lt.-Col. Casault, D. A. G., M. D. No. 7.
do	do	do	do	do	do	None.	do	do	Yes; 22 musicians.	do	do	do	do	No Target-practice Returns sent.	16-23	20th July, 1875.	20th July, 1875.	17th July, 1875.	17th July, 1875.	Inspected by Lt.-Col. Casault, D. A. G., M. D. No. 7.				

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 7.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.
			Corps.		Corps.		Place.	Date.	Number of days' drill performed.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.					
Charlevoix Battalion.....	4	Major Dufour, Baie St. Paul.....	13	220	8	168					
No. 1 Company.....		Capt. F. Gauthier, Baie St. Paul.....	3	55	2	42		20th July.			
No. 2 do		Capt. F. Blouin, Isle d'Orleans.....	3	55	2	42		21st do	12 days.		
No. 3 do		Capt. J. Tremblay, Eboulements.....	3	55	2	42					
No. 4 do		Capt. E. Lemieux, Chicoutimi	3	55	2	42					
								20th July.			
								21st do			
										Head Quarters.	

Performed the Annual Drill for 1875-76.—Continued.

12 hours.	<i>Time required to concentrate the Battalion or Corps.</i>	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.
											Battalion.	Company.			
Very good.	None.	None.	Very good.	Company and Skirmishing well performed.	Yes.	None.	200, 400 and 600 yards.	17-44	16-50	14-47			July.	20	Inspected by Lt.-Colonel Lamontagne, B.M.
														21	Insp'd by Lt.-Col. Casault, D. A. G.
														31	Insp'd by Lt.-Col. Casault, D. A. G.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 8. Lt.-Col. G. J. MAUNSELL, D.A.G.M.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Miles.	Mode.
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
1st Brigade Division.....		Brigade Major, Lt.-Col. Inches, St. Stephen.....	1	.....	1	.....					
Field Battery		Capt. Donnell, Woodstock.....	4	74	4	72	St. Andrews.	6th July, 1875.	16 days.	Yes.	93	Railway.
67th Battalion	10	Lieut.-Col. Upton, Woodstock.....	28	420	28	414						
No. 1 Company.....		Capt Bourne, Woodstock.....	2	42	2	37						
No. 2 do		Capt. Adams, Centerville.....	2	42	2	41						
No. 3 do		Capt. Boyer, Victoria Corner.....	2	42	2	40						
No. 4 do		Capt. Hoyt, Richmond.....	2	42	2	41						
No. 5 do		Capt. Burpee, Waterville	2	42	2	39	do	do	12 days.	Brigade Camp.		
No. 6 do		Capt. Bossé, Grand Falls	2	42	2	39						
No. 7 do		Capt. Baker, St. Helens	2	42	2	40						
No. 8 do		Brevet-Major Vince, Hartland.....	2	42	2	42						
No. 9 do		Capt. Hartley, Peel	2	42	2	40						
No. 10 do		Capt. Carvell, Wilmot.....	2	42	2	41						
		Staff and Band, Woodstock.....	8	.....	8	14						

Performed the Annual Drill for 1875-76.—Continued.

Average, 2 days.		1 day		Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.	
													Ranges.	Figure of Merit.				
						Battalion.												
						Company.												
do	25 cents.	Good.																
do	do	None.																
do	do	No.																
do	Yes; 14 musicians; good.	Good.																
do	do	Good.																
	General Brigade Movements, Skirmishing, &c., &c.; good.	Shot and Shell practice, good; and Field Gun Drill.																
do	do	Yes.																
	200, 400 and 600 yards.																	
						15-72												
						18-59												
						15-85												
						12-57												
						14-60												
						16-94												
						18-11												
						11-43												
						15-44												
						13-15												
						20-50												
						do												
						14th July, 1875.												
						13th July, 1875.												
						20th July, 1875.												

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 8.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion. or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.			
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.				Miles.	Mode.	
71st Battalion.....	6	Lieut.-Col. Marsh, Fredericton.....	17	210	17	209	St. Andrews.	5th July, 1875.	12 days.	Brigade Camp.	104 from Battalion Headquarters.	Railway and Teams.
No. 2 Company.....		Brevet-Major Staples, St. Marys...	2	42	2	39						
No. 3 do		Capt. Christy, Keswick.....	2	42	2	39						
No. 4 do		Brevet-Major Wilkinson, Stanley...	2	42	2	39						
No. 5 do		Capt. Cropley, Fredericton.....	2	42	2	39						
No. 6 do		Brevet-Major Alexander, Blissville..	2	42	2	40						
		Staff and Band, Fredericton.....	7		7	13						
Deer Island Company.....		Capt. Lloyd, Deer Island.....	2	39	2	38	do	do	do	do	21	Steamer
St. George Company.....		Capt. McGee, St. George.....	2	39	2	37	do	do	do	do	22	Teams.
St. Stephen Company.....		Capt. Hutton, St. Stephen.....	2	39	2	39	do	do	do	do	16	Steamer.
		Total, 1st Brigade Division	56	821	56	809						

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof according to the Militia Act.	Target Practice.		REMARKS.										
								Number of non-exercised Men, if any.	Ranges.											
Battalion.	Company.	Figure of Merit.		Date of Inspection.	Date when drill was completed.															
25 cents.	Good.	None.	Yes; 20 musicians; good.	Good.	General Brigade Movements, Skirmishing, &c., &c., good.	Yes.	200, 400 and 600 yards.	18-28												
do	do	do	No.	do	do	do	do	do	21-91	17-28	17-77	15-38	16-43	19-21	20-16	.....	13th July, 1875.	14th July, 1875.		
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 8.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.			Number of days' drill performed.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.			Miles.	Mode.	
2nd Brigade Division		Lieut.-Col. Mac-Shane, B.M., St John	1		1						
8th Regiment, Cavalry	6	Lieut.-Col. Saunders, Apohaqui	19	294	17	232	Apohaqui.	29th June, 1875.	12 days.	Regimental Camp.	Average 29 miles. Marched.
No. 1 Troop		Capt. Otty, Hampton	2	42	2	41					
No. 2 do		Capt. Foshay, Apohaqui	2	42	2	40					
No. 3 do		Capt. Pearson, English Settlement	2	42	2	40					
No. 4 do		Capt. Langstroth, Hammond River	2	42	2	41					
No. 5 do		Capt. Upham, Upham	2	42	2	41					
No. 6 do		Capt. Brittain, Springfield	2	42	2	41					
		Staff and Band, Apohaqui	7		3						
New Brunswick Garrison Artillery	4	Lieut.-Col. Foster, St. John	18	210	21	202	St. John.	Different days.	do	Not in Camp.	
No. 1 Battery		Capt. Kane, St. John	2	42	3	40					
No. 2 do		Capt. Ring, St. John	2	42	2	43					
No. 3 do		Brevet-Major Cunard, St. John	2	42	3	40					
No. 10 do		Capt. Armstrong, St. John	2	42	3	40					
		Staff and Band, St. John	8		8						

Performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of non-exercised Men, if any.	Ranges.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.			
		Average 4 hours.															
		Good.															
		None.															
do	Yes; 24, good.	Yes; 14, good.															
do	do	Good.															
do	Line and Column Deployments, Wheeling into Quarter Column, &c., Shot and Shell Practice.—Good.	Cavalry Field Movements, Skirmishing, &c.—Good.															
do	do	Yes.	3	1	1	2	200 and 500 yards.	11:53	15:12	10:73	11:41	10:75	10:34	11:64	9th July 1875.	10th July, 1875.	This Brigade performed drill at Head Quarters, as per G.O., par. 7, 23rd April, 1875.
do	21st September, 1875.																
do	21st September, 1875.																

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 8.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Officers.	N.—C. O. and Men.	Officers.	N.—C. O. and Men.	Place.	Date.	Number of days' drill performed.		Miles.	Mode.
New Brunswick Engineers	Capt. Perley, St. John	2	37	3	38						
2nd Battalion.....	6 Lieut.-Col. Sullivan, St. John	19	252	16	224	Torryburn.	19th July, 1875.	12 days.	Regimental Camp.	7 miles.	Marched.
No. 1 Company.....	Capt. Devlin, St. John	2	42	1	39						
No. 2 do	Capt. Farren, St. John	2	42	1	32						
No. 3 do	Capt. Kaye, St. John	2	42	2	42						
No. 4 do	Capt. Hazen, St. John	2	42	2	35						
No. 5 do	Capt. Nugent, St. John	2	42	1	41						
No. 6 do	Capt. Likely, St. John	2	42	2	35						
	Staff and Band, St. John	7	.....	7	.....					
74th Battalion	Lieut.-Col. Beer, Sussex	15	168	15	154	Sussex.	28th September, 1875.	6 days.	do		
No. 3 Company.....	Capt. Arnold, Sussex.....	2	42	2	40						
	Staff and Band, Sussex.....	7	.....	.....	.....			
	Total, 2nd Brigade Division.....	66	795	64	747						

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 8.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
		Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N - C. O. and Men.	Officers.				N - C. O. and Men.		
3rd Brigade Division		Bde. Major Lieut.-Col. McCulley, Chatham	1		1						
8th Regt. Cavalry, No. 7 Troop.....		Capt. Henderson, Shediac.....	2	42	2	39	Apohaqui.	29th June, 1875.	12 days.	Regimental Camp.	62 Marched
Field Battery.....		Brevet-Major Call, Newcastle	4	74	4	70	Newcastle.	22nd August, 1875	16 days.	Battery Camp.	
N. B. Brigade Garrison Artillery No. 7 Battery.....		Brevet-Major Gillespie, Chatham..	2	42	3	39	Chatham.	5th Sept., 1875.	12 days.	Battery Head Quarters.	
78rd Battalion.....	5	Major Sheriff, Chatham	17	210	15	164					
No. 1 Company..		Capt. Cameron, Newcastle	2	42	2	39					
No. 2 do ..		Capt. Fenton, Chatham	2	42	2	46					
No. 3 do ...		Capt. Blake, Black Brook.....	2	42	2	24	do	do	do		
No. 4 do ...		Capt. Templeton, Black River.....	2	42	2	27		19th July, 1876.		Regimental Camp.	
No. 5 do ...		Capt. Hutchinson, Bay de Vin.....	2	42	2	28					
		Staff and Band, Chatham.....	7		8						Average, 19 miles. Schooner, Waggon and Marched.

performed the Annual Drill for 1875-76 — *Continued.*

1 day.	1 hour.	1 day.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
											Number of non-exercised Men, if any.	Ranges.		Figure of Merit.
do	do	do			Good.								
do	do	do			None.								
Yes, 15; good.		Yes; Headquarters											
do	do	do			Good.								
Battalion Movements, Skirmishing, &c., &c.; good.	Battery Gun Drill, and Shot and Shell Practice; good.	Field Gun Drill, and Shot and Shell Practice; good.											
do	do	do			Yes.								
200, 400 and 600 yards.	200 and 500 yards.	Shot and Shell Practice.											
23-43													
23-77													
15-35													
28-17	10-75				12-31								
29-69	15th September.	2nd August.											
19-99	16th September.	6th August.											
29th July, 1875.													
20th July, 1875.													
													See 8th Regiment of Cavalry, 2nd Brigade Division.
													*Including Band.

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 8.—Continued.			Establishment.		Actual Strength present at Inspection		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Coops	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
74th Battalion, Left Half.....	3											
No. 4 Company.....		Capt. Murray, Murray Road.....	2	42	2	34						
No. 5 do		Capt. Baird, Sackville.....	2	42	2	40	Sussex.	28th September, 1875.	6 days.	Regimental Camp.	Average, 85.	Railway and Waggon.
No. 6 do		Capt. Harper, Bay Verte.....	2	42	2	40						
Independent Company.....		Capt. Barbarie, Dalhousie.....	2	39	1	31	Company Headquarters.		12 days.	No		
Total..	3rd Brigade Division.....		32	491	30	418						
do	2nd do		66	795	64	747						
do	1st do		56	821	56	809						
	Grand Total.....		154	2,107	150	1,974						

performed the Annual Drill for 1875-76.

1 day.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
									Number of Non-exercised Men, if any.	Ranges.		Figure of Merit.
do	Good.										
do	None.										
No.	Yes, 20; new.										
do	Good.										
Manual and Firing Exercise, and Company Drill; good.	Battalion Movements, Skirmishing, &c, &c.; good.										
do	Yes.										
do	do								200, 400 and 600 yards.		
20-22											
7th August, 1875.										1st October, 1875.	Target Practice in this Corps not completed, owing to order to suspend annual drill.
15th August, 1875.										2nd October, 1875.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 9. Colonel J. W. LAURIE, D. A. G. M.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.				Miles.	Mode.
Halifax Field Battery.....		Capt. Graham, Halifax.....	5	100	5	81	Halifax.	8th October.	12 days.	No.	
1st Halifax Brigade Artillery.....		6 Lt.-Col. Mitchell, Halifax.....	25	236	19	224					
No. 1 Battery.....					2	39					
No. 2 do					2	39	do	do	do	do	
No. 3 do					2	39					
No. 4 do					2	39					
No. 5 do					2	31					
No. 6 do					2	35					
2nd Halifax Brigade Artillery...		6 Lieut.-Col. McPherson, Halifax.....	25	236	18	236					
No. 1 Battery.....					2	39					
No. 2 do					2	37	do	do	do	do	
No. 3 do					2	40					
No. 4 do					2	37					
No. 5 do					2	33					
No. 6 do					2	39					
63rd Volunteer Rifles.....		6 Lt.-Col. Pallister, Halifax.....	20	252	20	252					
No. 1 Company.....					2	42					
No. 2 do					2	42	do	do	do	do	
No. 3 do					2	42					
No. 4 do					2	42					
No. 5 do					2	42					
No. 6 do					2	42					

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 9.—Continued..			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
46th Battalion.....	8	Lt.-Col. Bremner, Halifax	24	336	23	334	Halifax.	8th October.	12 days.	No.		
No. 1 Company.....					2	41						
No. 2 do					2	40						
No. 3 do					3	42						
No. 4 do					4	42						
No. 5 do					5	41						
No. 6 do					6	42						
No. 7 do					7	42						
No. 8 do					2	40						
76th Battalion	7	Lieut.-Col. Campbell, Truro.....	22	295	22	235	De Bert.	21st June.	do	In camp.	Averages about 30 miles.	Railway.
No. 1 Company.....						40						
No. 2 do						37						
No. 3 do						38						
No. 4 do						39						
No. 5 do						33						
No. 6 do						27						
No. 7 do						21						
Cumberland Provisional Battalion 5	5	Major Harrison, Maccan	15	196	15	163	do	do	do	do	do	do
No. 1 Company.....						31						
No. 2 do						29						
No. 3 do						39						
No. 4 do						26						
No. 5 do						39						

Performed the Annual Drill for 1875-76.—Continued.

do	Three hours.	1 hour.	Time required to concentrate the Battalion or Corps. Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		REMARKS.
										Number of non-exercised Men, if any.	Ranges.		Figure of Merit.
do	do	Good.										
do	In fair order.	16 Musicians.										
do	Field movements, skirmishing, &c.	Field Movements, Occu- pying, attacking, &c.										
do	do	Yes.										
do	do	None.										
do	200, 400 and 600 yards.	200, 300, 500, and 600 yards.										
	16.46	14.09								64.00		
	14.32	13.75								57.35		
	16.77	15.35								47.38		
	16.66	16.48								89.07		
	14.62	12.45								37.04		
	19.51	17.54								73.34		
	do	13.35								55.13		
	do	16.85								73.92		
		2nd July, 1875.								76.10		
		2nd July, 1875.										
		8th October.										
		8th October.										

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 9.—Continued.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.	Place.	Date.		Number of days' drill performed.	Miles.	Mode.
Cavalry		Capt. Ryan, Kentville	2	39	2	39	Aldershot Camp.	13th September, 1875.	Twelve days.	Camp.	19	Marched.
Garrison Artillery.....		Capt Daley, Digby.	2	39	2	38	Digby	do	do	Drilled at Battery Head Quarters.		
68th Battalion	9	Lieut.-Col. Chipman, Kentville ...	26	383	25	352	Aldershot Camp.	do	do	Aylesford Camp.	19	Rail and Wagon.
No. 1 Company		Capt. Dodge, Kentville	2	39	2	39						
No. 2 do		Capt. Beckwith, Canard	2	39	2	35						
No. 3 do		Capt. Redden, Kentville	2	39	1	40						
No. 4 do		Capt. Steadman, Bill Town	2	39	2	39						
No. 5 do		Capt. Bill, Bill Town	2	39	2	38						
No. 6 do		Capt. Borden, Canning	2	39	2	39						
No. 7 do		Capt. Harris, Aylesford	2	39	2	39						
No. 8 do		Capt. Foster, Kingston	2	39	2	39						
No. 9 do		Capt. Ross, Buckley's Corners.....	2	39	2	39						

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.		4 hours.		6 hours.		8 hours.		Time required to concentrate the Battalion or Corps.	
Cost of rations per head, per diem, at encampment.								Cost of rations per head, per diem, at encampment.	
General conduct of Corps.		Good.		do		do		General conduct of Corps.	
If any, and what casualties.		None.		do		do		If any, and what casualties.	
Whether in possession of Band. Number of Musicians, and proficiency.		No.		do		do		Whether in possession of Band. Number of Musicians, and proficiency.	
General State of Clothing, Arms and Accoutrements.		Clothing worn out.		Clothing worn out.		Clothing worn out.		General State of Clothing, Arms and Accoutrements.	
Nature of Movements at Inspection, and how performed.		Marched past and skirmished with the general field day.		Company and gun drill.		Company and gun drill.		Nature of Movements at Inspection, and how performed.	
Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.		Yes.		do		do		Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	
Number of non-exercised Men, if any.		do		do		do		Number of non-exercised Men, if any.	
Ranges.		None.		do		do		Ranges.	
Battalion.		200, 400 and 500 yards.		do		do		Battalion.	
Company.		20-54		do		do		Company.	
Date of Inspection.		23rd September, 1875.		28th September, 1875.		23rd September, 1875.		Date of Inspection.	
Date when drill was completed.		23rd September, 1875.		do		do		Date when drill was completed.	
REMARKS.		37 horses.						REMARKS.	
17 cents.	do	do	do	do	do	do	do	do	do
Small Brass Band, 10; Progressing.	do	do	do	do	do	do	do	do	do
Clothing worn out; Arms require general repairs.	do	do	do	do	do	do	do	do	do
Company and Battalion drill, field movements in Brigades covered by skirmishing.	do	do	do	do	do	do	do	do	do
Yes.	do	do	do	do	do	do	do	do	do
do	do	do	do	do	do	do	do	do	do
do	do	do	do	do	do	do	do	do	do
14-23	22-09	15-68	13-17	12-38	10-75	15-99	14-97	16-93	18-23
23rd September, 1875.	23rd September, 1875.	28th September, 1875.	do	do	do	do	do	do	do

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT No. 9.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
60th Battalion	9	Lieut.-Col Starratt, Paradise	26	383	25	373	Aldershot Camp.	13th September, 1876.	12 days.	Aylesford Camp.	25	Rail and Waggon.
No. 1 Company		Capt. Marshall, Clarence	2	39	2	41						
No. 2 do		Capt. Morse, Paradise	2	39	2	39						
No. 3 do		Capt. Wade, Granville	2	39	2	41						
No. 4 do		Capt. Charlton, Port William	2	39	2	40						
No. 5 do		Capt. Whitman, Round Hill	2	39	2	41						
No. 6 do		Capt. Buckler, Dalhousie	2	39	2	41						
No. 7 do		Capt. Nicholl, Bear River	2	39	2	41						
No. 8 do		Capt. Turnbull, Bear River	2	39	2	42						
No. 9 do		Capt. Harris, Clementsport	2	39	2	42						
72nd Battalion	6	Lieut.-Col. Parker, Nictaux	1	239	19	239	do	do	do	do	16	Waggon.
No. 1 Company		Capt. Jacques, Mt. Square	2	39	2	39						
No. 2 do		Capt. Baker, Wilmot	2	39	2	39						
No. 3 do		Capt. Roach, Port William	2	39	2	39						
No. 4 do		Capt. Phinney, Farmington	2	39	2	39						
No. 5 do		Capt. Taylor, Wilmot	2	39	2	39						
No. 6 do		Capt. Morse, Nictaux	2	39	2	39						

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 9.—Continued.			Establishment.		Actual Strength present at Inspection.		Muster.			Distance the several Corps had to proceed to Muster, and mode of transport.		
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.	Whether in Camp or otherwise.	Miles.	Mode.
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.						
Victoria Prov. Battalion	5	Major W. Bingham, Baddeck	15	210								
No. 1 Company		Capt. W. Cain, Baddeck			2	42	Baddeck.	5th July, 1876.	12 days.	In Camp.	8	Marched.
No. 2 do		Capt. C. McRae, Middle River			2	42					14	
No. 3 do		Capt. J. S. McNeil, Grand Narrows			2	42					18	
No. 4 do		Capt. D. F. McRae, Baddeck			2	42					8	
No. 5 do		Capt. C. W. Hill, Sydney			1	42					60	
Mahone Bay Battery of Garrison Artillery												
Lunenburg Battery of Garrison Artillery												
75th Battalion of Infantry												

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	REMARKS.	
								Number of Non-exercised Men, if any.	Ranges.	Figure of Merit.			
								Battalion.	Company.				
One day.	25 cents.	Good.	None.	Small Brass Band, 14; Progressing.	Arms and Accoutrements are in good order; Clothing 4 years in wear; worn out.	Squad drill, manual and firing exercises, Company, Battalion and Light Infantry drill in accordance with G.O., dated 23rd April, 1875.	Yes.	200, 400 and 600 yards.		14-39			
										18-17			
										11-22			
										14-13			
										13-21			
										8-10			
										15th July, 1875.			
										16th July, 1875.			
												Did not perform their Annual Drill for 1875-76, <i>Vide</i> G.O., 25th September, 1875.	

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 12. Col. Hon. J. H. GRAY, C.M.G., D.A.G.M.			Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.	Number of days' drill performed.		Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.						
Georgetown Garrison Artillery...		Capt. Owen, Georgetown	2	40	2	39					City.	
Summerside Garrison Artillery...		Acting Capt. Bethune, Summerside.	2	40	2	33					do	
Charlottetown Garrison Artillery, No. 1 Battery.....		Major Pollard, Charlottetown....	3	40	3	37	Battery Headquarters.	16th August to 9th November.	Twelve.	Not in camp.	do	
Charlottetown Garrison Artillery, No. 2 Battery.....		Major Morris, Charlottetown....	3	40	3	34	do	Between 20th Sept. and 25th Nov.	do	do	Under three miles.	Marched.

performed the Annual Drill for 1875-76.—Continued.

One hour.	Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof according to the Militia Act.	Target Practice.			REMARKS	
									Number of non-exercised Men, if any.	Ranges.	Figure of Merit.		
									Battalion.	Company.	Date of Inspection.	Date when drill was completed.	
None.													
do	Good.												
	None.												
do	None.												
do	New ; just issued.												
do	Company Drill.												
do	Yes.												
27th Nov., 1875.											10th November, 1875.	21st September, 1875.	30th August, 1875.
25th Nov., 1875.											9th November, 1875.		
											Drilled on different days.		

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 12.—Continued.			Establishment.	Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.	Corps.	Places.	Date.	Number of days' drill performed.	Miles.		Mode.	
			Officers.	N.-C. O. and Men.	Officers.	N.-C. O. and Men.					
King's County Battalion.....	3	Major Macdonald, Georgetown.....					Company Headquarters.	23rd July to 5th August.			
No. 1 Company		Capt. McLeod, Montague.....	3	40	3	38			Twelve.	Not in Camp.	From one to six miles.
No. 2 do		Capt. Ryan, St. Peters.....	3	40	3	32					Marched.
No. 3 do		Capt. Leslie, Souris.....	3	40	3	31					
Prince County Battalion.....	3	Lieut.-Col. Hunter-Duvar, Summerside.....					do	Between 9th August and 15th September.			From one to five miles.
No. 1 Company		Capt. Montgomery, Alberton.....	2	40	1	36			do	do	do
No. 2 do		Capt. Ives, Tryon.....	2	40	2	38					
No. 3 do		Capt. Yeo, Port Hill.....	2	40	2	29					
Queen's County Battalion.....	3	Lieut.-Col. McGill, Charlottetown.....									
No. 1 Company		Lt.-Col. Campbell, Strathalbyn.....	2	40							
No. 2 do		Capt. McMillan, Wheatly River.....	2	40							
No. 3 do		Capt. Rogerson, Crapaud.....	2	40							
Charlottetown Battalion.....	3	Lieut.-Col. Beer, Charlottetown.....					Company Headquarters.	Between 20th Sept., and 25th November.			Under three miles.
No. 1 Company		Capt. Dogherty, Royalty.....	2	40	2	35			Twelve.	Not in Camp.	Marched.
No. 2 do		Capt. McRae, Southport.....	3	40	3	37					
No. 3 do		Capt. Longworth, Charlottetown.....	3	40	3	33					

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bona fide</i> enrolled members thereof, according to the Militia Act.	Number of Non-exercised Men, if any.	Ranges.	Battalion.	Company.	Date of Inspection.	Date when drill was completed.	REMARKS.
None.		do	do	do	do	do	do					Sept. 21 and 23, 1875.	do	
Good.		do	do	do	do	do	do					Aug. 30, Sept. 9 and 29, 1875.	5th August, 1875.	In consequence of these Companies being drilled for the first time, no practice with ball was permitted until annual drill should be completed.
One Private died 25th Sept., in No. 1 Co.														Relieved from annual drill. <i>Vide</i> authority of Adjutant General, 31st August.
None.												27th November, 1875.		These companies being drilled for the first time, practice with ball has been partially engaged in. No returns yet been given.
New; just issued												25th November, 1875.		
Company drill, manual and platoon performed in a most efficient manner.														
Yes.														

APPENDIX No. 3.

REPORTS ON THE ARTILLERY, &c.

REPORT OF THE INSPECTOR OF ARTILLERY AND WARLIKE STORES.

CITIDAL, QUEBEC, 31st December, 1875.

To the ADJUTANT GENERAL OF MILITIA,
Canada.

SIR,—I have the honor to submit the reports of the Assistant Inspectors of Artillery, marked (A) and (B) respectively. With one exception, I entirely concur in their valuable suggestions, as far as I am able to judge, without personal inspection of any other Province of the Dominion than that of Quebec.

I am not prepared to recommend the substitution of the revolver for the rifle as the personal armament of the Garrison Artilleryman, as recommended by the Assistant Inspector of Artillery, Maritime Provinces. It is desirable, perhaps, to give my reasons, as the suggestion has been sent officially to the Deputy Adjutant Generals of the Maritime Provinces. I think it would tend to break up the Garrison Artillery Corps, who are proud of having fought as Infantry battalions on the frontier, at "Trout River" and elsewhere.

There are, I believe, no frontier posts for them to occupy, except the fortress of Isle-aux-Noix, an important strategical point, unarmed and rapidly deteriorating from want of military occupation.

With the exception of the few 7-inch B.L.R. guns at Quebec and Kingston, there are no guns in Canada for Militia Garrison Artillery but the old smooth-bore armament. It would, therefore, be premature to dispense with the rifle and bayonet, which, though happily not hitherto used, is an imposing weapon for Garrison Artillery when called out with the rest of the Militia in aid of the civil power.

The revolver would be, I fear, as dangerous to friends as foes in the hands of partially-trained soldiers.

Rifle practice, and its prizes, tends to keep Artillery corps together, and educates the eye of the gunner for his legitimate weapon.

Though I cannot at present submit for favorable consideration one out of the many valuable suggestions of the Assistant Inspector of Artillery for the Maritime Provinces, yet I would draw attention to his proposal for earth-works at important points, to be constructed by the Artillery themselves; and, in lieu of brushwood, the batteries to be revetted with iron-band gabions, as made in the Crimea. They would, if armed with $\frac{3}{4}$ M.L.R. guns, to all intents and purposes, be practically permanent and important works, at a minimum cost, as already recommended for St. Helen's Island, Grosse Isle, Gaspé Harbor, and St. Johns, P.Q. The same remarks apply to the lake shores of Ontario, and possibly Vancouver Island, where, however, a heavier armament would be desirable against iron-clads, unless it be desirable to trust the defence to torpedoes, in which case $\frac{3}{4}$ pounder converted would be sufficient to protect the wires connecting with shore batteries being dredged up by boats.

In concluding my remarks on the Reports of the Assistant Inspectors, I beg to place on record my sense of the zeal and ability with which Lieut.-Col. Darell Jago has long and successfully labored for the efficiency of the Militia Artillery, and the cordial personal assistance he has given me in forwarding an Artillery Association for competitive practice, in which he took the initiative in his own Province. I am under the same obligations to Lieut.-Col. Dela Cherois Irwin, Assistant Inspector of Artillery in Ontario; while as Commandant of the Gunnery School at Kingston, his successful efforts are too well known and appreciated to need further comment from me.

I would, however, remark that in my opinion it would be advisable to assimilate the system of the two Schools of Gunnery, and discontinue the Kingston plan of a similar course of instruction and certificate for all ranks—officers, non-commissioned officers, and gunners.

Having been supplied with only one form of certificate from head-quarters, I have not thought it advisable to issue first-class certificates to any but officers; in one instance only to a non-commissioned officer, who passed the officers' examination with remarkable ability—Sergt.-Major Lavie, "B" Battery.

The Syllabus of Officers' Non-commissioned Officers', and Gunners' Courses appears under the head of Gunnery School, "B" Battery; also a Form of Examination Report, which shows at a glance the relative attainments of the holders of certificates.

As regards my Reports on Armaments, Fortifications, and on the Quebec Gunnery School, though I have no reason to alter the recommendations made in the Annual Militia Reports for the last three years, I do not think it serves any purpose to repeat them. I see, however, with regret, the purchase for Canada of a field artillery equipment that has been withdrawn from the British service to be replaced by one considered superior, the price charged for the old pattern stores being equal to that of the new.*

Boards of Survey have lately reported on warlike stores and fortifications throughout the Dominion. The Board at Quebec, on which I was ordered to act as a member, did not report on the examination of ordnance, which was subsequently carried out in accordance with my instructions. Master-Gunner Donaldson, R.A., Ordnance-Armourer Powell, R.A., and Laboratory-Sergeant Lavoie, C.A., took impressions of the interior of the guns for my inspection. I submit the result in a return (marked D); also the list of Artillery stores in my charge, signed as correct and in good order by the Board of Survey (marked L).

I notice that the Boards of Survey throughout the Dominion generally condemn some of the ordnance as unserviceable. I do not think it advisable to do so, unless an examination of the interior has been made and recorded, in accordance with the instructions laid down for Inspectors of Warlike Stores.

* MEMO.—These 9-pounder rifled guns were considered excellent, though now replaced by a better. No more have been purchased for Canada; but a re-armament is impossible here, on the score of expense, and we must rest satisfied that the 9-pounder is a very superior cannon.

E. SELBY-SMYTH,
Major-General.

11th January, 1876.

PROVINCE OF QUEBEC.

FIELD ARTILLERY.

Montreal Field Battery, Commanded by Lieut.-Col. Stevenson.

On the 3rd December, 1875, in presence of Lieut.-Col. Fletcher, C.M.G., D.A.G., I inspected the Montreal Field Battery, commanded by Lieut.-Col. Stevenson—an officer of long experience and apparently untiring energy—at gun drill and shifting disabled ordnance. I found the battery quick, steady, and correct in a remarkable degree. Only one subaltern officer, Lieut.-Col. McGibbon, was present. Lieut. T. W. Boyd, I have previously remarked, should be permitted to retire, being unable to ride, from ill health. Two more subalterns, who should attend the Gunnery School, Quebec, are a necessity for the Battery.

All non-commissioned officers in command of guns have obtained certificates at the Branch Gunnery School, and are theoretically acquainted with ammunition and its use, though they have had no gun practice this year, not having gone to camp. There is a constant difficulty and expense to the commanding officer, Lieut.-Col. Stevenson, with regard to obtaining horses. But the absence of driving drill has in a great measure been compensated for by the thorough manner in which gun drill and shifting disabled ordnance has been acquired. Sergt. Gunnery Instructor Lyndon, "B" Battery, assisted at the training of this corps, and at the Branch Gunnery School, which for the last two years has been very successfully conducted by Capt. Short, Acting Gunnery Instructor; the examination and granting of certificates having been decided by myself.

Lieut.-Col. Stevenson proposes to carry out this year's practice on the ice. I trust the usual allowance of ammunition will be granted, and that four guns and ammunition sleighs, converted from the 9-pounder M.L.R. guns in store at St. Helens, will be issued to him, as well as to the other batteries in this Province, where the depth of snow renders them necessary. The Artificers of "B" Battery converted four for the use of that battery at a trifling cost. With the exceptions brought before the Board of Survey, the guns, harness, and equipment of this battery are in good order, notwithstanding the want of a suitable store and drill-room. The men are without spurs.

In view of the difficulty of horsing this battery, and the fact that men lose their civil employment by going into camp during the busy season, I would submit for consideration the advisability of permitting them to drill at head-quarters, at such times as best suit, providing they go into camp for the last four days, for brigade drill with the Infantry, who are also better fitted to take part in such manoeuvres towards the end of their training.

The gun practice could be carried out on the ice if sleighs were issued out of the store.

If the funds could be provided for winter caps, the force could be called out in winter if required, and many more voluntary drills without pay would be performed.

Quebec Field Battery.

Vide Major Montizambert's Report (E).

Shefford Field Battery, Commanded by Major Amyrauld.

This Battery was inspected by Lieut.-Col. Dela Cherois Irwin, Assistant Inspector of Artillery.—*Vide Report (A).*

GARRISON ARTILLERY.

During the current year I inspected the following corps on the 29th October, 1875, in presence of Lieut.-Col. Fletcher, D.A.G., Military District, No. 5.

Montreal Garrison Artillery.

Montreal Garrison Artillery, commanded by Lieut.-Col. McKay, who has given his hearty support to the Branch Gunnery School, and all that tends to the efficiency of his corps. Herewith (marked F), is a list of the officers, non-commissioned officers and gunners who obtained certificates at the Branch Gunnery School, under Captain Short, "B" Battery, assisted by Sergeant Assistant Instructor Howard, "B" Battery.

I regret that the promotion of Lieutenant J. Pangman, Montreal Garrison Artillery, has been disallowed, though he obtained a certificate last year at the Branch School, and I recommended his promotion under the provisions of General Order (12) May 10th, 1872.

The want of a suitable drill shed and armoury is much felt by this corps, which is up to its full strength. The arms, clothing and accoutrements, with the exceptions brought before the Board of Survey, are, notwithstanding bad accommodation, in good order. Officers, non-commissioned officers and men are efficient.

I inspected the brigade at battalion drill, gun drill and shifting ordnance. In addition to the twelve days' paid drills, they have drilled continuously in the evenings throughout the year, which is, in my opinion, the only method of obtaining an efficient garrison artillery volunteer corps in cities, with a short busy summer season, and in localities where gun practice is difficult from the presence of shipping. From this latter and other causes this corps has had no gun practice for the last three years, except the classes at the Branch Gunnery School, St. Helen's Island, from which Lieut.-Col. McKay proposes that the whole brigade should carry out competitive practice on the ice during the coming winter. I trust it will be sanctioned.

The expense of boats, anchors, floats, etc., is avoided, and the facilities of accurate marking are obviously much greater on ice or land ranges than on water, especially with a strong tide way or current.

St. John's Garrison Battery Commanded by Major Drumm.

This battery did not drill during the current year, not being able to go into camp, where, as garrison gunners without guns, they could only acquire infantry drill.

It is not necessary for me to point out the value of St. John's, Province of Quebec, as a military post.

The old work, with a few iron gabions and new platforms, could be rendered serviceable by the men themselves, at small cost. An estimate was made out last year. But the solitary unsighted S.B. gun should be supplemented by three out of the number in the store-keeper's charge at St. Helen's Island. A practice range along the river would permit this battery to remain where it is wanted, and where it is desirable they should become familiar with the range along the Richelieu River, which the old battery it is proposed to renovate would command, as well as the bridge over the Richelieu, and two lines of rail and road.

Grosse Isle Battery, Commanded by Captain F. E. Montizambert.

During my leave of absence this corps was inspected by the Acting D.A.G., Lieut.-Col. Duchesnay, who requested Major Montizambert, who commanded the Gunnery School during my absence to accompany, him. Herewith his report attached (G):—

Gaspé Garrison Battery, Major Slous.

This battery has been four years without guns. The commanding officer has resigned. The Sergeant-Major and two of the Sergeants are qualified for promotion to Subalterns, having certificates from the School of Gunnery. But the Mayor of Gaspé, J. Short, Esq., might be induced to qualify for and accept the command, if guns and a few rounds were sent from Quebec by the Marine and Fishery Department steamer, without cost of freight.

ENGINEER CORPS.

No. 1 Company, Montreal Engineers, Commanded by Capt. J. A. Devine (Doing Duty in "B" Battery.)

I inspected this corps on the _____; found arms, clothing and accoutrements in good order. The men are an intelligent body of mechanics, drilled as infantry. They have a practical knowledge of marking gabions, fascines, &c., but the withdrawal of permission to cut brush wood, and the absence of intrenching tools, will prevent practical instruction in future. They have had a series of lectures on hasty defences from their Captain, J. A. Devine, 1st class certificate, Gunnery School. They have performed 22 drills up to date.

No. 2 Company, Montreal Engineers, Commanded by Major Kennedy.

Have not drilled for three years. Recommended to be struck off the Militia List

DOMINION ARTILLERY ASSOCIATION.

I have for some months past, with the aid of the Assistant Inspectors of Artillery, been endeavoring to institute a Canadian Dominion Artillery Association, and have met with a generally favorable response from artillery officers. His Excellency the Governor General has kindly expressed his intention of becoming patron, as well as His Honor the Lieutenant-Governor of the Province of Quebec. The Major General commanding kindly accepts the position of President, and the following circulars (N.O.P.) have been issued, after previous submission to you.

DESTRUCTION OF BARRACKS AT ST. HELEN'S ISLAND.

Since finishing my annual report, I have been informed with regret of the destruction by fire of the barracks at St. Helen's Island. As a Board has assembled, I shall not anticipate their report, but as the same sources of danger exist at Quebec, where the artillery drivers' stables are close to the magazine without a sentry or fire engine, I think it my duty to request that the attention of the Major General commanding may be drawn to my report for 1873 (page 41) as it was submitted before his arrival in this country. I need not recapitulate the recent correspondence nor the opinions of the Boards of Survey for the last two years.

I have the honor to be, Sir,
Your obedient servant,

T. BLAND STRANGE, Lieut.-Col.,
Inspector of Artillery.

[A.]

REPORT ON THE ARTILLERY OF THE PROVINCE OF ONTARIO.

KINGSTON, Ont.

The Inspector of Artillery,
Quebec.

SIR,—I have the honor to inform you that during the past year I inspected the following Batteries of Artillery in this Province, viz. :—

Hamilton Field Battery.	
Welland Canal	do
Durham	do
Kingston	do
Gananoque	do
Ottawa	do
Wellington	do
Toronto	do
London	do
Ottawa Brigade Garrison Artillery (7 Batteries.)	
Toronto Garrison Battery.	
St. Catherines	do
Collingwood	do
Napanee	do
Cobourg	do

As last year I was unable to inspect the batteries at their annual gun practice, my inspection this year had more especial reference to this particular, and after the customary inspection of men, horses, harnessing, etc., each battery, with exceptions hereafter enumerated, proceeded to their practice ground and fired the whole or a portion of their practice ammunition under my supervision.

In concert with the Inspector of Artillery I was anxious to have certain definite instructions laid down, both for the number and distribution of the rounds of practice ammunition, and also for the selection of marksmen, and for the proper arrangements to be made to insure the correct value to be given to each shot; it being the result of experience that competitive practice ensures much greater attention being paid to this particular, and less waste of valuable ammunition; I regret, however, that circumstances prevented the most important portion of these instructions from being printed and issued in time for this year's drill, but I was able to send copies of general instructions on the subject to most of the Field Batteries, which being acted upon as far as local circumstances permitted, were I believe of much advantage in the instruction of the batteries.

I annex to this report an inspection state of the different batteries inspected, showing besides the actual number present on parade, the number of officers, non-commissioned officers and men with their batteries this year who have obtained first or second class certificates, and also the number of recruits this year. Although exceptional instances may in some cases prove the contrary, yet, I am led to believe, that as a general rule *ceteris paribus* the actual efficiency of the several batteries may be said to vary directly as the former and inversely as the latter.

I have the honor to submit the following detailed report on the several batteries above mentioned.

Hamilton Field Battery.

Inspected at Niagara Camp, 11th June, 1875. Captain Smith and Lieutenant McMahon.

This battery has since 1874 been armed with 9-pounder M.L.R. guns, but the old ammunition waggon with spare wheels have been retained, the boxes on

which are not fitted for the new projectiles, and no small stores have been issued with the guns. Horses good, and harness well fitted, but not kept very clean.

Drivers had not received any spurs. The non-commissioned officers and men were well instructed in gun drill, but deficient in knowledge of the ammunition for their new guns. It would greatly conduce to the increased efficiency of this battery if the subaltern officers and sergeants were qualified to instruct their men.

Shot and shell practice fair, but not so good as might be expected from rifled guns. Another year will, I hope, remedy this deficiency.

Welland Canal Field Battery.

Inspected at Niagara, 11th June, 1875. Lieuts. King and McCracken.

9-pounder smooth-bore guns and 24-pounder Howitzer in good order; horses good; harness generally well fitted, but deficient in many particulars. I noticed a great improvement in this battery since last year, particularly in gun drill, but the drivers have still much to learn. The shot and shell practice was very good.

I regret to have to report that no steps appear to have been taken with regard to the drill shed of this battery at Port Robinson, which, I was given to understand, was to have been erected last year; the want of a suitable place for drilling is much felt by this battery.

Durham Field Battery.

Inspected at Camp Cobourg, 24th June, 1875. Capt. Graham, Lieuts. Brereton, McLean and Richardson.

Gun carriages require repairs; horses very good; harness in very good order and well fitted.

I inspected this battery at marching past, field manoeuvres and firing exercises and ammunition, all of which were fairly executed, and showed considerable improvement since last year, but as this battery has not availed itself of the opportunity of sending men to the School of Gunnery, there is a great want of qualified non-commissioned officers.

I was not made aware of this battery having received any practice ammunition, which was however sent to them while in camp, and expended before my inspection. The Sergeant Major of the School of Gunnery performed the duties of Drill Instructor during the annual drill.

Kingston Field Battery.

Inspected at Camp Kingston, 30th June, 1875. Capt. Graham, Lieuts. H. Wilmot (Capt.,) and J. Wilmot.

Guns and carriages in good order; horses fair; harness well fitted and tolerably clean; marching past and driving drill very good. I inspected the battery at shot and shell practice, which was well performed. The non-commissioned officers and men being well instructed in their gun drill, but I noticed a deficiency in a knowledge of ammunition. This battery appears to have improved in efficiency since last year, a Sergeant Instructor from the School of Gunnery was attached to this battery during its drill.

Gananoque Field Battery.

Inspected at Camp, Brockville, July 2nd, 1875. Capt. McKenzie, Lieuts. Mitchell, Britton and McCammon. Guns and carriages in good condition, horses good and harness well fitted, but not so clean as it might have been; drivers were unprovided with spurs. Marching past very good, but some field manoeuvres were not well executed. Inspected the battery at shot and shell practice which was well performed, non-commissioned officers and gunners appear to have been well instructed in gun drill and ammunition.

Ottawa Field Battery.

Inspected at Camp, Brockville, 2nd July, 1875. Capt. Stewart, Lieuts. Savage and Billings. 9-pounder M.L.R. guns and carriages in good condition; but old ammunition waggon, if retained, ought to be fitted for new equipment. Horses good. Harness in very good order but not very well fitted. I noticed that the Sergt.-Major was the only mounted non-commissioned officer, a defect which will I hope be remedied next year. Marching past, field manœuvres and driving generally very good. Inspected the battery at gun practice which was good. None of the subaltern officers or non-commissioned officers in this battery have obtained School of Gunnery certificates, and in consequence, though in most instances fairly well acquainted with their duties, lack that knowledge of details which alone can enable them to instruct others.

Wellington Field Battery.

Inspected at Camp, Puslinch Lake, near Guelph, 5th July, 1875. Major Macdonald, Lieuts. McCrae and Nicoll. Guns and carriages in good condition. Horses fair. Harness clean and well fitted. Driving very good. Inspected the battery at shot and shell practice; the lake being shallow the arrangements for marking the shots were easily placed, and in consequence, the competitive gun practice was thoroughly carried out with excellent results. The gun drill of this battery was very good, the officers and non-commissioned officers being able to instruct their men, and the latter being well up in their duties; owing to the number of non-commissioned officers and men in this battery who have attended the School of Gunnery, the discipline and general turn-out of the battery appeared to be very efficient. I only regret to notice such a large number of recruits.

Toronto Field Battery.

Inspected at Camp, Garrison Common, Toronto, 6th July, 1875. Major Gray, Lieuts. Stoughton and Johnston. 9-pounder M.L.R. guns and carriages in good condition. Horses good. Harness in good order, but with many deficiencies which require to be replaced. Drivers not provided with spurs, and very few with whips. Inspected the battery at marching past and field manœuvres, which were very well performed; gun drill was also very good, the non-commissioned officers and men being well up in their duties. Owing to the unfavorable state of the weather it was not possible to carry on gun practice; but I have since received a return of the practice as carried on subsequently under Major Gray's supervision, and shewing good results. The officers of this battery have been able to organize a very good mounted band of musicians, which doubtless contributes much to the *esprit du corps*.

London Field Battery.

Inspected at Camp, London, 20th September, 1875. Major Peters, Lieuts. Williams and Hellmuth. Guns and carriages in good order, latter require repainting. Horses very good. Harness well fitted and very clean and bright, which condition, considering its want of protection from the wet weather was very creditable to the drivers. There are, however, several deficiencies in harness, and the drivers were unprovided with spurs. Inspected the battery on parade and at marching past, which was very well performed; and at shell practice, which was also very good. The range, however, was too short, and the arrangements for marking defective; the gun drill was good. The Sergt.-Major of the School of Gunnery acted as Drill Instructor to this battery during the annual drill, and its present very efficient state reflects great credit upon the officers and non-commissioned officers. I hope, however, that a greater number of the latter will qualify themselves as instructors.

Ottawa Brigade Garrison Artillery.

Lieut.-Col. Egleson in command. No. 1 Battery, Lieuts. Evans, V.B., and Harris; No. 2 Battery, Lieut. Heron; No. 3 Battery, Lieut. Walker; No. 4 Battery, Lieut. Grant; No. 5 Battery, Lieuts. Maingy and Brough; No. 6 Battery, Capt. Graham, Lieut. Mara; No. 7 Battery, Lieut. Bedard.

Inspected at Camp, Brockville, 2nd July, 1875. This brigade turned out with a full strength of seven batteries, but, as may be seen by the Inspection state, with a considerable number of recruits. There being no appliances in camp for instruction in gun drill or artillery exercise, I was only able to inspect the several batteries on parade, at manual and firing exercise, and at company and squad drill. No. 6 Battery presented a very good appearance, the men being clean and well dressed and fairly well drilled; but as a general rule in the remaining batteries the men seemed to have taken but little care of their uniforms or accoutrements, and their drill was very indifferent. The general physique however, of the men was very good, and I have no doubt were these batteries able to put in their annual drill at Fort Henry under a more efficient staff of instructors, they would rapidly attain efficiency. As it is, however, by joining a District or Brigade Camp, their time is so much taken up by general parades, battalion drill and target practice that but little is left for elementary and more needed instruction, and no opportunity at all is afforded for those exercises, proficiency in which can alone justify the claim of any brigade to be considered as one of Garrison Artillery. The brigade is fortunate in the possession of a very efficient band of musicians.

Toronto Garrison Battery.

Inspected at New Fort, Toronto, 27th August, 1875. Captain Gibson and Lieut. Anderson.

A very efficient-looking body of men, smart and well dressed; manual exercise fair, marching and squad drill good, gun drill very good. This battery has improved since last year.

St. Catherine's Garrison Battery.

Lieutenants See and Wiley.

Appearance on parade very good, only spoiled by the issue of new pattern blouses, which were generally very ill-fitting, particularly so on small-sized individuals. Manual exercise fair, marching and squad drill very good, gun drill not quite so good.

Collingwood Garrison Battery.

Major Hogg and Lieutenant Nolan.

A fair average body of men; marching good, squad drill and manual exercise and gun drill indifferent. This battery suffers from a want of qualified non-commissioned officers, but will doubtless much improve if drilled next year at Toronto under qualified instructors.

I inspected the above three batteries at target practice with 32-pounder guns, and was much pleased with the evident effects of careful instruction. These batteries were brigaded under command of Major Hogg for twelve days at New Fort, and were assisted in their instruction by a qualified officer and Assistant Gunnery Instructor from the School of Gunnery. The good effects of such training was plainly visible, not only in the drill of the men, but also in their general appearance and discipline, and I have been informed by Major Hogg that the general conduct of the men was very good. I trust that this system of drilling garrison batteries in barracks, under competent instructors, will be universally adopted in this Province.

Napanee Garrison Battery.

Inspected at Kingston 2nd Sept., 1875. Capt. Hooper and Lieut. Abrams.

This battery performed its drill in the Tete-du-Pont Barracks, under instructions from the School of Gunnery. I inspected them at gun and mortar drill and practice with shot and shell. The battery is at present in a very efficient state, the men being of good physique, and uniforms and accoutrements clean and in good order. The battery improved very much during their stay in barracks; their conduct was very good, and I have every reason to believe that the strict discipline enforced, and the example of their comrades of "A" Battery was in the greatest degree beneficial. I hope, that a greater number of this battery will avail themselves of the short courses of instruction at the School of Gunnery.

Cobourg Garrison Battery.

Inspected at Cobourg 12th October, 1875. Captain Dumble, Lieuts. McNaughton and Gifford.

This battery performed the greater portion of its annual drill at Cobourg, the men being assembled for drill on different evenings during the autumn, and had completed about twenty drills of two hours each. The general appearance of the battery on parade good, the men being, with two or three exceptions, of good physique; clothing and accoutrements clean and in good order. Inspected at squad and marching drill and manual exercise—all very indifferently performed. Gun drill, and practice with shot and shell from 18-pounder, good, the men having been apparently carefully instructed in this particular. This battery has as yet sent very few men to the School of Gunnery. I would strongly recommend that next year it should perform the annual drill at Kingston, the present system of evening drills at head-quarters being comparatively useless for anything except gun drill.

Shefford Field Battery in Province of Quebec.

Inspected at Camp Granby, 17th Sept., 1875. Major Amyrauld, Lieuts. Neil, Martin and Maynes.

Guns and carriages in good order; horses small-sized and generally in poor condition, but reported as active and fit for work, with one exception; harness reported to be in good condition, but the iron-work was very rusty, and harness not very clean. Owing to the continuous heavy rain I was unable to inspect this battery on parade, but the horses were mustered for my inspection, and I inspected the non-commissioned officers and men at standing gun-drill, which they appeared to be fairly well up in. The men are of good physique, and appear to well drilled and disciplined. A considerable number of non-commissioned officers have obtained certificates at the School of Gunnery, but Major Amyrauld is the only officer so qualified. The battery performed their annual gun practice at a land range on days subsequent to my inspection.

CONCLUDING REMARKS.

Practice.

This important particular has had much more attention paid to it this year, and with good results. There is still, however, much to be done, especially in preliminary aiming drill and in the system of marking shots. There are always several men in each battery who, from defective eyesight or other causes, can never become efficient marksmen, and these should be noticed, so that the most likely men may be selected as such. Much inconvenience and delay has occurred from requisitions for annual gun-practice not having been sent in by officers commanding batteries in sufficient time to allow of its being prepared and forwarded to its destination before the annual drill, and in a few cases were the arrangements for targets, range-boats or

markers prepared before-hand, so that much valuable time was lost. In many cases the ranges have not been suitable for competitive gun-practice, but I am of opinion that in nearly every such instance ranges might be found within fifteen miles or so of the camp, either on land or over shallow water, to which the batteries might march on the last few days of their training, and perform their practice with better results.

Clothing.

Generally complete and in good order. The issue of serge blouses instead of tunics has not given satisfaction, as the former are difficult to fit, and cannot be made to look so neat or soldierlike. I must repeat my observations made last year with reference to the issue of serge trousers to mounted men. The stock of whips and spurs in store seems to have been exhausted, as several captains informed me they had applied for them without result.

Repairs and Equipment.

The issue of battery store ledgers, and the system of annual returns of all articles in battery charge, will enable the state of equipment to be correctly ascertained, and the system of Boards on unserviceable and repairable articles at the annual inspection, will, I trust, be the means of having it kept at all times in a serviceable condition.

Harness Tent.

I would recommend the issue of one spare tent to each Field Battery, for the purpose of keeping harness during wet weather; by this means much additional wear and tear and labour would be saved.

Garrison Batteries.

As previously remarked, I have to report a great improvement in the efficiency of those batteries which performed their annual drill in barracks, and it is very evident the more nearly the rules and conditions of actual service can be enforced, the more opportunity there will be for all ranks to acquire practical instruction and valuable experience.

In conclusion, I beg to state that I have been everywhere very much pleased with the result of my inspection this year. The remarks which I felt called upon to make to each battery last year have been in nearly every case acted upon, and I notice a considerable improvement both in the number and class of recruits sent to the School of Gunnery from the different batteries. I have only to regret that so few officers have availed themselves of the "Short Course" of instruction at the School of Gunnery, as there can be but little doubt, that officers, ignorant of their special duties, and unable to instruct their men or to see that the necessary drills and discipline are properly carried out and enforced, rather tend to impair than to increase the efficiency of their corps.

I have the honor to be, Sir,

Your obedient servant,

D. T. IRWIN, Lieut.-Col.,

Assistant Inspector of Artillery.

The Inspector of Artillery,
Quebec.

Inspection State.—Province of Ontario.

	Present at Inspection.			1st or 2nd Class G.S. Certificates.		Recruits.	Remarks.
	Officers.	N. C. Officers and Gunners.	Horses.	Officers.	N. C. Officers and Gunners.		
Field Batteries Establishment ..	4	75	61				
Hamilton Field Battery	2	77	55		1	27	This Return does not include the following, viz : Surgeons, Vet. Surgeons and men who have attended the School of Gunnery for long or short courses, but failed to receive certificates. Next year I hope to have the latter inserted.
Welland do	2	74	57	2	5	26	
Durham do	4	72	61	2		10	
Gananoque do	4	69	61	4	5	34	
Ottawa do	3	77	60			12	
Kingston do	3	65	62	1	3	17	
Wellington do	3	76	61	2	7	34	
Toronto do	3	77	55	3	4	41	
London do	3	74	60	2	2	30	
Garrison Battery Establishment	3	39					Only two officers allowed pay this year.
Ottawa Brigade :—							Three men extra per Battery when in Brigade for Band.
No. 1 Battery	2	38				17	
No. 2 do	1	37				7	
No. 3 do	1	30				15	
No. 4 do	2	52				21	
No. 5 do	2	27				28	
No. 6 do	2	39				10	
No. 7 do	1	37				37	
Toronto Garrison Battery	2	40		1	2	7	
St. Catherines do	2	37		1	1	23	
Collingwood do	2	38				23	
Wapanee do	2	39		1	2	29	
Bobourg do	3	35		1		10	
<i>Province of Quebec.</i>							
Shefford Field Battery	4	75	57	1	10	32	

D. T. IRWIN, Lieut.-Col.,
Asst. Inspector of Artillery.

The Inspector of Artillery,
Quebec.

[B.]

REPORT ON THE ARTILLERY IN THE PROVINCES OF NEW BRUNSWICK AND NOVA SCOTIA.

ST. JOHN, N.B., 22nd November, 1875.

SIR,—I have the honor to forward to you for transmission to head-quarters my report on the state of the Artillery in the Provinces of New Brunswick and Nova Scotia.

On my appointment to my present position I proposed to myself to carry out the plan I had pursued for many years in New Brunswick in making inspections. This was to accompany the Deputy Adjutant-General of the District when he inspected a battery of artillery, to inspect the guns, stores, &c. connected with the battery, to inform the Deputy Adjutant-General whether the battery was in an efficient condition as to its drill, &c., and to furnish each Deputy Adjutant-General with a detailed report of the artillery in his District at the close of the year. I have endeavored to carry out this system, and I enclose copies of report furnished to Deputy Adjutant-General with this report. (*See Reports of Deputy Adjutants-General, Military Districts Nos. 8 and 9.*)

NEW BRUNSWICK.

The artillery in this District consists of two Field Batteries, both of which are armed with the 9 pounder S.B. gun, and a brigade of Garrison Artillery originally consisting of ten batteries, which has now dwindled down to a strength of five efficient batteries, four of which are at St. John or its suburbs, and the remaining one at Chatham in the Miramichi. The Field Batteries are both good.

Newcastle Field Battery.

The Newcastle Field Battery in command of Brevet-Major R. Call, has been in existence for some years. This battery performed its annual drill this year at its own head-quarters, and at my inspection I saw them make some very good shot and shell practice. The horses and stores were in good order; Major Call is a zealous and efficient officer.

Woodstock Field Battery.

The Woodstock Field Battery performed its annual drill at the Brigade Camp at St. Andrews. The commanding officer Captain W. P. Donnell, since deceased, was unable to be present, but the subaltern officer in command, Lieut. H. Dibblee, who had just returned from a "Short Course" at the Kingston School of Gunnery, carried on the duties in an excellent manner. I was myself present at this camp, and so had great opportunities for observing any deficiency, but I am glad to say that I can only give unqualified praise. The battery were well horsed, and well drilled; the drivers took good care of their horses; and the gunners handled their guns well, making some excellent shot and shell practice. Lieut. Dibblee is a smart young officer who does credit to the school at which he gained his certificate. He has since been recommended for the command of the battery, and will, in my opinion, make an excellent commanding officer.

N. B. Brigade of Garrison Artillery.

The four batteries of Garrison Artillery at St. John, performed their annual drill during their own time, during the afternoons and evenings. At the conclusion of their drill they were inspected by the Deputy Adjutant-General of the District, and held a competition in shot practice, for prizes presented by the officer and others. I enclose a programme of the competition. (*See Annual Report of D.A.G. No. 8.*) The guns used by these batteries are 32 pounder S.B. guns on sea-service carriages; and when I state that these batteries can all fire five rounds from these guns at 1,400 yards under nine minutes, and make practice that could not be beaten, I think

that it is clear that they are thoroughly effective gunners. From the commanding officer, Lieut.-Col. S. K. Foster downwards, officers and men are all imbued with the best spirit, and I look upon them as a body of artillerymen that will compare favorably with any that I have met.

NOVA SCOTIA.

Halifax Field Battery.

This battery is armed six 4-pounder Armstrong guns. I was present at their annual practice, and I saw some very excellent shooting. The harness was in very good order. I consider this a very handy battery to co-operate with infantry in this country, as the guns are light and could be taken almost anywhere. Captain Graham is well acquainted with his guns and the projectiles and fuzes that he uses, and indeed all the officers and non-commissioned officers appear to be not only well up in their drill, but also able to explain it to their men.

Halifax Garrison Artillery.

Early in the year I was directed to meet the Major General Commanding at Halifax, and to report upon the utility for militia purposes of a five gun battery that the Imperial Authorities kindly intended, arming with the converted Palliser gun, and allowing it to remain for the exclusive use of the volunteer artillery. I regret to say that the battery is still unarmed, and that the two brigades of Garrison Artillery at Halifax had no opportunity this year of perfecting themselves in their duties as artillerymen. They have, however, an excellent drill shed with several 32-pounder S.B. guns mounted on dwarf traversing platforms; and a good instructor in their Adjutant, Captain Bland, and I have no doubt that they avail themselves of these advantages.

Digby Battery of Garrison Artillery.

With Col. Laurie I inspected the Garrison Battery at Digby, on 28th September, 1875. The men drilled fairly and made good shot practice. I held over their allowance of shell for another year as this was comparatively a new battery, and I pointed out to the commanding officer (Capt. Daley) the desirability of some of the officers or non-commissioned officers attending one of the Schools of Gunnery during the winter.

General Principles.

I cannot conclude my report to you without some remarks upon the general condition of the artillery in the two provinces, the points at which they are stationed, and the armament and personal arms with which they are provided. It appears to me that the site at which it is desirable to have a battery of Garrison Artillery, should be selected by a Board of Officers, that a small earthwork should be thrown up, proper platforms laid down, three or at the most four guns mounted, a proper side-arm shed built, and the whole given in charge to a resident care-taker, a member of the battery, whose pay would not require to be large as his duties would be so slight that he would of course expect to supplement them by other employment.

In this way there might be a few good points chosen in each Province, where a handy battery might be organized, which would add greatly to the protection of the place. The S.B. guns, of which there are a large number in the Dominion, would do well for these batteries, as they could hardly be supposed to do more than defend an isolated place from the attack of privateers. By reducing the number of batteries, and confining them to useful points, I am certain that true economy would be practised, as the batteries would be fewer, be in better positions, and ought, if they have good caretakers, and have reasonable annual expenditure made on them, to last for many years.

In support of this view, I may inform you that nearly all the guns on carriages,

given over by the Imperial Authorities to the Dominion Government, have been ruined by the want of painting and puttying. I have, from time to time, urgently brought under the notice of the authorities at Head-Quarters, the necessity of painting carriages exposed to the weather in this climate, annually. The hot sun of summer makes checks or cracks in the wood when not covered with paint, and to leave them open for another season ensures the the great deterioration of the carriage. During the summer I have seen many carriages now totally useless, that might have remained in good order for many years had they been painted and puttyed annually. The guns ought also to be lacquered periodically, and the caretakers, I have recommended, could easily perform these services. By concentrating the large amount of property belonging to the Government at certain useful points, the guns could be kept in serviceable and workmanlike order at a slight, if any, increase of expense.

The personal armament of the men is, I think, at fault. They are at present served out with the Snider Rifle, a weapon of no earthly use to an artilleryman, as it appears to me. To my mind, it would be infinitely better if the artilleryman were armed with the revolver, a handy, reliable weapon which the man would have always about his person. A few stand of rifles might still be issued to each battery for the use of those men who wish to compete in rifle competitions, though I hold that the desire of the artilleryman should be to make himself perfect in the weapon which is his own speciality, and not to interfere with that possessed by his infantry comrade.

In connection with this, I trust that some Government aid will be extended to the Dominion Artillery Association which you have established, and that a certain amount of ammunition and money may be allowed for competitions in artillery practice. At present the Dominion Rifle Association gets a large grant of money, some of which, if no other funds are available, might, I think, be fairly given to the Dominion Artillery Association.

I trust that next year you will visit the Lower Provinces, and that the result of your Inspections may be as satisfactory to you as mine have hitherto been to me.

I have the honor to be, Sir,

Your obedient servant,

DARELL R. JAGO, Lieut.-Col.,

Assistant Inspector of Artillery.

To Lieutenant-Colonel T. B. STRANGE,
Inspector of Artillery, &c., &c.,
Quebec.

[E.]

CITADEL, QUEBEC,

December 10th, 1875.

SIR.—During your leave of absence this summer, at the request of Lieut.-Col. Duchesnay, Acting Deputy Adjutant-General, I accompanied him during his inspection of the Quebec Field Battery, and of the Grosse Isle Battery of Garrison Artillery, and, by your directions, beg to report :—

Quebec Field Battery, Commanded by Major Baby.

The Quebec Field Battery paraded for inspection, under Major Baby and Lieut. de Léry, and was up to its full quota of men and horses.

The movements performed were steadily done, and the service of the guns in action was particularly smart and good.

The horses of this battery, though as a rule not large, looked hardy and active, and were easily driven over some very rough ground during the manœuvring, though the horses of the non-commissioned officers and drivers were ridden with bits alone, and without spurs.

The guns, carriages, harness and equipment were in good order.

Captain Duchesnay, of "B" Battery Gunnery School, assisted by Sergeant Assistant Gunnery Instructor Howard, of the same corps, acted as instructors to the battery during this year's training at the Artillery Park Camp, Levis.

I have the honor to be, Sir,

(Signed,) Your obedient servant,
C. E. MONTIZAMBERT, Captain and Brevet Major,
Commanding "B" Battery.

The Inspector of Artillery.

[G.]

CITADEL, QUEBEC, 10th December, 1875.

SIR,—At Grosse Isle the battery paraded in heavy marching order—arms and accoutrements clean and correct.

The battery marched past, and went through the manual and firing exercises correctly and smartly.

They then piled arms, and paraded in the battery for S.B. gun drill.

The detachment drilled as if with the $\frac{3}{4}$ pounder converted, and their drill was most accurate, as was the knowledge of their duties by the non-commissioned officers and gunners, and of theory by the former.

This corps has been instructed by their Captain (1st class, Gunnery School), and their discipline is excellent, approaching that of a regular corps, the fact of the men being employed also in their civil capacity under their commanding officer, giving a great advantage in this respect.

I would beg to remind you that you have applied to have 24 pounders substituted for the 12 pounders and 18 pounders. The latter was condemned after examination by your order last year.

I have the honor to be, Sir,

Your obedient servant,
C. E. MONTIZAMBERT, Captain and Brigade Major,
Commanding "B" Battery.

The Inspector of Artillery, Quebec.

[N.]

The Inspector of Artillery hopes to enlist the sympathies and cordial co-operation of the Artillery of the Dominion, without which his duties would be as distasteful as futile.

With the concurrence of the Major General Commanding, the following proposals are offered for consideration, with the request that those who concur and are willing to join a "Dominion Artillery Association," will send their names to officers commanding corps, or the District Staff, who will doubtless be kind enough to forward them to the Inspectors of Artillery of their respective Provinces, in cases where direct application to the latter may be inconvenient.

It is hoped that, as in the Dominion Rifle Association, the sympathy and support of many of our countrymen who are not in the Militia service, will be freely accorded.

1. To establish a Dominion Artillery Association on a somewhat similar basis to the Dominion Rifle Association, and with a somewhat similar object for artillery to that so successfully accomplished for the infantry, *i.e.*, the development of gunnery skill, and the dissemination of artillery knowledge throughout the Dominion of Canada.

2. Respectfully to request His Excellency the Governor General, their Honors the Lieutenant-Governors of Provinces, the Hon. the Minister of Militia, and the Hon. the Deputy Minister of Militia to accept the position of Patrons; the Major-General Commanding, that of President; and the Adjutant-General of Militia, Vice-President.

3. To invite the District Staff, and Commanders of Artillery Corps to be *ex-officio* members of Council.

T. BLAND STRANGE, Lieut.-Col.
Inspector of Artillery.

CITADEL, QUEBEC, 22nd May, 1875.

[O.]

Recommended that the ammunition for Artillery Corps authorized by General Orders, 24th April, 1875, be expended in competitive practice as follows:—

Field Batteries with M. L. R. Guns.

16 competitors as marksmen to be selected by the Officer Commanding the Battery, from the best instructed officers, non-commissioned officers and men, to fire four rounds each, viz. :—

2 common shell or percussion fuzes.....	32
2 Shrapnel with time fuzes.....	32
For trial shot and introduction :	
Common shell with percussion fuzes.....	16
	—
Total rounds	80

Field Batteries with S.B. 9-pounder and 24-pounder Howitzers.

16 competitors, as above mentioned, each to fire :—

2 solid shot, 9-pounder.....	32
2 Shrapnel with time fuzes, 9-pounder	32
For trial shot and instruction—	
Common shell, 24-pounder, with time-fuzes.....	16
	—
Total rounds.....	80

No case shot to be issued this year.

For *Garrison Batteries* the 40 rounds allowed might be expended in a suitable manner, as follows :—

8 marksmen selected as before to fire 4 rounds each, viz. :—	
3 solid shot	24
1 common shell with time-fuze.....	8
For trial shots and instruction—	
1 Shrapnel shell with time-fuze	8
	—
Total rounds.....	40

If the commanding officers of batteries think fit, the trial shots may be divided among the competitors, there being one for each.

A few rules for the selection of marksmen for artillery are being printed, and will be circulated as soon as possible, to be in time for the present year, if approved at head-quarters.

It would not be advisable to use R.L. percussion fuzes on water ranges; and when powder for bursters of common shell is not issued, the weight of the shell should be made up to 9 lbs. with sawdust, ashes or sand, and plugged with wood.

T. BLAND STRANGE, Lieut.-Col.
Inspector of Artillery.

CITADEL, QUEBEC,
22nd May, 1875.

[P.]

PROPOSED RULES FOR A DOMINION ARTILLERY ASSOCIATION.

1. That the Association be called the Dominion of Canada Artillery Association, and have for its object the development of gunnery skill, and the dissemination of artillery knowledge throughout the Dominion of Canada.

2. That the annual subscription for individual members be \$2, and a donation of \$10 in cash, at any one time, or of a prize of not less value than \$40, to be competed for at a general prize meeting, shall entitle the donor to be elected a life member.

3. That any Canadian Provincial Artillery Association subscribing not less than \$30 annually, or any Canadian Artillery Corps subscribing not less than \$10 per Field and \$5 per Garrison Battery, may become affiliated to this Association, the number of memberships being one for every dollar so subscribed.

4. The affairs of the Association to be managed by a Council, composed of the office-bearers and one or more representatives from each affiliated Association or Corps, in proportion to the amount subscribed. Five to form a quorum.

5. The office-bearers to consist of a President, Vice-President, Secretary, and Treasurer, to be elected annually.

6. Patrons and Vice-Patrons to be elected.

7. The Dominion Inspector of Artillery, the Assistant Inspectors of Artillery for the Provinces, the Deputy Adjutant Generals of Districts and Brigade Majors, the Commandants of Artillery Corps, when members of the Association, shall be *ex-officio* members of Council.

8. Representatives to the Council from affiliated societies or corps must be members of the Dominion Association, by affiliation or otherwise.

9. The Council may from time to time make such by-laws as they deem necessary; but no by-law to be altered or new law introduced without giving 14 days' notice to each member of Council.

10. Annual prize meetings to be held at such times and places as may be agreed upon at the annual business meeting.

11. The annual business meeting to be held at Ottawa during the first fortnight after the meeting of Parliament.

12. An annual report from the Secretary and Treasurer to be submitted to Council before publication.

13. The Council shall appoint an Executive Committee, to carry out prize meetings under the rules for competitive practice authorized for the Canadian Militia Artillery, who will make the best use of the Government allowance of ammunition, expending it carefully in competitive practice.

BY-LAWS.

1. The Council shall keep minutes of its proceedings entered in a book kept for that purpose by the Secretary, and open to the inspection of any member of Council.

2. Extraordinary meetings may be called when required by any single member of Council, 14 days' notice of such meetings being given to each member of Council, and the object of the meeting stated.

3. Three Auditors to be appointed annually to examine the Treasurer's accounts previous to an annual meeting.

4. The Treasurer shall be required to deposit all sums of money paid over to him on behalf of the Association in a Savings Bank.

5. The payment of money for current expenses must be authorized by the President, or, in his absence, by one of the Vice-Presidents; other payments to be made only on authority of Council.

T. BLAND STRANGE, Lieut.-Col.

Inspector of Artillery.

CITADEL, QUEBEC, 22nd May, 1875.

APPENDIX No. 4.

REPORT ON "A" BATTERY, SCHOOL OF GUNNERY.

KINGSTON, ONTARIO.

SIR,—I have the honor to report that during the year ending 31st December, 1875, four officers and 157 non-commissioned officers and men joined this School, of this number three officers and 70 non-commissioned officers and men joined for a short course of instruction, the number from each battery in the Province will be seen on reference to the subjoined list.

Batteries.	Officers.	Non-commissioned Officers and Men.	Total.
London Field Battery			
Wellington do		7	7
Goderich Garrison Battery		1	1
Sarnia do		4	4
Hamilton Field Battery		13	13
Welland do		3	3
Toronto do		15	15
St. Catharines Garrison Battery		7	7
Toronto do	1	4	5
Collingwood do		4	4
Kingston Field Battery		21	21
Durham do		3	3
Cobourg Garrison Battery		2	2
Port Hope do			
Napanee do		1	1
Ottawa Field Battery		3	3
Gananoque do	1	3	4
Ottawa Brigade Garrison Artillery		11	11
New Brunswick do do	1	3	4
Woodstock Field Battery	1	2	3
Winnipeg do		1	1
"A" Battery		49	49
Total	4	157	161

The following certificates have been received during the year:—

	LONG COURSE.	SHORT COURSE.	
	1st Class.	1st Class.	2nd Class.
Officers	2	3	
Non-commissioned officers and men		13	17
Total	2	16	17

Eight non-commissioned officers and men received their discharge from the School for the purpose of joining the detachment of Garrison Artillery on duty in Manitoba.

1. The results of this, the fourth year of the existence of this School, have been very satisfactory, an increased number of non-commissioned officers and men have been admitted and qualified for certificates, as compared with the preceding twelve months, while, as a general rule, a better class of men have been sent to the School of Gunnery by officers commanding batteries.

The order sanctioning the enlistment in "A" Battery for a continuous service of three years of certain non-commissioned officers and men has already produced good results, by enabling a better class of non-commissioned officers qualified to act as instructors, to be retained, and will also act beneficially in the formation of a still more efficient band of musicians and staff of permanently employed non-commissioned officers and men.

2. I have again to report with regret that so few officers have been able to attend the short course of instruction. The causes which, I believe, have led to this state of affairs I have noticed in my last report, together with what I believe to be at least a partial remedy. I have seen no reason since to change my opinion, and can only report that throughout my inspection I have noticed the great disadvantage under which captains of batteries labour, when they are unprovided with efficient subaltern officers.

3. The recommendations contained in my last report as to the adoption of a Third class Certificate, the increase of the Field Battery establishment in this School, and the increase of its establishment during the winter months, have not as yet been adopted, and I can only again repeat my former recommendation.

4. The School of Gunnery Rifle Association has been kept up with vigor, it numbered this year 83 members, two prize meetings were held, and weekly practices kept up for aggregate prizes.

5. The usual summer camp for a week in August was formed on the Lake shore. Instruction in camp duties, etc., was carried on with very beneficial results.

6. Two officers, Lieutenant Peters, "A" Battery, and Lieutenant Drury, New Brunswick Garrison Artillery, passed the "long course" examination and obtained First class Certificates.

7. During the annual drill of the several batteries in Ontario those non-commissioned officers and men belonging to them, and who were going through a course of instruction here, were sent to their respective batteries, with, in most cases, very good results, and in the case of the London, Durham and Kingston Field Batteries a specially qualified instructor was sent from the School of Gunnery. An officer and sergeant instructor superintended the drill of the Toronto, Collingwood and St. Catherines Garrison Batteries at Toronto. I hope, during the ensuing year, to make still further use, in this direction, of the qualified staff of instructors in "A" Battery, as their services in this respect are most useful.

I have the honor to be, Sir,
Your obedient servant,

D. T. IRWIN, Lieut.-Colonel,
Commandant School of Gunnery.

The Adjutant-General of Militia,
Ottawa.

REPORT ON "B" BATTERY, SCHOOL OF GUNNERY.

CITADEL, QUEBEC,

December 31st, 1875.

SIR,—During the year ending 31st December, 1875, two officers and 14 non-commissioned officers and men joined for a "short course."

For a "long course" of instruction, one officer and 102 non-commissioned officers and men.

Seventy-four non-commissioned officers and men re-engaged.

At the Branch School, Montreal, there have been for a "short course," three officers and 37 non-commissioned officers and gunners.

The lists of those receiving certificates, together with the credits gained in various subjects, is appended and marked F. H. K.

Ten non-commissioned officers and men were selected from those who volunteered for service with the detachment of artillery in Manitoba, but as the non-commissioned officers are reduced to infantry pay on accepting this service, the best will not offer. The officers, on the contrary, are paid in accordance with Militia Regulations, paragraph 286, while those of the School of Gunnery receive a less sum. For subalterns of the Gunnery School the pay is quite insufficient to meet the requirements of uniform and subsistence. I would respectfully submit for consideration the propriety of equalizing the rates of pay for artillery in garrison at Quebec, Kingston and Fort Garry, and consolidating the whole into a brigade for service in any part of the Dominion. If Her Majesty would be graciously pleased to confer the title of Royal Canadian Artillery, it would much increase the efficiency of such a force.

The drawback for articles out of bond for officers' mess consumption always allowed to the Imperial troops, though frequently promised consideration, has not yet been acceded to those serving in the Dominion of Canada. The small number of officers in a single battery, and the expenses inseparable from the garrison mess at Quebec (the gateway of Canada) when added to the expenses of a band, is a severe tax on officers, some of whom are only in receipt of (\$1) one dollar per diem, and are nevertheless ordered by General Orders, dated Ottawa, 20th October, 1871, to keep up a mess.

The class of men joining the battery has been very superior of late in physique, education and conduct. The depression of business brings a large number of eligible applicants that I am daily obliged to reject. If any augmentation is contemplated, the present would be a favorable time to relieve the distress, and procure a superior class of soldiers to bring the garrison up to the minimum strength for guard duty, as considered consistent with the soldier's health in the British army.

Notwithstanding the heavy night duty, the usual daily duties and courses of instruction have been carried out, of which a synopsis was given in last year's report.

The standard for officers' long course has been lowered, for the reasons given in that document.

The usual competitive practice was carried out with heavy guns from the citadel during the winter, for badges furnished from the canteen funds. The rifle small arm practice was carried out at Artillery Park, Levis, and the field artillery practice in camp at the Island of Orleans. The Commandant's Silver Badge, for the best shot with all arms, was won by Battery Sergeant-Major C. Lavié, the only non-commissioned officer who has obtained an officer's first class certificate.

The winter course of evening gymnastics for young soldiers has commenced.

On the completion of the summer short course of instruction, I obtained three (3) months' leave of absence to visit England, and on my return found the autumn course had been well instructed by the Adjutant of the School, Captain Oscar Prevost, an excellent officer, aided by Sergeant Assistant Gunnery Instructor Howard, "B" Battery.

I found as I had expected, that Major Montizambert, who commanded during my absence, had maintained excellent discipline, and that the various responsibilities

devolving upon him had been conscientiously met, while the battery account, canteen and band, &c., had been kept with regularity. The Pay-Sergeant is still without any authorized pay.

The payments to the officers' mess have not been, I regret to say, equally regular, nor the canteen account of St. Helen's Island, where a young officer is posted with a detachment numerically too small either to furnish a sentry over the magazine, or a sufficient number of non-commissioned officers for duties necessarily equal to those of a battery. Notwithstanding, it will be seen that the Branch School of Gunnery has trained more "short course" officers, non-commissioned officers and men for the Montreal Artillery Corps than have been trained for any corps in the Province.

A system of meteorological observations by means of the non-commissioned officer of the guard relieving sentries, has been established. The averages are taken by Master Gunner Donaldson, R.A., of whose valuable services, however, I expect shortly to be deprived, as well as those of the Ordnance Armourer, R.A. The Master Gunner has charge of the instruments; and reports, after submission to me, are sent to Professor Kingston, of Toronto Observatory, who has provided instruments, and reports favorably of the results. The system, if desirable, might be extended to the Artillery at Kingston and Manitoba.

You are aware that a printing press for examination questions, circulating changes in drill, previously submitted to you, has been established, but as yet no funds are authorized to meet the expenditure, or that for a Militia Artillery Manual, the issue of which is delayed in consequence.

I have the honor to be, Sir,

Your obedient servant,

T. BLAND STRANGE, Lieut.-Colonel,
Commandant "B" Battery School of Gunnery.

The Adjutant-General of Militia,
Ottawa.

[F.]

BRANCH SCHOOL OF GUNNERY, MONTREAL.

Non-Commissioned Officers' and Gunners' "Short Course" Examination Return.

Rank.	Names.	Corps.	Theory.			Practical.						Total.	Decimal.	Remarks.	
			Gunnery.	Artillery Material.	Mounting & Dis-mounting Field Ordnance.	Field Gun Drill.	Field Battery Movements.	Sword Drill.	Fitting Harness.	Riding and Driving.	Picquets & Guards.				
		Montreal Field Battery	200	250	240	200	200	100	100	100	50	1,440			
Sergt.	Wilson, J.....	do	145	230	190	200	200	100	100	100	50	1,315	.91		
do	Pollock, J. K.	do	155	235	215	200	200	100	100	100	50	1,355	.94		
do	McInloch, H.	do	155	220	215	200	200	100	100	100	50	1,340	.93		
Corpl.	Yo Gill, J.....	do	155	215	205	200	200	75	100	100	50	1,300	.90		
Gr.....	Kendal, R. J.	do	110	215	210	200	200	100	100	100	50	1,285	.89		
do	McPherson, L.	do	165	240	230	200	200	100	100	100	50	1,385	.96		
do	Marsh, J.....	do	125	230	200	200	200	75	100	100	50	1,280	.88		
do	Read.....	do	150	235	200	200	200	75	100	100	50	1,305	.90		This Gunner passed with the highest credit both in Garrison and Field Artillery

Officers' "Short Course" Examination Return.

Rank.	Names.	Corps.	Theory.			Practical.					Total.	Decimal.	Remarks.
			Gunnery.	Artillery Material.	Shifting & Working Ordnance.	Company Drill.	Garrison Gun Drill.	Mortar Drill.	Gyn Drill.	Shifting Ordnance.			
Lieut. do do	Meredith, H. V	M. G. A.	220	170	180	100	150	50	60	200	1,130		This officer can instruct a Battalion.
	Hamilton, G. W	do ...	205	125	160	100	150	50	60	150	1,000	.88	
	Currie, J.	do ...	135	95	155	100	150	50	60	175	910	.80	

T. B. STRANGE, Lieut.-Col.,
Commandant Gunnery School, Quebec.

[H.]

QUEBEC GUNNERY SCHOOL

Non-Commissioned Officers and Gunners' Examination Return.

Corps and Rank	Names	Subjects.—Written.				Subjects.—Practical.								Total.	Decimal.	Remarks.	
		Artillery Mater.	Shifting & Working Ordnance.	Company Drill.	Field Gun Drill.	Garrison Gun Drill.	Mortar Drill.	7-inch B. L. R. Gun Drill.	Gyr Drill.	Sling Wagon.	Shifting Ordnance, including Knotting and Lashing.	Riding and Driving, and Sword Drill.					
B. Battery — Gr.	Ackerman, R.	350	200	100	150	150	50	200	30	50	200	200	50	200	1,124	.56	Qualifying Decimal, 5.
do	Chilton, C.																Examination Papers not returned.
do	Corpl. Gagné, A.	200	180	85	130	150	45	200	30	50	150	200	50	150	1,346	.67	
do	Gr. German, H.	200	290	100	140	150	45	110	40	45	150	200	50	150	1,568	.78	
do	do. Hall, A.	200	264	198	150	150	50	200	60	50	150	200	30	270	1,236	.61	
do	do. Hope, F.	234	238	84	150	150	50	100	30	50	100	200	50	173	1,446	.72	
do	do. Mitchell, T.	227	252	134	100	150	50	100	60	50	100	200	50	100	984	.49	
do	do. Murray, P.	171	207	60	140	100	26	100	50	50	100	200	50	100	1,387	.69	
do	do. McNernan	227	228	132	100	150	50	60	50	50	183	50	50	200	1,628	.81	
do	do. Williams, J.	270	273	152	100	150	50	150	50	50	150	200	50	92	1,526	.76	
do	do. Donaldson, W.	290	261	174	100	150	50	150	60	50	150	200	50	100	1,377	.73	
do	do. Gilbert, L.	339	218	190	130	150	45	200	30	50	150	200	50	150	1,280	.63	
do	do. Pavette, N.	341	266	148	75	100	40	200	40	40	120	200	40	120	1,241	.67	
do	do. McConkey, J.	259	272	170	75	150	40	200	30	40	130	200	40	130	1,216	.65	
do	do. Murray, T.	314	244	143	75	150	35	200	25	40	120	200	40	120	1,112	.60	
do	do. Eddleston, J.	221	176	100	80	120	40	200	40	45	150	200	40	150	1,079	.58	
do	do. Bruce, R.	293	176	125	60	140	40	200	40	45	130	200	40	130	1,109	.61	
do	do. Mellon, J.	312	120	162	75	100	45	200	45	45	130	200	45	130	1,325	.65	
do	do. Cuthbertson, F.	335	215	80	100	150	40	200	50	50	150	200	50	150	1,413	.84	
do	do. Forward, R.	340	275	195	70	105	50	160	48	30	140	200	30	140	1,336	.68	
do	do. Laister, T.	325	265	180	70	120	45	140	36	25	140	200	30	120	1,270	.76	
do	do. Hills, E.	310	245	160	80	105	40	140	30	25	120	200	30	140	1,343	.68	
do	do. Spreckley, G.	325	255	190	70	105	40	140	48	30	140	200	30	140	1,351	.75	
do	do. McLaughlan, J.	220	225	172	70	120	50	120	30	25	100	200	30	100	1,086	.63	
do	do. Preston, Y.	265	235	170	76	120	36	120	30	25	100	200	30	100	1,086	.63	
do	do. Robb, E.	265	235	170	76	120	36	120	30	25	100	200	30	100	1,086	.63	

[K.]

QUEBEC GUNNERY SCHOOL.

OFFICERS "Long and Short Course" Examination Return.

Corps and Rank.	Names.	Subjects.—Written.										Subjects.—Practical.										Decimal.		Class Certificate.	Remarks.		
		Gunnery Obligatory.	Gunnery Voluntary.	Artillery Material.	Shifting and Working Ordnance, including Knotting and Lashing.	Fortification.	Surveying and Range Finding.	Obligatory.	Voluntary.	Tactics and Strategy.	Military Law, &c.	Total Theory.	Company Drill.	Field Gun Drill.	Garrison Gun Drill.	Mortar Drill.	7-inch B.L.R. Gun Drill.	Gyn Drill.	Sling Wagon.	Shifting Ordnance.	Riding and Driving, and Sword Drill.	Total Practical.	T.			P.	
Lieut. Halifax Battery	Imlah	500	300	800	400	400	400	500	400	400	200	400	300	100	150	150	50	200	60	50	200	100	685	89	65	First	Short Course.
Capt. "B" Battery	G. White	360	.....	460	240	364	240	100	160	.....	275	1785	279	2187	80	100	150	50	200	60	50	150	865	54	81	First	Long Course.

T. B. STRANGE, Lieut.-Colonel,
Commandant Gunnery School, Quebec.

To the Adjutant General of Militia.

APPENDIX No. 5.
GUNNERY CERTIFICATES.

PROVINCE OF ONTARIO.

LIST of the names of Officers, Non-Commissioned Officers and others, in the Active Militia Artillery, who have obtained Certificates at the School of Gunnery, Kingston "A." Battery, during the year 1875.

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Long or Short Course.	Regimental Division.
	1875.	1875.		
Abbott, Sergt. W. London Field Battery.....	10th March .....	.....	Short	London.
Anderson, Lieut. Jno. Weir, Toronto Garrison Battery	20th May .....	.....	do	Toronto.
Armstrong, Sergt. Hamilton Field Battery.....	.....	3rd December....	do	Hamilton.
Barber, Corporal Wm. H. Hamilton Field Battery.....	9th October.....	.....	do	do
Brown, Gunner Geo. Toronto Field Battery .....	.....	1st February.....	do	Toronto.
Chestnut, Gunner John, Kingston Field Battery.....	.....	30th March.....	do	Kingston.
Cornish, Gunner John C., Kingston Field Battery.....	10th March .....	.....	do	do
Crawford, Sergt. Thomas, Collingwood Garrison Battery.....	.....	3rd December....	do	Simcoe, N. R.
Cruise, Gunner D., Toronto Field Battery .....	.....	10th March.....	do	Toronto.
Dale, Corporal George, Toronto Field Battery.....	19th October.....	.....	do	do
Dibblee, Lieut. Herbert, Woodstock Field Battery.....	20th May.....	.....	do	Oxford, N.R.
Dodds, Gunner Thomas, Toronto Garrison Artillery.....	1st February .....	.....	do	Toronto.
Drury, 1st Lieut. Chas. Wm., New Brunswick Garrison Artillery.....	7th June.....	.....	Long	St. John, N. B.
Evans, Corporal R., Toronto Field Battery.....	19th October.....	.....	Short	Toronto.
Fletcher, Acting-Bombadier Wm., "A" Battery.....	.....	26th August	do	City of Kingston
Fortier, Corporal Loftus, Ottawa Brigade Garrison Artillery.....	.....	do	do	City of Ottawa.
Galbraith, Gunner Joseph, Wellington Field Battery.....	.....	do	do	Wellington.
Holtorf, Gunner H. Toronto Field Battery.....	.....	19th October.....	do	Toronto.
Hooper, Gunner, Robert, Toronto Field Battery.....	.....	10th March	do	do
Johnston, Corporal Wm., Sarnia Garrison Battery .....	.....	11th April.....	do	Lambton.
Kennedy, Sergt-Major J. H., Winnipeg Field Battery.....	.....	3rd December....	do	Town of Winnipeg

PROVINCE OF ONTARIO.—List of Candidates for Commissions, &c.—*Cont'd.*

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Long or Short Course.	Regimental Division.
	1875.	1875.		
King, Gunner Wm., Toronto Field Battery	3rd December.....		Short	Toronto.
Lynch, Sergt. Thomas, Woodstock Field Battery.....	13th May.....		do	Oxford, N.R.
Male, Gunner Moses, Collingwood Garrison Battery		3rd December.....	do	Simcoe, N. R.
Morley, Gunner Nelson, Welland Canal Field Battery.....		21st October.....	do	Welland.
McCall, Gunner James, Wellington Field Battery.....	21st October.....		do	Wellington.
McCammon, 2nd Lieut. J. A., Gananoque Field Battery.....	2nd June.....		do	Leeds, S.R..
McGuire, Gunner W., Welland Canal Field Battery.....		1st February.....	do	Welland.
Patmore, Gunner John, Hamilton Field Battery.....	1st February.....		do	Hamilton.
Peck, Acting-Bombardier Henry, Toronto Garrison Battery.....		11th April.....	do	Toronto.
Pettit, Gunner Joseph, Napanee Garrison Battery	1st February.....		do	Lennox.
Peters, Lieut. Jas., "A." Battery....	7th June.....		Long	City of Kingston.
Phillips, Gunner Joseph, Toronto Garrison Battery	10th March.....		Short	Toronto.
Ramsay, Gunner William, Toronto Garrison Battery	3rd December.....		do	do
Roberts, Gunner A., Toronto Garrison Battery.....	9th October.....		do	do
Roberts, Sergt. E., Toronto Garrison Battery		21st October.....	do	do
Sanderson, Gunner W. J., London Field Battery.....		10th March.....	do	City of London
Sergeant, Corporal Thos., Toronto Field Battery.....	9th October		do	Toronto.
Slade, Gunner C. W., Gananoque Field Battery.....		10th March	do	Leeds, S.R.
Stroud, Sergt. W., Wellington Field Battery.....		do	do	Wellington.
Weibalk, Gunner H., London Field Battery		1st February.....	do	City of London.
Wells, Gunner S., Napanee Garrison Battery.....		do	do	Lennox.
Wilkinson, Gunner A., Welland Canal Field Battery.....		do	do	Welland.
Wormington, Gunner J. H., Toronto Field Battery.....	9th October.....		do	Toronto.

RECAPITULATION.

First Class Certificates (Long Course).....	2
do (Short Course).....	19
Second do	23
Total	44

RÉSUMÉ.
PROVINCE OF ONTARIO.

REGIMENTAL DIVISION.

ACTIVE MILITIA.

Officers of the Active Militia Artillery, and Candidates for Commissions therein, who have obtained Certificates at the Schools of Gunnery, in the Province of Ontario, since their first opening.

	First Class Certificates.	Second Class Certificate.
Addington (<i>vide</i> Lennox).....		
Bothwell.....		
Brant.....		
Brockville (<i>vide</i> Leeds).....	1	
Bruce.....		
Cardwell.....		
Carleton and City of Ottawa.....	13	7
Dundas.....	8	4
Durham.....	4	1
Elgin.....		
Essex.....	4	1
Frontenac and City of Kingston.....	25	13
Glengarry.....	1	
Grenville.....		
Grey.....		1
Haldimand.....	1	
Halton.....	1	
Hamilton, City of (<i>vide</i> Wentworth).....		
Hastings.....	16	3
Huron.....	5	2
Kent.....		
Kingston, City of (<i>vide</i> Frontenac).....		
Lambton.....	5	2
Lanark.....	3	
Leeds and Brockville.....	7	2
Lennox and Addington.....	8	3
Lincoln.....	10	2
London (<i>vide</i> Middlesex).....		
Middlesex and London.....	6	3
Niagara.....	1	
Norfolk.....		
Northumberland.....	8	1
Ontario.....	2	
Ottawa, City of (<i>vide</i> Carleton).....		
Oxford.....		
Peel.....	1	
Peterborough.....	2	
Peterborough.....	1	
Prescott and Russell.....	1	
Prince Edward.....	1	
Renfrew.....		
Russell (<i>vide</i> Prescott).....		
Simcoe.....	9	4
Stormont.....		
Toronto, City of (<i>vide</i> York).....		
Victoria.....		
Waterloo.....	4	6
Welland.....	7	9
Wellington.....	5	1
Wentworth and City of Hamilton.....	86	19
York and City of Toronto.....	1	1
Town of Winnipeg, Manitoba.....	1	
St. John, N.B.....	1	
Grand Total.....	248	86

PROVINCE OF QUEBEC.

LIST of names of Officers, Non-Commissioned Officers and others, in the Active Militia Artillery, who have obtained Certificates at the School of Gunnery, Quebec "B." Battery, during the Year 1875.

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Long or Short Course.	Regimental Divisions.
	1875.	1875.		
Ackerman, R, Gunner "B" Battery.....		15th March.....	Short.....	City of Quebec.
Benaud, E., Bombardier "B" Battery.....		21st December...	do.....	do
Bruce, R., Gunner "B" Battery.....		13th July.....	do.....	do
Chilton, Charles, Bombardier "B" Battery.....		15th March.....	do.....	do
Cuthbertson, F., Gunner "B" Battery.....		20th July.....	do.....	do
Currie, J., Lieutenant, Montreal.....		do.....	do.....	City of Montreal.
DeMansly, H., Gunner "B" Battery.....		21st December...	do.....	City of Quebec.
Donaldson, Wm., Acting Bombardier "B" Battery.....		15th March.....	do.....	do
Edleson, John, Gunner "B" Battery.....		13th July.....	do.....	do
Forward, Robert, Gunner, Hochelaga, Montreal.....		27th November...	do.....	City of Montreal.
Gagné, Arthur, Corporal "B" Battery.....		15th March.....	do.....	City of Quebec.
Genest, Bombardier "B" Battery.....		21st December...	do.....	do
German, Henry, Gunner "B" Battery.....		15th March.....	do.....	do
Gilbert, Léon, Bombardier "B" Battery.....		19th May.....	do.....	do
Hamilton, G, Lieutenant Montreal Garrison Artillery.....		20th July.....	do.....	City of Montreal.
Hall, Alfred, Gunner "B" Battery.....		15th March.....	do.....	City of Quebec.
Hill, Edmund, Bombardier "B" Battery.....		18th December...	do.....	do
Hobbs, Henry, Gunner "B" Battery.....		do.....	do.....	do
Hope, Francis, Gunner "B" Battery.....		15th March.....	do.....	do
Imlah, Wm., Lieutenant Halifax Field Battery.....	4th June.....		do.....	City of Halifax.
Kendal, R., Gunner Montreal Field Battery.....		20th July.....	do.....	City of Montreal.
Laister, Thomas, Bombardier "B" Battery.....		18th December...	do.....	City of Quebec.

PROVINCE OF QUEBEC.

LIST of Candidates for Commissions, &c.—*Continued.*

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Long or Short Course.	Regimental Divisions.
	1875.	1875.		
Marsh, J., Gunner Montreal Field Battery		20th July.....	Short.....	City of Montreal.
Melton, Joseph, Gunner "B" Battery		13th do	do	City of Quebec.
Meredith, H. V., Lieutenant Montreal Garrison Artillery.....		20th do	do	City of Montreal.
Mitchell, Thomas, Acting Bombardier "B" Battery.....		15th March.....	do	City of Quebec.
Murdoch, John, Gunner "B" Battery.....		18th December...	do	do
Murray, Patrick, Gunner "B" Battery.....		15th March.....	do	do
Murray, Thomas, Gunner "B" Battery		13th July.....	do	do
McConkey, J., Acting Bombardier "B" Battery.....		do	do	do
McIntosh, H., Sergeant Montreal Field Battery.....		20th July.....	do	City of Montreal
McLaughlin, Jas., Bombardier "B" Battery		18th December...	do	City of Quebec
McMullen, J., Gunner "B" Battery.....		do	do	do
McNerney, Joseph, Gunner "B" Battery.....		15th March.....	do	do
McPherson, James Leslie, Gunner Montreal Field Battery.....		20th July.....	do	City of Montreal.
Payette, Nazaire, Acting Bombardier "B" Battery.....		13th do	do	City of Quebec.
Perrier, D., Gunner "B" Battery.....		21st December...	do	do
Pollock, J. K., Sergeant Montreal Field Battery.....		20th July.....	do	City of Montreal.
Preston, John, Gunner "B" Battery.....		18th December...	do	City of Quebec.
Reid, David, Gunner Montreal Field Battery		10th do	do	City of Montreal.
Spreckley, George, Bombardier "B" Battery		18th do	do	City of Quebec.
White, Geo. Robt., Captain, late of Quebec Garrison Artillery.....	21st December.....		Long.....	City of Quebec.
Williams, John, Gunner "B" Battery.....		15th March.....	Short.....	do
Wilson, J., Sergeant Montreal Field Battery		20th July.....	do	City of Montreal.
Yuill, J., Corporal Montreal Field Battery		do	do	do

RECAPITULATION.

First-Class Certificates (Long Course).....	1
do (Short Course).....	1
Second-Class Certificates (Short Course).....	43
Total.....	45

RESUMÉ
PROVINCE OF QUEBEC.

REGIMENTAL DIVISIONS.	ACTIVE MILITIA.	
	First Class Certificates.	Second Class Certificates.
Argenteuil and Two Mountains		
Arthabaska and Drummond		
Assomption and Montcalm		
Bagot		
Beauce	5	6
Beauharnois and Laprairie	1	
Bellechasse and Dorchester		
Berthier		
Bonaventure		
Brome and Stanstead		
Chambly and Verchères		
Champlain		
Charlevoix and Montmorency		
Chateauguay	1	
Chicoutimi and Saguenay		
Compton and Sherbrooke	1	3
Gaspé	1	3
Hochelaga and City of Montreal	29	64
Huntingdon	2	
Iberville		
Jacques Cartier and Laval	2	
Joliette		
Kamouraska		
Lévis		
L'Islet and Montmagny		
Lotbinière		
Maskinongé and St. Maurice		
Megantic	1	
Missisquoi		
Napierville and St. Johns	3	
Nicolet and Yamaska		
Ottawa and Pontiac	2	
Portneuf		
Quebec, City of	13	100
Richelieu	1	
Richmond and Wolfe	2	
Rimouski		
Rouville		
St. Hyacinthe	2	
Shefford	2	15
Soulanges and Vaudreuil	1	
Temiscouata		
Terrebonne	1	
Victoria, Province of British Columbia	1	
Halifax, City of	1	
Grand Total	72	191

APPENDIX No. 6.

MILITARY SCHOOL CERTIFICATES.

PROVINCE OF NEW BRUNSWICK.

LIST of Officers and Non-Commissioned Officers in the Active Militia, and Candidates for Commissions therein, who have obtained Certificates at the Schools of Military Instruction during the year 1875.

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Regimental Division.
	1875.	1875.	
Arnold, Oliver Howard, Staff Sergt., 74th Battalion.....		21st May.....	Kings.
Bird, Frederick, Color-Sergt., 71st Battalion		1st do	York.
Boone, Jared, Ensign, 71st Battalion		31st March.....	do
Boone, James Emery, Private, 71st Battalion		31st do	do
Boone, Wm. Bedford		3rd do	do
Bothwell, Joseph Saxon		22nd Jan	do
Boyer, Herbert Newton, Color-Sergt., 67th Battalion.....		24th April.....	Carleton.
Broad, Wallace		24th do	Charlotte.
Broderick, Thomas Jerome		25th Feb	York.
Brown, Saunders Gilford, Sergt., 71st Battalion.....		14th May	do
Burt, Justin, Sergt., 71st Battalion.....		25th Feb	do
Carvell, Isaac Slawson, Captain, 67th Battalion.....		2nd April.....	Carleton.
Currie, Chas. Westly, Private, 71st Battalion.....		28th May	York.
Dewitt, Marshall Robinson		25th Feb	York.
Farrow, Edward Charles		25th do	York.
Ferguson, John Newton, Private, 71st Battalion		8th May	Queens.
Fisher, George Samuel		19th March	York.
Fletcher, John T., Lieutenant, 67th Battalion	27th April		Carleton.
Gillis, Murdoch, Private, 71st Battalion		15th May	York.
Graham, Wm. Richard Hall, Private, 71st Battalion.....		21st April	do
Grant, Jacob Byron, Private, 71st Battalion		21st do	do
Hallet, John Barberie, Private, 74th Battalion		28th May	Kings.
Hason, Nehemiah		23rd Feb	York.
Henderson, Joshua Wm., Private, 71st Battalion.....		16th April	do
Jones, Daniel Hildreth, Color-Sergt. 67th Battalion		10th do	do
Knox, Andrew Thomas		13th Feb	do
Lawrence, William, Private, 71st Battalion		8th May	do
Lee, Peter Andrew		19th March	do
Levings, William		30th April.....	1st, St. John.
Little, Geo. Archibald, Private, 71st Battalion.....		31st March	York.
Livingston, William Alexander, Private, 71st Battalion		10th April	do
Mabie, Thomas		31st March.....	do
Miller, Thomas, Private, 71st Battalion		8th May	do
Moers, Charles William, Private, 71st Battalion.....		21st do	do
Morris, Harry Murray, do		1st do	do
McClosky, John Richard, do 74th Battalion.....		19th March	do
McInnes, Frank Alexander.....		3rd do	do
McLean, William Alexander		25th Feb	do
McMillan, Arthur Wm., Private, 74th Battalion		28th May	Kings.
McPherson, Wm. Alexander		25th Feb	York.

PROVINCE OF NEW BRUNSWICK.

LIST of Candidates for Commissions, &c.—Continued.

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Regimental Division.
	1875.	1875.	
Nicholson, Samuel A		3rd March ..	York.
O'Leary, Daniel O'Connell Carleton, Capt., 62nd Battalion		21st April ...	2nd, Saint John.
Orr, James Arthur, Private, 74th Battalion		8th May	Kings.
Peterson, Asa Elias, Private, 67th Battalion.....		24th April...	Carleton.
Pickard, Jas. Carson, Private, 71st Battalion		31st March ..	York.
Raymond, Arthur John		25th do ..	Carleton.
Reid, Wm. Henry, Private, 71st Battalion.....		10th April...	York.
Robinson, Frederick Philippe	28th May		do
Roscoe, Josiah R., Private, 67th Battalion		28th May	Carleton.
Shillinglaw, James W.		3rd March ..	York.
Smith, Thos., Color-Sergt., 71st Battalion		10th April...	do
Smith, Geo. Ripley, Private, 67th Battalion.....		1st May	Carleton.
Smith, Jared Oscar, do do		21st do	York.
Straton, Barry		13th Feb	do
Thomas, Wm. F., Private, 67th Battalion		14th May	Carleton.
Tweedale, Edward Barbour, Private, 71st Battalion		21st April	York.
Wallace, Geo. K., Ensign and Quartermaster, 62nd Batt....		31st March ..	2nd, Saint John.
Wallace, Wm. Henry, Private, 74th Battalion.....		21st May	Kings.
Watters, Chas. Rodolph, Private, 67th Battalion.....		14th do ...	Carleton.
Wandless, Thos. Grey		3rd March..	York.
White, Frederick J.....		13th Feb.....	York.
White, Hawtrey John, Gunner, No. 10 Battery N.B. B.G.A.		21st April ...	2nd, Saint John.
White, Martin, Private, 71st Battalion.....		28th May	York.
Williams, John Franklin, Private, 67th Battalion.....		24th April...	Carleton.
Williams, Joseph W., Corporal, do		14th May	do
Wilson, Robert Henry, Private, do		14th do ...	do

RECAPITULATION.

First Class Certificates	2
Second do	64
Total.....	66

RESUMÉ.

PROVINCE OF NEW BRUNSWICK.

REGIMENTAL DIVISIONS.	ACTIVE MILITIA.		Number of Cadets attending the Schools of Military Instruction, on the 1st of Jan., 1876.
	Officers and N.C.O. in the Active Militia, and Candidates for Commissions therein, who have obtained Certificates at the Schools of Military Instruction, since their first opening.		
	First Class Certificates.	Second Class Certificates.	
Albert		3	
Carleton	2	43	
Charlotte		8	
Gloucester		3	
Kent		5	
Kings		38	
Northumberland		3	
Queens		8	
Restigouche		2	
St. John (first)		9	
St. John (second)	9	111	
Sunbury		10	
Victoria		3	
Westmoreland		13	
York	4	161	
Grand Total	15	420	

PROVINCE OF NOVA SCOTIA.

LIST of Officers and Non-Commissioned Officers in the Active Militia, and Candidates for Commissions therein, who have obtained Certificates at the Schools of Military Instruction during the year 1875.

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Regimental Division.
	1875.	1875.	
Anderson, P., Private, 66th Battalion		4th May	Halifax City.
Boutilier, J. Edwin, Private, 66th Battalion.....		16th Feb.....	do
Bowser, Michael, do do		22nd May.....	do
Brown, W. L., Private, 63rd Battalion.....		12th April.....	do
Caithness, A., do do		10th May.....	do
Dart, R., 1st Lieutenant, 2nd Halifax Brigade Garrison Artillery	24th June.....		Halifax County.
Dimock, J. E., Ensign, 63rd Battalion.....		22nd May.....	Halifax City.
Eliot, C.A., Private, do		24th June.....	do
Fegan, J. A., Private, 66th Battalion.....		22nd May.....	do
Fullard, John, Gunner, 1st Halifax Brigade Garrison Artillery		22nd March..	do
Gibson, Wm., Private, 63rd Battalion.....		22nd May.....	do
Goold, Henry, do do		24th June ..	do
Gorham, Edward, do do		4th May	do
Graham, Jas., Sergeant, 1st Halifax Brigade Garrison Artillery		1st April	do
Hainsworth, H., Private, 66th Battalion.....		22nd May.....	do
Hamann, O., Gunner, 2nd Halifax Brigade Garrison Artillery		4th do ..	do
Hartlen, J., Battery Sergeant-Major, 1st Brigade Garrison Artillery		22nd May....	do
Harvey, James, Sergeant, 63rd Battalion.....		22nd March..	do
Hilton, George, Private.....		22nd May.....	do
Jackson, F. W., Sergeant, 66th Battalion.....		22nd March..	do
Kelly, James F., Private, 63rd Battalion.....		24th June....	do
Langille, E. H., Sergeant, 66th Battalion.....		1st April.....	do
Laugille, R., do do		12th do ..	do
Litngow, Wm., Lieutenant, 2nd Halifax Brigade Garrison Artillery.....	4th May.....	16th Feb.....	do
Mathews, J., Private, 66th Battalion.....		4th May.....	do
Micklewright, F. J., Private, 63rd Battalion.....	24th June	12th April..	do
Mitchell, Arthur B., do do	do	1st do ..	do
Mitchell, Wm. F., do do		12th do ..	do
Munro, W. F. R., do do		24th June ..	do
McDougall, Duncan, Sergeant, 1st Halifax Brigade Garrison Artillery		do ..	do
McGee, J., Private, 66th Battalion.....		22nd May.....	do
McGillivray, J., Private, 66th Battalion.....		do ..	do
McInnes, John, Ensign, 63rd do	22nd May.....	22nd March..	do
McKandy, James, Corporal, 1st Halifax Brigade Garrison Artillery.....		4th May.....	do
McKenzie, William, Sergeant, 1st Halifax Brigade Garrison Artillery.....		do	do

PROVINCE OF NOVA SCOTIA.

List of Candidates for Commissions, &c.—*Continued.*

Rank and Name.	First Class Certificate and Date.	Second Class Certificate and Date.	Regimental Division.
	1875.	1875.	
McLeod, James, Gunner, 1st Halifax Brigade Garrison Artillery.....		22nd March.....	do
McNeil, E.F., Sergeant, 72nd Battalion.....		do	Annapolis Co.
McNiven, D., Battery Sergeant-Major, 1st Halifax Brigade Garrison Artillery.....		16th Feb.....	Halifax City.
O'Malley, Thos., Sergeant, 66th Battalion.....		24th June.....	do
Oland, George, Gunner, 1st Halifax Brigade Garrison Artillery.....		do	Halifax County.
Phelan, Patrick, Sergeant, 66th Battalion		22nd May.....	Halifax City.
Plenty, J., Gunner, 1st Halifax Brigade Garrison Artillery..		1st April	do
Pollock, John, Sergeant, do do		24th June	do
Purcell, W. A., Captain, 2nd do	4th May	do	do
Ready, Daniel B., Sergeant, 63rd Battalion.....		22nd May.....	do
Ritcey, James L., Sergeant, 2nd Halifax Brigade Garrison Artillery.....		24th June.....	Halifax County.
Sandford, G. A., Captain, 1st Halifax Brigade Garrison Artillery.....	4th May	16th Feb.....	Halifax City.
Shafner, Caleb W., Lieutenant, 72nd Battalion.....	22nd March..	do	do
Siteman, W. H., Gunner, 1st Halifax Brigade Garrison Artillery.....		24th June.....	do
Small, J. W., Private, 66th Battalion.....		16th Feb.....	do
Spurr, Robert, Lieutenant, 69th Battalion.....		22nd March..	Annapolis Co.
Stairs, Edward, Lieutenant, 2nd Halifax Brigade Garrison Artillery.....	4th May.....	do	Halifax City.
Stanford, Jas. T., Corporal, 66th Battalion.....	22nd May.....	19th Feb.....	do
Stanford, G. S., Private, do		22nd March..	do
Stenhouse, J. G., Sergeant, 63rd Battalion.....		1st April	do
Stratton, John, Private, do		19th May	do
Suckling, J., Sergeant, do		16th Feb.....	do
Todd, Alfred H., Captain, Governor General's Foot Guards	16th Feb.....	do	Ottawa City, O.
Twining, John T., Private, 63rd Battalion.....		24th June.....	Halifax City.
West, Welsford E., 66th Battalion	22nd May.....	16th Feb.....	do
Williams, S., Corporal, 66th Battalion.....		22nd May.....	do
Woodill, Robert W., Private, 63rd Battalion.....		24th June	do

RECAPITULATION.

First Class Certificates.....	12
Second do	57
Total.....	69

RESUMÉ.

PROVINCE OF NOVA SCOTIA.

Regimental Divisions.	ACTIVE MILITIA.		Number of Cadets attending the Schools of Military Instruction on the 1st of Jan. 1876.
	Officers and Non-Commissioned Officers in the Active Militia, and Candidates for Commissions therein, who have obtained Certificates at the Schools of Military Instruction since first opening.		
	First Class Certificates.	Second Class Certificates.	
Annapolis.....	2	40	
Antigonish.....			
Cape Breton.....	1	4	
Colchester.....		10	
Cumberland.....	1	9	
Digby.....		3	
Guysboro'.....		6	
Halifax City.....	24	191	
Halifax County.....	1	31	
Hants.....		2	
Inverness.....		4	
Kings.....		8	
Lunenburg.....	2	10	
Pictou.....		23	
Queens.....			
Richmond.....		2	
Shelburne.....			
Victoria.....		13	
Yarmouth.....			
Ottawa City, Ont.....	1		
Grand Total.....	32	356	

APPENDIX No. 7.

CERTIFICATES, BOARDS OF EXAMINERS.

LIST of Officers of the Active Militia, and of Candidates for Commissions therein, who have obtained Certificates from Boards of Examiners during the Year 1875.

Rank and Name.	First Class Certificate.	Second Class Certificate.
PROVINCE OF ONTARIO.		
	1875	1875
Adams, James, Ensign, 13th Battalion		10th May.
Aikens, James, Ensign, 77th Battalion	10th May.	
Barnard, Peter B., Lieutenant, 13th Battalion.....	do	
Bate, Gerald H., Ensign, Governor General's Foot Guards.....		19th July.
Bowes, R. H., Ensign, 2nd Battalion Queen's Own Rifles.....		10th May.
Brennan, M., Lieutenant, 19th Battalion.....		do
Clark, Joseph, Ensign, 44th Battalion.....		do
Decatur, Thomas, Ensign, 36th Battalion.....		do
Delamere, Joseph, Sergeant, 2nd Battalion Queen's Own Rifles.....	10th May.	
Graburn, C., Ensign, Governor General's Foot Guards		17th September.
Higginson, Charles T., Captain, 18th Battalion.....	17th September.	
Kerr, E. C., Ensign, 12th Battalion		10th May.
Langton, Thomas, Ensign, 2nd Battalion Queen's Own Rifles.....		do
Ley, William, Ensign, Leamington Infantry Co.....		3th October.
Major, George, Ensign, Governor General's Foot Guards		19th July.
Martin, Matthew, Captain, 24th Battalion		20th December.
McGillivray, J., Ensign, 34th Battalion	10th May.	
McKeand, T. K., Sergeant Major, 13th Battalion		10th May.
Smith, John J., Ensign, 34th Battalion		do
Stoneman, John, Ensign, 13th Battalion.....		do
Wells, William, Ensign, 77th Battalion.....		do
Williamson, John R., Captain, Leamington Infantry Co.....	9th October.	
Wyman, Thos. Wyman, Captain, 18th Battalion.....		17th September.
PROVINCE OF QUEBEC.		
Alan, Archd., Lieutenant, 3rd Battalion, Victoria Volunteer Rifles		28th April.
Armstrong, Chrstr., Captain, 53rd Battalion.....	8th October.	
Artie, James, Ensign, 79th Battalion.....		8th October.
Bartlett, John K., Lieutenant, 79th Battalion.....		do
Boston, Donald, Ensign, 58th Battalion		do
Dow, Charles S., Lieutenant, 52nd Battalion.....	8th October.	
Embury, Wm., Ensign, 53rd Battalion.....		do
Hall, Calvin, Lieutenant-Colonel, 52nd Battalion.....	8th October.	
Lothrop, Edwd., Lieutenant, 58th Battalion.....		do

LIST of Officers of the Active Militia, &c.—*Continued.*

Rank and Name.	First Class Certificate.	Second Class Certificate.
PROVINCE OF QUEBEC.—Continued.		
	1875	1875
Mairs, James, Captain, 54th Battalion.....	8th October.†	
Morehouse, W. A., Captain, 53rd Battalion.....	do	
McAuley, M., Captain, 58th Battalion.....	do	
McKinney, Taber, Lieutenant, 60th Battalion.....	do	
McLeod, Donald N., Lieutenant, 58th Battalion.....	do	
McLeod, Donald, Lieutenant, 54th Battalion.....	do	
Ramage, James D., Captain, 58th Battalion.....	do	
Rodier, P. A., Lieutenant-Colonel, 76th Battalion.....	23rd July.	
Rolfe, Marshall, Captain, 53rd Battalion.....	8th October.	
Ryther, Dorland P., Lieutenant, 53rd Battalion.....		8th October.
Sully, George, Captain, 3rd Battalion Victoria Volunteer Rifles.....		28th April.
Wood, Israel, Captain, Stanstead Troop Cavalry.....		16th April (1872)
Walker, John Alex., Lieutenant, 3rd Battalion Victoria Vol. Rifles.....		28th April.
Wyatt, Thos. J., Lieutenant, 58th Battalion.....		8th October.
PROVINCE OF NEW BRUNSWICK.		
Hart, Frederick H.....		29th July.
Howe, William T., Lieutenant, 71st Battalion.....	13th August.	
McGee, Chas., Captain, St. George Infantry Co.....	do	
PROVINCE OF NOVA SCOTIA.		
Foyle, H. A., Lieutenant, Victoria Provisional Battalion.....	15th July.	

APPENDIX No. 8.

ON CAVALRY ORGANIZATION.

CLINTON, ONTARIO,

29th June, 1875.

SIR,—I beg to enclose you a copy of letter (A) and system (B) of organization of the Cavalry of which I made mention at Camp Niagara. You are doubtless somewhat familiar with the system of that date, and will therefore readily perceive the changes which from time to time have been made for the improvement of the force, and as it seems to me there is much room for further improvements, and that with but little or no greater expenditure than caused by the present system. I beg leave to offer a few remarks in connection with the enclosed paper and our present system, endeavoring to confine myself to the branch of the service to which I belong, and in which I have ever taken a great interest, although being as equally conversant with Infantry, having passed through the Military School under Col. Lowrie, 47th Regiment, and obtained a first class certificate, and was afterwards for five years Adjutant of the 19th Lincoln Battalion.

In regard to the Troop organization I have but little to offer, as the officers and non-commissioned officers are as in my system; but in the place of the number of men being reduced, as has been the case, I still adhere to the fifty, with full equipments for each man, for it is better for all purposes to have one strong troop than two weak ones, and the officers draw equally as much pay for the one as the other, and have not the same amount of responsibility or work, so am of opinion it would be better to have stronger troops if we had fewer of them.

The Troops, with but few exceptions, having been formed into regiments, the Staff advocated have been appointed, but were the Adjutants (if duly qualified) permanent Staff Officers under pay, it would add greatly to the efficiency of a regiment, as I will endeavor to show.

In the first place, as you are aware, Sir, an Adjutant has to know everything in connection with his regiment, and be able at all times to answer any questions pertaining thereto. Such is not the case now. He never sees any portion of his regiment, or hears anything in connection with it, but when in camp, consequently he has to feel his way, as it were, in the dark for the first two or three days, in the place of being able to go to his work at once.

Again, Commanding Officers never see any portion of the regiment from one camp to another. Captains of Troops never see their Troops from one annual drill to another, and know but little or anything about them until they want them for drill, and yet these officers are paid—the former twenty-five dollars, and the latter forty dollars per annum for drill purposes, and in most cases are unable to drill their men. Consequently, when they come together in camp the Adjutant has to drill them separately before he can go on with his regimental drill. And then again, each Captain receives sixty dollars per annum for the care of arms, and I find it is as I stated in 1862, they are but little cared for. On inspecting their accoutrements when in camp, I found the saddlery in many cases in an unserviceable condition, many of the straps lost or broken, curb chains tied together with bits of string and wire, collar chains the same, and many of them lost, the numnahs torn and eaten by mice, the leathers rotten, and have not been oiled since they were issued, although I gave orders last year they were to do so. But it is well known that as soon as they are dismissed, no one has any authority over them, the Captains being afraid to use the authority they possess, and endeavor to gain popularity, and make as much as they can out of their position, without any regard to the service or country; and in many cases, although, contrary to the law, the men are not sworn in—they come in for

the annual drill, and after that is over, they are seen in the ranks no more. All this could be obviated by a paid Staff Officer, as none would dare ignore his authority, and he would have a general supervision over officers and men; and I cannot perhaps do better than here bring to your notice a case which occurred in one of the troops some eight years ago, shortly after it had received its equipments. At that time, although Adjutant of the 19th Battalion, I was the appointed and paid Instructor of three troops of Cavalry, and on going to drill one day, a man came on parade with accoutrements very dirty. After giving a severe reprimand, I ordered him to appear on parade the next morning with his things thoroughly clean, did he not, I would hire a man to clean them, and stop the amount out of his pay. The next day, on repairing to the place of drill, I was informed by an inn-keeper that the man had brought his things to his house, thrown them down in the bar room, telling him to tell me I might take them and clean them myself, for he would not. I immediately went to a Magistrate and got a warrant for his arrest, which was duly executed, and the following day he was brought before a Bench of Magistrates, and fined seven dollars and costs, amounting in all to ten dollars. I had no trouble with him or any man of that troop after; but his Captain dare not have resorted to such a measure. Were there Regimental paid Staff Officers they could enforce the laws and orders of the force, compel the arms and accoutrements to be kept in good order, get the men out for occasional drills, teach them the sword and carbine drill, and were the drill sheds, where there are troops, converted into riding schools, teach them riding, so that when they went into camp they would soon be fit for field drill. He could also instruct the officers and non-commissioned officers in their duty, and give them lectures in that most important of duties, out-post duty, of which they know but little or anything about now, and by having a general supervision over the regiment prevent many irregularities which entail expense on the country, as every thing should pass through his hands, and be examined by him. Under our present system, should any disturbance take place by which the force is called out, the expense on the country by fraud would be similar to that of our neighbors during their civil war.

There is much more I would like to lay before you, but my duties as an Assistant Engineer, with a section of sixteen miles under construction to look after, occupies nigh the whole of my time. But I may here mention that several of the men at work on the line, citizens of the United States, left their work to fill up a Company now at Guelph. They told their foreman they were going to camp to have a spree. Such is the state of the Force, that in three months from now, if ordered out at an hour's notice, one third of the men that have been in these camps would not be in the companies, and yet they are shown on paper as full companies. I feel, Sir, I have trespassed too much on your valuable time.

I have, therefore, the honor to be, Sir,

Your most humble obedient servant,

S. W. SPILLETTE, Captain,
Adjutant, 2nd Regiment, Cavalry.

Major-General SELBY SMYTH,
Commanding the Militia of Canada.

[A.]

St. CATHERINES,
25th September, 1862.

SIR,—Having noticed in the debate on the Militia Bill, prior to the prorogation of Parliament, a paragraph relating to the Volunteer Cavalry, stating they were a useless expense, and I, as one perfectly conversant with that branch and its usefulness, must admit that in their present state they are of but little use, but can be made very useful were a better system than that of the present adopted. Knowing they

have not the facilities for attending drill as often as the other branches of the service, who are composed of men living in close proximity with the place appointed for their meeting for drill, whereas, they being for the most part composed of men living entirely in the rural districts, many of them at a distance of ten and twelve miles from the place of meeting for drill, with roads that are almost impassable in spring and fall, it is therefore more difficult to get them together as often as the other branches of the service. I therefore beg to lay before you a system whereby I am led to believe the cavalry can be organized and brought to as good a state of proficiency as any branch of the service, and be of eminent service to the country in time of war.

I have the honor to be, Sir,
Your most obedient servant,

S. W. SPILLETE,
Troop Sergeant-Major, 9th Royal Lancers,
Instructor of Cavalry.

J. C. RYKERT, Esq., M.P.
For the County of Lincoln.

[B.]

MODE OF ORGANIZING THE CAVALRY.

1. That each Troop should consist of one Captain, one Lieutenant, one Cornet, four Sergeants, four Corporals, one Trumpeter, one Farrier, and forty privates. Total, exclusive of officers, fifty. Then each Troop, when called out for drill, could be divided into two (one Squadron) and drilled as such.
2. That three Troops compose one Regiment, with the necessary Staff, consisting of one Lieutenant-Colonel, one Major, one Adjutant, one Quarter-Master, one Paymaster, one Surgeon, one Assistant Surgeon, one Veterinary Surgeon, one Drill Instructor, who will also act in the capacity of Adjutant, as having a thorough knowledge of every officer and man, he would be of material service to the working of a Regiment in that capacity; and each Instructor should be granted an allowance for forage for one horse, thus doing away with the present expense of travelling.
3. Each Troop to be drilled not less than eighteen days in one year, six of which, at least, to be consecutive, the remainder to be left to the discretion of the officers in command of Troops, they taking advantage of the most seasonable periods of the year, and so far studying the convenience of the troopers, as to enable as many as possible to attend at the same time. Four hours' actual drill to constitute one day, which to be duly performed, and returns to be made out by the Adjutant, signed by Officers in command of Troops, and forwarded to Brigade Majors.
4. For each day's actual drill each man to be paid the sum of one dollar, and when called out for actual service, each man providing his horse with forage and rations for himself, the sum of two dollars per day. If forage and rations be supplied by commissariat, the contract price to be deducted from his pay.
5. To be clothed and equipped at the expense of the Province. Clothing to be of the uniform pattern of the Imperial Hussars. Each suit to last five years, and each man retain it in his own possession, and be held responsible for the same, and all repairs or damages to be made good at his own expense.
6. Regular military saddles and bridles, swords, belts, pouches and belts, and rifled carbine. The saddlery and arms to be kept in an armory or place appointed for that purpose, which place to be as central as possible, and always be the place of assembly. An experienced person appointed to look after the arms and saddlery, having and receiving the same, and be held responsible for their correct keeping, and make good any deficiencies he may be unable to account for, for if left to the troopers' own keeping, they would become unserviceable in two or three years, whereas, otherwise they would last thirty or forty years. If armed with a rifled

carbine, and taught the use of dismounted as well as mounted, it would prove a very effective weapon in time of war in a country like this, which is so much intersected with woodlands.

7. Officers in command of Troops to be responsible for and duly impress it upon the minds of their men that they always bring the same horse to drill, unless sick, which must be duly vouched for, and which, on no account, to be parted with without permission of the Officer in command of the Troop, under a penalty of not less than five dollars, which fine to be duly imposed.

8. Each man to serve a term of not less than five years, and be sworn in. Or no man be allowed to leave without giving a written notice to the Officer commanding his Troop, which notice, when signed by him, to be forwarded to the Officer in command of the Regiment, from thence through the usual channel to the Commander-in-Chief for his approval, after which to be given to the man, who will then consider himself discharged, and not before. And no man to be discharged by Officers in command of Troops or Regiments unless authorized by the Commander-in-Chief.

9. Every Officer to undergo an examination as to his qualification for holding his present or obtaining a higher commission.

10. Each Regiment to be brought together and drilled as such by the Colonel, or in his absence, the next senior Officer present, at least one day in every year.

11. For the better order of discipline, a code of by-laws may be established in each Troop, to be drawn up by the Officer in command, submitted to and signed by each man, and then forwarded to the Commander-in-Chief for his approval, after which to become law.

S. W. SPILLETTE,
Troop Sergeant-Major, 9th Royal Lancers,
Instructor of Cavalry.

St. CATHERINES, 25th September, 1862.

APPENDIX No. 9.

SUGGESTIONS OF MEDICAL OFFICERS.

ORGANIZATION OF MEDICAL STAFF.

CAMP NIAGARA, June, 10th 1875.

SIR,—The medical officers whose names appear below, having been requested by the regimental surgeons in camp at Niagara, in June, 1875, to act as a committee to draft certain suggestions to be presented to the consideration of the General commanding, with the view of obtaining such regulations relating to the proper organization of the Volunteer Medical Staff as would properly define their relative duties and positions in the Active Force, and better provide for the efficient carrying out of medical duties in camp or on active service, beg to offer the following:—

1st. That a chief Medical Officer or Inspector General of Hospitals from the regular service should be appointed at Ottawa, as Superintendent of the whole Volunteer Medical Staff of the Dominion, and that in each Military District, one Surgeon, whose term of service in the Active Force would entitle him under the new regulations of the British service, to rank as Surgeon Major, should be appointed under him to take charge of all medical stores, and supervise all medical regulations relating to the Military District over which he presides.

2nd. That Medical Officers wishing to retire from service, may be permitted to do so, retaining their rank; and that should the State require the active services of the Volunteer Force, the Officers so retiring shall have a prior claim to appointments over civilians who have not seen service.

3rd. That in all other respects the regulations relating to the Medical Staff of the Volunteer Force of this Dominion, should, so far as practicable, be similar to those prevailing in the regular service.

We have the honor to be, Sir,
Your obedient servants.

JAMES THORBURN, MD.,
Q. O. R.
ISAAC RYALL, MD.,
13th Battalion.
AUGUSTUS JUKES, MB.,
19th Battalion.

To the Commandant
at Camp, Niagara.

REPORT ON MEDICINE CHESTS, &c.

CAMP RIVIÈRE OUELLE, 26th August, 1875.

By order of Lieut-Colonel Duchesnay, Commandant of the Brigade, we the undersigned Surgeons and Assistant Surgeons of the several battalions composing this Brigade, have assembled to examine the medicine chests actually at our disposal for the medical service of the camp; and after a careful examination of the contents of these medicine chests, have the honor to report.

1st. That from the box of medicaments contained in these medicine chests, the following can be dispensed with without inconvenience:—

Gum arabic powders.

Compound colocynth pills, (the cathartic pills being sufficient.)

Opium pills of $\frac{1}{2}$ gr., (the pills of 1 gr. being sufficient.)

2nd. That it would be very advantageous, and even necessary, to add to the list the following medicaments:—

Acid carbolic.

Tinct: Iodi :

Liq: fer: perchloridi: fortia.

Arg: nitratis:

Chlorodyne:

Pat: bromia:

Quin. Sulph:

Atrop: Sulph:

Collodium simpli stipt:

Pot: ant: Fort:

Liq: am: Fort:

A diarrhœa mixture thus compounded:

Tinct: lavendulæ: zijj

Spirit: camph: zij

Tinct: opii: zj

} Dose, xxv m. n. s. on a lump of white sugar.

Emp: saponis.

Silk or metallic thread for ligatures.

3rd. We also consider as most important, to add for the use of the Brigade, a case of instruments for teeth; a simple small surgical case; half a dozen of catheters, different sizes; a surgical case which should include an india rubber tube, $\frac{1}{2}$ inch in diameter, and 9 feet long, in case of accidents which would necessitate the amputation of a limb.

Our opinion is that a medicine chest thus composed with the additions we have mentioned, for the use of the Brigade, would be sufficient for the daily wants of the camps of exercises.

The whole humbly submitted.

F. P. ROY, M. D.

R. FISET, M. D.

P. E. GRANDBOIS, M. D.

C. G. DELAGRAVE, M. L. ¹

Asst. Sergt. 9th Battalion.

To the Commandant
at Camp, Rivière Ouelle.

APPENDIX No. 10.

REPORT OF DIRECTOR OF STORES, &c.

DEPARTMENT OF MILITIA AND DEFENCE,
STORE BRANCH, Ottawa 1st January, 1876.

SIR,—I have the honor to submit, for your information, the following report in relation to the Militia Stores and Properties in my charge:—

CLOTHING.

During the past year the system which has heretofore prevailed in procuring the clothing required for the Militia from England has in a great measure ceased. The principal part required last year has been made in the country from cloth of Canadian manufacture. The clothing so made was issued almost as fast as it was received into store, after due inspection, and there is none of it now remaining on hand.

AMMUNITION.

The issue of ammunition for practice during the past year was 848,608 rounds of Snider ball and 477,117 rounds of blank. From the ball, however, must be deducted 231,870 rounds, sold to the different Rifle Associations, and to officers and men of the Militia Force, this being nearly double the amount sold during the previous year.

17,840 lbs. of gunpowder and 12,155 friction tubes have been issued for practice to the various Field Batteries and corps of Garrison Artillery, with a proportionate quantity of fuzes, shot and shell.

1,205,440 rounds of Snider ball have been received from England during the past year, as also 10,807 lbs. of gunpowder and 25,000 friction tubes. These are now stored at Toronto as a reserve for the service of the Militia in that section of the Dominion

ARMS, ETC.

Nearly 5,000 Snider rifles and a quantity of Ordnance stores for the service of the M.L.R. 9-pounder guns have also been received during the past year, and stored in Toronto as a reserve for the service of the Field Batteries in that portion of the Dominion, and thus obviate the necessity of drawing on the distant stores of Montreal and Quebec whenever occasion requires.

The Department sold last year, under the authority of an Order in Council, 1,370 Spencer carbines, for which the sum of \$12,330 was received. These arms were of an obsolete pattern, and were taken into store from the different corps of cavalry throughout the country when the new Snider carbines were issued to those corps. The Spencer carbines thus disposed of were of no service whatever to the Department.

CAMP EQUIPAGE.

1,000 tents have also been received from England during the past year; 500 of these will be stored at Toronto as a reserve, and the balance will be distributed to such stations as require them, as soon as they have been properly marked at Ottawa.

The camp losses have been as usual heavy during the past season. There have been lost or made away with 6 tents, 17 tent valises, 60 pin bags, and 382 blankets; also 3 medicine chests having an aggregate value of \$1,057.30. The camp damages received by the Department, amount to \$26.06.

BOARDS OF SURVEY.

These were held at the different stations during the month of January in accordance with the General Order on this head. The unserviceable and obsolete stores condemned by the several Boards were subsequently sold by public auction and realized the sum of \$1,104.21.

STORES SOLD AND RENTS.

Deposit receipts to the credit of the Receiver General have been received during the last year, amounting to the sum of \$26,421.76, the different items for which this amount was received, are shown in the statement underneath:—

Ammunition.	Clothing.		Rent.	Miscellaneous.	Total Amount.
	Officers'.	Mens'.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
5,176 98	63 26	1,224 33	5,515 49	14,441 70	26,421 76

Owing to a large transfer of lands to the Department of the Interior, they not being required for Militia purposes, a reduction has taken place in the amount of rents received as compared with the previous year's receipts. The properties remaining in Militia charge, with the number of tenants, and amount of rental, is shown in the statement underneath:—

Localities.	Tenants.	Rental. \$ cts.
Chatham, Ont.....	1	5 00
Niagara.....	9	188 00
Toronto.....	3	240 00
Ottawa.....	1	1 00
Kingston.....	24	584 57
Montreal, &c.....	5	251 75
Isle aux Noix.....	2	252 00
Quebec.....	27	3,369 86
Point Levis.....	31	1146 25
New Brunswick.....	16	143 49
Nova Scotia.....	5	169 71
Prince Edward Island.....	1	1 00
Total,	125	\$6,352.63

The arrears of rent due at the close of the year, amounted to \$911.78.

DRAFT TO MANITOBA.

In the month of August, I was directed to proceed to Sarnia, for the purpose of superintending the equipment of the 98 men, directed to assemble there, for the purpose of being sent to Manitoba *via* the Dawson route, to replace the men

whose time had expired. The men composing the draft were encamped during their short stay, and rationed at the Grand Trunk Railway refreshment room, this being found to be a more economical and satisfactory arrangement than providing them with rations to be cooked by themselves, which would have entailed the necessity of making cooking and other arrangements not warranted by the limited period of their stay. The men were dispatched in two separate batches on the 6th and 10th of August. The first detachment under the command of Lieut-Colonel Jackson, the second under the command of Lieut-Colonel Lamontagne. Each detachment reaching its destination satisfactorily and without any casualty whatever.

THOS. WILY, Lieut.Colonel,
Director of Stores and Keeper of Militia Properties.

To the Honorable
The Minister of Militia and Defence,
Ottawa.

(Addition to Appendix No. 1.)

MILITARY DISTRICT No. 11.

HEAD QUARTERS, VICTORIA, B. C.

January 10, 1876.

SIR,—I have the honor to forward herewith enclosed, a formal report of the Military District under my command for 1875.

I have but few changes to note since my last annual inspection, and the Major General Commanding having but recently made a personal tour of inspection through the District, and reviewed the majority of the corps of which the Militia force here is composed, I shall endeavour to make my report as concise as possible, dwelling only on such points as I consider most essential to the future success of the organization.

The total nominal strength of the corps in this District consists of the following, viz:—

	Officers.	N. C. Officers and Men.
Artillery.....	2	25
Infantry (Rifles).....	12	160
Total.....	14	180

The corps comprising this force are all nearly up to their full complement, but owing to various causes, which I shall endeavour hereafter to explain, did not make as satisfactory musters at inspection as I could have wished or had anticipated.

1st. I commenced my annual tour by the inspection of the Nanaimo Rifle Corps, on the 3rd of December, and was much disappointed at finding only 2 officers and 12 N. C. officers and men present.

I was informed, however, by Capt. Bryden, the officer commanding this corps, that his Service Roll includes 36 N. C. officers and men, and that the majority of the absentees, were only deterred by diffidence from appearing at inspection, they not having had the advantage of any drill during the past year, owing to the absence of any qualified instructor, both the officers, N. C. officers and Men being all alike new to the work, and never having had any opportunity of becoming competent in that capacity, further than that afforded by a six weeks' training last year, by a N. C. officer from Her Majesty's fleet then on the station.

The absence of a drill shed in this locality, also militates considerably against the success of the corps, and much dissatisfaction has arisen from the fact that the rifle range, a very good one of 600 yards, has been constructed entirely by the officers and men of the Company, and without any assistance from the Dominion Government.

As, however, I purpose appending to my report an estimate of the requirements of the various posts under my command, I shall at present pass that matter without further comment.

I may add, however, that the inclemency of the weather was a considerable impediment not only in this instance, but also in my other inspections throughout the entire District; snow and rain prevailing alternately the whole time, and to such an extent, as to render it a matter of much personal labor and inconvenience for the men to attend.

This leads me to refer you to my letter of the 12th October 1874, wherein from another point of view I pointed out the great-disadvantages arising from the present system of condensing the annual drill season into the five months ending November 30th, of each year, as also to my report of the 24th December 1874, on the 2nd page of which I alluded to the same subject, more in regard to the difficulties of travel in this Province at that time of year, and I now take this opportunity of again urging upon your notice the advisability of permitting the inspections in this District to take place in the month of June, and authorizing the continuance of the Drill season also to that date.

The few men who were present made a very creditable appearance both as to their arms, accoutrements, and clothing, as also in the manner in which they performed the various exercises in which I examined them, including the bayonet, manual and firing exercises and company drill, and I am led to believe that another season's instruction in drill, under a competent person, would convert them into as efficient a corps as any in the District, and that the officers would thenceforth be able to carry on the drill instruction of the Company, without any further extra assistance.

On the 8th December, I inspected the two companies of Rifles at Victoria under the command of Captains Roscoe and Vinter, the authorized strength of which is as follows, viz:—

	Officers.	N. C. Officers and Men.
No. 1 Company	3	40
No. 2 Company	3	40
Total	6	80

These companies are, each, one officer and five men short of their establishment at present, owing to recent casualties, but will recruit to their respective limits during the ensuing season.

They mustered as follows, viz:—

	Officers.	N. C. Officers and Men.
No. 1 Company	2	24
No. 2 Company	2	17
Total	4	41

The arms, accoutrements and clothing were in good order, and the evolutions, viz: Manual and Firing exercises and Company Drill, well performed.

The Victoria Corps although supplied with a good drill shed by the Dominion Government labor under the serious disadvantage of the want of gas in the building, thereby rendering it practicably all but useless for drill purposes during the winter season, the only time during which it is actually required, as owing to the nature of the construction of the building it is a positive impossibility to attempt to light it efficiently by coal oil lamps.

For information on the subject of the advisability of lighting the drill shed at Victoria with gas, as also the cost of such addition, I beg to refer you to my letter (with enclosures) dated the 9th October 1874.

There is a first-class rifle range in the immediate neighborhood of Victoria City, staked off up to nine hundred yards and capable of still further extension if necessary at any time, but the entire cost of construction and maintenance including rent of same, under a seven years lease, has been hitherto borne by the British Columbia Provincial Rifle Association, which gives rise to much dissatisfaction, as the range is chiefly used for the annual target practice of the Militia, the Association only requiring its use for three days in each year, for their annual matches, besides the competition for the *entrée* to the team of Marksmen to represent the Dominion of Canada at

Wimbledon, which though under the management of the Association, is virtually a Militia matter, being exclusively confined to the Militiamen of the Province.

The Provincial Association has already expended over \$250.00 on this range, and being very low in funds, have naturally looked for assistance from the Dominion Government, but has hitherto received none in this respect.

An Armoury is also much required both at Victoria and the other Militia Stations of this District, the want of which necessitates the alternative of allowing the militiamen to take charge of their own rifles and clothing, which sometimes results in the loss of articles, and places the Captains in rather an equivocal position.

3rd. Owing to indisposition I was unable to make my inspection of the two corps at New Westminster until the 22nd of December, on which day I paraded the Artillery under the command of Lieut. Scott and the New Westminster Rifles under the command of Capt. Burn at the Drill Shed.

The present establishment of the Corps is as follows, viz :

	Officers	N. O. Officers and Men.
Seymour Artillery.....	2	25
New-Westminster Rifles.....	3	40
Assistant Surgeon.....	1	"
	—	—
Total.....	6	65
Of these there were present on parade—		
	Officers	N. O. Officers and Men.
Seymour Artillery.....	1	18
New Westminster Rifles.....	3	28
Assistant Surgeon.....	1	"
	—	—
Total.....	5	46

The Artillery had only been recently equipped but presented a most soldier-like appearance, and I have no doubt will with due training form an excellent corps. As, however, they had not been practiced, I did not put them through any movements.

The Rifle Corps under Capt. Burr made a very creditable show, their arms and accoutrements being in exemplary condition. Owing to the dangerous state of the foundation of the Drill Shed I was unable to see them perform any evolutions, but they went through the manual and firing exercises in a manner to lead me to suppose they had been well drilled, and had given every attention to the instruction they had received from Capt. Burr and the other officers of the corps, who have themselves at all times acted in the capacity of instructors towards them.

Except in point of numbers, I must unhesitatingly pronounce the result of my annual inspection as most satisfactory, and I feel confident that should my suggestions be adopted, the ensuing year will show a considerable improvement over the past both in numerical attendance and general efficiency.

I append a schedule marked A of the improvements required at the different military stations in this District, with a plan for the liquidation of their cost which I trust will receive the approbation of the Hon. Minister of Militia and Defence.

I have the honor to be,

Sir,

Your obedient servant,

C. F. HOUGHTON, Lt.-Col.
D.A.G. My. Dist. No. 11.

SCHEDULE A.

1ST.—VICTORIA.

Introduction of gas and fittings to drill shed, (See letter and enclosure 9th Oct., 1874) about.....	\$130 00
Reimbursement to B.C.R. Association about.....	250 00
Fittings of Armoury and Sundries.....	120 00
	<hr/>
	\$500 00

2ND.—NEW WESTMINSTER.

Rifle Range construction and improvements with extension to 800 yards	\$150 00
Repairs of Drill-shed.....	500 00
Additions of two Armouries.....	200 00
Repairs of Magazine.....	100 00
Shed for protection of guns and carriages.....	150 00
Stoves for heating drill-shed.....	60 00
	<hr/>
	\$1,160 00

3RD.—NANAIMO.

Drill-Shed and Armoury.....	\$1,000 00
Rifle Range.....	150 00
	<hr/>
	\$1,150 00

Total..... \$2,810 00

MEMO.—A quantity of obsolete arms and suitable ammunition being now in store at Esquimalt and Victoria, I beg to suggest that they be sold and the proceeds appropriated to the benefit of the Militia of this Province. They will probably realize the entire sum above named. These stores were handed over gratuitously by the Provincial to the Dominion Government recently.

C. F. HOUGHTON, Lt.-Col.,
D.A.G. My. Dist. No. 11.

(Addition to

INSPECTION REPORT OF CORPS which have

MILITARY DISTRICT. No. 11. Lieut.-Col. C. F. HOUGHTON, D.A.G.M.		Establishment.		Actual Strength present at Inspection.		Muster.			Whether in Camp or otherwise.	Distance the several Corps had to proceed to Muster, and mode of transport.	
Battalion or Corps.	Companies.	Commanding Officer and Head Quarters.	Corps.		Corps.		Place.	Date.		Number of days' drill performed.	Miles.	Mode.
			Officers.	N. - C. O. and Men.	Officers.	N. - C. O. and Men.					
Victoria Rifles.											
No. 1 Company..		Capt. Roscoe, Victoria.....	2	40	2	24	Drill performed at Company's Head-Quarters.				
No. 2 do ...		Capt. Vinter, Victoria.....	2	40	2	17					
New Westminster Rifles	1	Capt. Burr, New Westminster.....	3	40	3	28	do				
Nanaimo Rifles.....		Capt. Bryden, Nanaimo	3	40	2	12	do				
Seymour Artillery. ...		Lieut. Scott, New Westminster.....	2	25	1	18	do				

Appendix No. 2.)

performed the Annual Drill for 1875-76.—Continued.

Time required to concentrate the Battalion or Corps.	Cost of rations per head, per diem, at encampment.	General conduct of Corps.	If any, and what casualties.	Whether in possession of Band. Number of Musicians, and proficiency.	General State of Clothing, Arms and Accoutrements.	Nature of Movements at Inspection, and how performed.	Whether the men of the several Corps were <i>bonâ fide</i> enrolled members thereof, according to the Militia Act.	Target Practice.		Date of Inspection.	Date when drill was completed.	Remarks.	
								Number of non-exercised Men, if any.	Ranges.				
								Battalion.	Company.				
		Good.	5	7 musi.	Good.	Company Drill, Manual and Firing Exercises.				December 8th.		Comparatively few men have completed their target practices, owing to shortness of season.	
		do	5	2 do						December 22nd.	do		do
		do	4		do					December 3rd.	do		do
					do					December 22nd.	do		do

STATEMENT

SHOWING THE

NAME, AGE AND RESIDENCE

OF

MILITIAMEN OF 1812-15,

WHO HAVE APPLIED TO PARTICIPATE IN THE GRATUITY VOTED
BY PARLIAMENT IN 1875, WITH THE NAME OF THE
CORPS OR DIVISION AND RANK IN
WHICH THEY SERVED.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1876.

DEPARTMENT OF MILITIA AND DEFENCE,

OTTAWA, March 13th, 1876.

SIR.—In compliance with your instructions to effect the distribution of the sum of fifty thousand (\$50,000) dollars, voted by Parliament last Session for the surviving Militiamen of 1812-15, steps were taken without delay to obtain information as to the number of these veterans, and to identify each of them, a work which involved a very extensive correspondence at the outset, and necessitated finally a personal examination of those who were not able to comply fully by writing with the required references and *data*.

Two thousand five hundred (2,500), out of the 3,024 Militiamen referred to in the accompanying schedule, have been paid each twenty (\$20) dollars, on the following vouchers :

1. A satisfactory comparison of their own declaration with the official documents on record in this department ;
2. The appearance of their name on the list of those who were awarded land grants for their services during the war of 1812-15 ;
3. A solemn declaration of identity from the applicant ;
4. A solemn declaration of services and personal identity from another veteran, or other person who had personal knowledge of his services in 1812-15.

With a view of assisting such of the applicants who could not by themselves furnish that indispensable information, two officers of this department were detailed to visit and examine personally the parties interested. Lieut.-Colonel John Macpherson visited the Province of Ontario, and myself the Province of Quebec. By mustering the veterans in groups from 30 to 60, according to their number within a certain limit, great facilities have been afforded for the settlement of their claims. I must say that this system worked in a most satisfactory manner. A great number of those who could not at first justify by their own account of the legitimacy of their claim, but who had nevertheless served under arms, were thus put in a position to substantiate their declaration.

It has been found, in most cases, that those entitled to participate in the vote made by Parliament are in indigent circumstances, many having no one to depend upon for support, and living entirely on public charity.

The news that the surviving soldiers of the eventful days of 1812-15 were to be the recipients of the bounty of the Legislature, was greeted throughout the country with universal satisfaction, and in many places where I had these old men congregated during my visit, they were most hospitably entertained.

Out of 3,024 who have applied to participate in the vote of \$50,000, 2,554 have proved that they are veteran soldiers of 1812-15, and it is thought that the list will be materially swollen, as a considerable amount of correspondence is still carried on between the department and the applicants, with a view to complete their cases. New applications are daily received.

It was at first thought possible in this report, to present exact data, and draw from them interesting statistical information that would have been extremely instructive and useful, but I have been reluctantly compelled to postpone this work until the exact number of veterans yet alive is made known to this department.

No exact data have yet been found to establish correctly the number of Militiamen under arms in Upper Canada in 1812-15, but it is stated in an address to the Prince Regent on the subject of services rendered by the Militia of that Province (*Journals of Upper Canada, 1812, page 302*), that "the population able to bear arms does not exceed 10,000 men; nearly one-half of these were embodied for the whole of the first, and a very considerable portion of the greatest part of the last campaign." The strength of the Militia on actual service above referred to, appears to have been as follows:—550 cavalry, 350 artillery, 55 artificiers and 4,500 infantry; total 5,455 officers, non-commissioned officers and men. The Province seems to have had only one battalions, 500 strong, which was styled "the Incorporated Battalion." The whole of the Militia was ordered out in that section of the country in 1813.

The number of Militiamen under arms in Lower Canada during the war, obtained from the documents on record in the Department of Militia and Defence, was as follows:

1st Battalion Embodied Militia.....	1,030
2nd do do	862
3rd do do	883
4th do do	917
5th do do	680
6th do do	640
Voltigeurs do	567
Chasseurs do	538
Col. Deschambeault's do	500
	6,617

Six other battalions were out in Lower Canada, but only for a few months, viz:

1st Battalion, Quebec.....	863
2nd do do	834
3rd do do	614
1st do Montreal.....	450
2nd do do	576
3rd do do	296
	3,638

There were about 12,606 Militiamen out for short periods varying from a few days to two months, making a total of 23,525 Militiamen of Lower Canada out for some period, more or less, during the war, viz.:

9 Battalions Embodied Militia.....	6,617
6 do Montreal and Quebec.....	3,638
Cavalry	183
Artillery	163
Voyageurs	323
Called out for short periods.....	12,606
<hr/>	
Total	23,525

The whole of the regular troops serving in Canada during the war numbered about 13,000, as far as can be ascertained, comprising the 1st Foot (1st battalion only), 8th King's Own, 10th Royal Veterans (one battalion only), 13th, 40th, 41st, 49th, 89th, 100th, 103rd, 104th (New Brunswick) Regiments, besides the Royal Newfoundland, the Meurons, the Fencibles, the Glengarry Regiments, the 19th Light Dragoons, about 800 Royal Marines and Seamen, and 500 Artillery and Engineers.

The whole period of the "war of 1812-15" embraced forty-two months, out of which twenty-nine were engaged in actual military operations, viz.:

1811.—September. War threatening; preparations made on both sides.

1812.—1st June. The first attack upon Isle aux Noix. 18th, United States declare war.

1814.—17th September. Last battle fought. 24th December. Treaty of Peace signed in Europe.

1815.—1st March. Treaty made known in Canada.

The operations of the war, as far as fighting is concerned, were as follows:

1812.		Won by the
June	1. Attack upon Isle aux Noix.....	English.
July	1. Raid on Plattsburgh.....	do
do	3. Naval engagement near Amherstburg	do
do	17. Capture of Fort Mackinaw.....	do
do	29. Engagement near Amherstburg.....	do
August	7. Double attack on Amherstburg.....	do
do	9. Stores captured near Detroit	do
do	16. Taking of Detroit.....	do

1812.		Won by the
Sept.	9. Raid on Gananoque	Americans.
October	4. Attack on Ogdensburg	do
do	9. Brigs <i>Detroit</i> and <i>Caledonia</i> taken on Lake Erie.....	do
do	13. Battle of Queenston.....	English.
do	23. St. Regis occupied after light fighting	Americans.
Nov.	20. Bombardment of Kingston.....	do
do	20. Battle of Lacolle	English.
do	23. Taking of Salmon River Post	do
do	27. Engagement near Fort Chippewa.....	do
1813.		
January	19. Skirmishing on River Raisin.....	do
do	22. American Army taken prisoner at Frenchtown.....	do
February	6. Raid on Brockville.....	Americans.
do	22. Taking of Ogdensburg.....	English.
April	27. Destruction of Toronto, no resistance	Americans.
May	5. Attack on Fort Meigs repulsed.....	do
do	27. Fort George taken.....	do
do	27. Attack on Sackett's Harbor.....	English.
June	5. Battle of Stoney Creek.....	do
do	8. Taking of an American Provision Depot near Stoney Creek	do
do	19. Taking of an American Provision Depot at Great Godus	do
do	24. Battle of Beaver Dam	do
July	4. Taking of a Post near Chippewa.....	do
do	11. Taking of a Naval Depot, Niagara River.....	do
do	21. Taking of a Military Train near the Thousand Islands.	Americans.
do	25. Attack on Fort Meigs	do
do	31. Attack on Burlington Heights.....	English.
Sept.	10. Battle (Naval) of Put-in-Bay	Americans.
do	29. Attack on Odelltown	English.
October	3. Americans Repulsed at Four Corners.....	do
do	5. Battle of the Thames.....	Americans.
do	26. Battle of Chateaugay	English.
Nov.	11. Battle of Chrysler's Farm	do
Dec.	12. Burning of Niagara Village.....	Americans.
do	18. Taking of Forts Niagara and Lewiston.....	English.
do	29. Taking of Fort Erie	do
1814.		
March	13. Attack on Burtonville.....	do
May	6. Taking of Oswego	do

1814.		Won by the
May	31. Attack on Sackett's Harbor.....	Americans.
July	3. Taking of Fort Erie	do
do	5. Attack on Fort Chippewa.....	English.
do	19. Taking of Fort La Prairie du Chien	do
do	25. Burning of St. David Village.....	Americans.
do	25. Battle of Lundy's Lane	English.
August	4. Attack on Fort Michillimakinac.....	do
do	14. Engagement near Fort Erie	Americans.
Sept.	3. Capture of the <i>Tigress</i> near Michillimakinac.....	English.
do	5. Capture of the <i>Scorpion</i> near Michillimakinac	do
do	11. Battle (Naval) of Plattsburg or Saranac.	Americans.
do	17. Engagement near Fort Erie.....	English.
Dec.	24. Treaty of Peace signed at Ghent in Belgium.	

It must, therefore, be admitted that the information collected so far, shows a very satisfactory and instructive field for statistical operations.

I have the honor to be, Sir,

Your most obedient servant,

C. EUG. PANET,

Deputy of Minister of Militia and Defence.

To Hon. Wm. B. Vail,
Minister of Militia and Defence,
Ottawa.

STATEMENT

SHOWING THE

NAME, AGE AND RESIDENCE

OF

MILITIAMEN OF 1812-15,

Who have applied to participate in the gratuity voted by Parliament in 1875,
with the name of the Corps or Division and Rank in which they served.

STATEMENT showing the Name, Age and Residence of Militiamen of 1812-15, who have applied to participate in the gratuity voted by Parliament in 1875, with the name of the Corps or Division and Rank in which they served.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he served.	Cases Paid.	Cases not Paid.	Remarks.
1	1771	Abowser, Christo...	79	Hamilton...	Hamilton...	O.	.....	Private	Cap. Walker	20 00	.....
2	298	Adams, James.....	81	Kemptville...	Grenville...	O.	.....	do	Grenville...	20 00	.....
3	514	Adams, Curtis.....	79	Brouseville...	Grenville...	O.	Dr. Brouse, M. P.	do	Grenville...	20 00	.....
4	815	Aikman, A.....	85	Colchester	Essex	O.	W. McGregor, M. P.	do	Lincoln...	20 00	.....
5	1909	Aikman, John.....	84	Ancaster	Wentworth...	O.	H. Muma	Orderly Sgt.	Lincoln...	20 00	.....
6	251	Allie, François.....	82	St. Thomas	Yamaska	Q.	C. Gill, M. P.	Private	4th Batt.....	20 00	.....
7	420	Allard, Charles, dit	80	Montreal	City	Q.	.....	do	6th Batt	20 00	.....
8	454	Allard, Marc.....	89	St. Léon	Maskinongé	Q.	G. Caron	do	3rd Batt.....	20 00	.....
9	1042	Allard, François...	78	Farnham	Missisquoi	Q.	G. Cheval, M. P.	do	1st Batt.....	20 00	.....
10	1210	Allard, Paul.....	80	Contrecoeur	Verchères	Q.	J. A. Voligny	do	St. Denis...	20 00	.....
11	2425	Alarie, Charles.....	85	St. François du Lac	Yamaska	Q.	.....	do	1 Grenadiers	20 00	.....
12	2452	Allen, Weston.....	79	Ingersoll	Oxford	O.	.....	do	Prov. Light	20 00	.....
13	2471	Alger, Charles.....	82	Trenton	Hastings	O.	D. R. Murphy	Corporal	Prince Edw.	20 00	.....
14	1630	Alary, Louis.....	84	St. Jérôme	Terrebonne	Q.	R. Masson, M. P.	Private	Berthier	20 00	.....
15	1638	Alary, dit Labelle,	81	St. Jérôme	Terrebonne	Q.	R. Masson, M. P.	do	Cap. Brown	20 00	.....
16	1734	Aibertson, William	81	Trafalgar	Halton	O.	.....	do	York	20 00	.....
17	1877	Alliot, alias Ariot,	81	Quebec	Quebec	Q.	Rev. Sister Olivier	do	6th Batt.....	20 00	.....	Dead
18	2718	Allison, Thomas...	77	Allanburgh	Welland	Q.	.....	do	1st Lincoln	20 00	.....
19	2743	Allen, Aaron.....	80	Dorchester	Middlesex	O.	.....	do	2nd Leeds	20 00	.....
20	2994	Allaire, Chris.....	79	St. Ours	Richelieu	Q.	.....	do	St. Ours	20 00	.....
21	6	Amelote, Joseph...	78	St. Ours	Richelieu	Q.	Lt. Col. D'Orsennens	do	3rd Batt.....	20 00	.....
22	1241	Amelote, Joseph...	78	St. Pie.	Bagot	Q.	.....	do	3rd Batt.....	20 00	.....
23	1270	Anable, George.....	84	Moulinette	Stormont	Q.	Macdonald, M. P.	do	1st Stormont	20 00	.....
24	1398	Aney, Peter, sen...	88	Ernestown	Lennox	O.	Hon. R. J. Cartwright	do	Addington	20 00	.....
25	1451	Anyot, Jean Bte...	81	Montreal	City	Q.	.....	do	Volteigurs	20 00	.....
26	2964	Amygrault, Frs.....	79	Montreal	City	Q.	.....	do	Joliette	20 00	.....
27	102	Anderson, Owen.....	79	Napanee	Lennox	Q.	P. H. Preston, M. P. P.	do	.....	.....	Disallow'd	Regular. Impe- rial Pensioner.

28	2734	Angelman, Thomas.	76	St. Johns.	Welland	O.	Teamster	19th Batt.	Disallow'd	Not enrolled.
29	3096	Anderson, John.	79	Beamsville.	Lincoln	O.	Private	.....	.....	Services not
30	3184	Anewarion, Louis.	88	Caugna- waga	Laprairie	Q.	Indian	.....	.....	proved.
31	3190	Annanee, Simon	77	Pierreville.	Yamaska	Q.	do	Point Claire	20 00	
32	1709	Arkland, Richard D.	84	Kewance.	Illinois	U.S.	Private	3 Batt. E.M.	20 00	
33	37	Armstrong, Charles	87	Palmyra	Bothwell	O.	do	Frontenac	Disallow'd	Left limits.
34	2996	Aramathara, Joseph.	86	Thamesville	Bothwell	O.	Corporal	2nd York	20 00	
35	124	Anlotte, Joseph.	89	St. Michel.	Yamaska	Q.	Private	Fencibles	Disallow'd	Regular. Impe-
36	318	Asselin, Albert.	82	St. Poly- carpe.	Soulanges	Q.	do	5th Batt.	20 00	rial. Pensioner.
37	320	Asselin, Augustin.	77	St. Poly- carpe.	Soulanges	Q.	do	Vandreuil	20 00	
38	409	Ayotte, François S.	81	St. Stanislas	ChAMPLAIN.	Q.	do	Vandreuil	20 00	
39	428	Augé, Louis.	83	Lotbinière.	Lotbinière	Q.	do	3 Batt. E.M.	20 00	
40	437	Asselin, Jean Bte.	84	St. Urbain.	Charlevoix	Q.	do	4th Batt.	20 00	
41	559	Archambault, H.	85	St. Damase.	St. Hyacinth	Q.	Corporal	5th Batt	20 00	
42	746	Archambault, Ant.	81	St. Antoine.	Verchères	Q.	Private	Berthier	20 00	
43	901	Archambault, C.	96	St. Bernabé.	St. Hyacinth	Q.	Corporal	St. Denis.	20 00	
44	993	Ash, Hiram.	85	Township of North- Hamilton.	berland	Q.	Private	St. Hyacinth	20 00	
45	1206	Aubertin, Antoine.	83	St. Hyacinth.	St. Hyacinth	O.	Sergeant	Col. Peters.	20 00	
46	2271	Ayotte, François.	92	St. Justin.	Masknongé.	Q.	Private	2nd Batt.	20 00	
47	2405	Ayet, Bazile dit Malo	86	St. Paul de Lavaltrie.	Berthier	Q.	do	Adj. Hender- son.	20 00	
48	1363	Aubin, Alexis.	80	St. Felix de Valois.	Joliette	Q.	do	3 Batt. E.M.	20 00	
49	1421	Austin, Philip	85	Simcoe.	Norfolk	O.	do	Berthier	20 00	
50	1628	Aubry, dit Thègue, Joseph	.....	.....	.....	.....	Sergeant	2nd Batt.	20 00	
51	1733	Auger, Charles	83	St. Jérôme.	Terrebonne.	Q.	Private	Terrebonne.	Disallow'd	
52	1749	Aubertin, Jean Bte.	83	Hill	Norfolk	O.	Sergeant	Lincoln	20 00	
53	1753	Ayet, dit Malo Joseph	78	Varenes.	Verchères	Q.	Private	1st Batt	20 00	
54	1792	Ashburn, John.	83	Varenes.	Verchères	Q.	Ensign	Verchères	20 00	
55	1871	Aylworth, Martin.	79	Dundee.	Huntington	O.	Private	Glengarry	20 00	
56	1988	Audet, Marc.	78	Bath	Addington	Q.	do	Addington	20 00	
57	2086	Armstrong, John B.	81	St. Anselme	Dorchester	Q.	do	1st Batt	20 00	
58	2664	Ault, John N.	87	Sorel.	Richelieu	Q.	Boatman	1st Batt	20 00	
59	2726	Aubry, François	80	Aultsville.	Stormont	O.	Ensign	1st Batt	20 00	Not enrolled.
60	3195	Assignack, Amable.	90	Caugna- waga	Laprairie	Q.	Private	Voltigeurs	20 00	
61	3186	Arnoken, Sarvatis.	78	Manitowan- ing	Algoma	O.	Indian	.....	20 00	
62	3144	Arseneau, Jean.	90	St. Ours.	Laprairie	Q.	Indian	Voltigeurs	20 00	
63	3062	Arseneau, Pierre	83	Madisco.	Richelieu	Q.	Private	St. Ours.	20 00	
64	75	Bachand, François	80	Verchères	Gloucester	N.B.	do	Voyageurs	20 00	
65			80	Verchères	Verchères	Q.	do	3rd Batt.	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
65	91	Basinet, Toussaint	81	Sweetsburg	Missisquoi	Q.	N. E. Boucher, N. P.	Private	5th Batt.	20 00		
66	200	Babcock, Peter	81	Colebrook	Addington	O.		do	Addington	20 00		
67	252	Barbeau, Charles	80	St. Thomas	Yamaska	Q.	C. Gill, M. P.	do	4th Batt.	20 00		
68	287	Bazinnet, Joseph	90	St. Hyacinth	St. Hyacinth	Q.	L. Delorme, M. P.	Corporal	4th Batt.	20 00		
69	310	Bari, Joseph	80	St. Narcisse	Champlain	Q.	Lt.-Col. Massicotte	Lance Corp.	3 Batt. E. M.	20 00		
70	316	Bari, François	83	St. Geneviève	Champlain	Q.	Lt.-Col. Massicotte	Private	4 Batt. E. M.	20 00		
71	385	Barthelette, Louis	79	St. Adèle	Terrebonne	Q.	R. Masson, M. P.	do	2nd Batt.	20 00		
72	529	Baribeau, Augustin	84	Rivière-du-Loup	Maskinongé	Q.	L. A. Boyer, M. P.	do	1st Batt.	20 00		
73	546	Bacquet d'z Lamontagne, François	82	St. Antoine	Lotbinière	Q.		do	1st Batt.	20 00		
74	839	Ball, Peter Maine	83	Eden Mills	Halton	O.	W. McCraney, M. P.	2nd Lieut.	Lincoln	20 00		
75	915	Barragar, Andrew	88	West Winchester	Dundas	O.		Sergeant	Dundas	20 00		
76	1028	Barragar, Jacob	79	Winchester Springs	Dundas	O.	W. Gibson, M. P.	Private	Dundas	20 00		
77	1040	Barkley, Martin E	85	Dunbar	Dundas	O.	W. Gibson, M. P.	do	Dundas	20 00		
78	1108	Barbe, Louis	78	St. Martin	Laval	Q.	Lt.-Col. Bélanger	do	Deschambault	20 00		
79	1218	Barduas, Jacques	83	Ste. Julie	Verchères	Q.	A. Lusignan	do	Volunteers	20 00		
80	2323	Barbeault, Louis	80	Fond-du-Lac	Wisconsin	U.S.		do	Volunteers	20 00		
81	2337	Baudry, Louis	89	St. Eugène	Prescott	O.		do	2nd Norfolk	20 00		
82	1410	Barber, Moses	85	Bloomburg	Norfolk	O.		do	2nd Norfolk	20 00		
83	1463	Bacon, Etienne	80	Ste. Anne	Montmorency	Q.		Drummer	6th Batt.	20 00		
84	1532	Bazinnet, Antoine	82	Longue Pointe	Hochelaga	Q.	Capt. J. B. Morin	Private	2nd Montreal	20 00		
85	1647	Babcock, Samuel	78	Colebrook	Addington	O.	O. Warner	do	Lennox	20 00		
86	1886	Barette, Louis, alias Jean Louis	79	St. Rémi	Napierville	Q.		do	Voyageurs	20 00		
87	1985	Babcock, Benjamin	85	Odesa	Lennox	O.		do	Frontenac	20 00		Dead.

88	2005	Badgley, Cornelius	91	Belleville	Hastings	O.	W. Gibson, M.P.	do	Prince Edw.	20 00	Services not proved.
89	2027	Barkley, Everett P	84	Dunbar	Dundas	O.	do	do	1st Dundas.	20 00	
90	2669	Barabé, Peter	83	West Farnham	Missisquoi	Q.	do	do	13th Batt.	20 00	
91	2057	Babcock, Eli	80	Wilton	Lennox	Q.	Dr. Lafontaine	do	Maj. Corbett	20 00	
92	2691	Bauberin, Gabriel	81	St. Edouard	Napierville	Q.	do	do	Beauharnois	20 00	
93	3199	Babineau, Chas	85	Kingsey F. Village	Drummond	Q.	do	do	Lennox	20 00	
94	2755	Babcock, Daniel	75	Odessa	Frontenac	Q.	do	do	2nd Northumberland	20 00	
95	2760	Bastarache, Thady	83	Boutouche	Kent	N.B.	do	do	2 Townships	20 00	Left Limits.
96	3156	Ball, James	88	Knowlton	Brome	Q.	F. G. Marchand, M.P.	do	4th Batt.	20 00	Disallow'd
97	2800	Barabé, Pierre	90	Milton	Vermont	U.S.	do	do	Voltigeurs	20 00	Services not proved.
98	2971	Barrière, Denis	87	St. John	St. John	Q.	do	Sergt. Major	25 Bat. N.S.	20 00	Amount voted having been exhausted.
99	2830	Barr, Henry	87	Port Bruce	Elgin	O.	A. Desjardins, M.P.	Private	Voltigeurs	20 00	
100	2954	Barette, Ambroise	81	Charlesburg	Quebec	Q.	do	do	Blainville	20 00	Disallow'd
101	2622	Barrie, Nicholas	85	Montreal	City	Q.	A. De St. George, M.P.	Drum Major	2d Batt. E.M.	20 00	Not enrolled.
102	26	Beauchemin, J. Bte	81	Portneuf	Portneuf	Q.	Rev. P. Dubé	Private	Lennox	20 00	
103	76	Beauchamp, Paul	82	St. Linn	L'Assomp-tion	Q.	do	do	2nd Batt.	20 00	
104	97	Bergeron, Fs. Xavier	77	Ste. Julie de Somerset	Mégantic	Q.	Lt.-Col. Gordon	do	5th Batt.	20 00	
105	117	Benn, Hugh	80	Selby	Lennox	O.	Lt.-Col. d'Orsonnens	Midshipman	H. M. Ship	20 00	
106	118	Bezeau, Michael	78	Nepanee	Lennox	O.	do	do	"Duke of Gloucester"	20 00	Served in an Imperial Corps.
107	*159	Bebrose John	78	Owen Sound	Grey	O.	C. Gill, M.P.	Drill Sergt	Riv. du Loup	20 00	
108	176	Beucaire, Joseph	84	Montreal	City	Q.	C. H. Poser, M.P.	Private	1st Batt	20 00	
109	181	Beaupré, Louis	75	Kamouraska	Kamouraska	Q.	do	Corporal	5th Batt.	20 00	
110	213	Bernier, Joseph	80	Pierreville	Yamaska	Q.	G. Cheval, M.P.	Private	7th Frontier	20 00	
111	280	Begin, Jean Bte	85	St. Evariste	Beauce	Q.	do	do	4th Batt.	20 00	Dead.
112	296	Belliveau, Jean Bte	86	St. Grégoire	Nicolet	Q.	R. Fiset, M.P.	do	4th Batt.	20 00	Dead.
113	368	Bédard, Jean Bte	82	Ste. Marie de Monnoir	Rouville	Q.	L. Delorme, M.P.	do	Verchères	20 00	
114	453	Bercier, Louis	87	Ste. Anne de la Ferade	Champlain	Q.	do	do	St. Ours	20 00	
115	520	Bernier, François	83	Matane	Rimouski	Q.	do	do	6th Batt.	20 00	
116	548	Belval, François	81	St. Damase	St. Hyacinth	Q.	do	do	6th Batt.	20 00	
117	564	Beaudreau d'Graveline, Louis	86	St. Roch	Richelieu	Q.	Rev. P. Larochelle	do	1st Batt.	20 00	Dead.
118	575	Bertrand, François	81	Quebec	Quebec	Q.	do	do	Frontier Lt. Infantry	20 00	
119	647	Béseau, Joseph	80	Quebec	Quebec	Q.	do	do	Norfolk	20 00	
120	682	Beaudet, Joseph	84	St. Grégoire	Nicolet	Q.	E. Casey, M.P.	Corporal	do	20 00	
121	769	Beerwort, Henry	81	Clarenceville	Missisquoi	Q.	do	do	do	20 00	
122	855	Berdan, Jacob	82	Talbotville	Elgin	O.	do	do	do	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c. — Continued.

No.	No. of Order.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
123	903	Belisle, Frs. Xavier, dit Chevrefils.....	78	St. Guillaume d'Upton.....	Drummond.	Q.	.....	Private.....	1st Batt.....	20 00	.....	.....
124	908	Beauvais, Louis Vanasse.....	84	St. Guillaume d'Upton.....	Drummond.	Q.	.....	do.....	8th Batt.....	20 00	Disallowed.	Not enrolled.
125	917	Bessy, John Reid.....	75	Esquensing.....	Halton.....	O.	W. McCraney, M.P.....	.....	.....	.....	.....	.....
126	968	Bedard, Pierre.....	83	St. Tite des Caps.....	Montmo- rency.....	Q.	.....	Private.....	2nd Batt.....	20 00	.....	.....
127	1013	Berichon Isaac.....	81	Ottawa.....	Carleton.....	Q.	Lt.-Col. J. Aumond.....	do.....	Descham- beault.....	20 00	.....	.....
128	1020	Bedstead, Alex.....	82	Dunbar.....	Dundas.....	O.	W. Gibson, M.P.....	do.....	Dundas.....	20 00	.....	.....
129	1029	Bedstead, Francis L.....	77	Bourk's Hill.....	Dundas.....	O.	W. Gibson, M.P.....	do.....	Dundas.....	20 00	.....	.....
130	1102	Bedard, François.....	82	Tp. Brome.....	Brome.....	Q.	.....	do.....	1st Batt.....	20 00	.....	.....
131	1192	Beamer, Phillip.....	79	Scotland.....	Norfolk.....	Q.	.....	do.....	Norfolk.....	20 00	.....	.....
132	1209	Beaudry, Toussaint.....	85	St. Alexis.....	Montcalm.....	Q.	.....	do.....	Col. Coburn.....	20 00	.....	.....
133	2269	Belisle, Alexis.....	83	Berthier.....	Berthier.....	Q.	Hon. A. H. Paquet.....	do.....	Cap. O'Con- nor.....	20 00	.....	.....
134	2273	Bédard, Stanislas.....	84	Charlesburg.....	Quebec.....	Q.	.....	do.....	2nd Batt.....	20 00	.....	.....
135	2284	Bessette, Edouard.....	84	St. Grégoire.....	Iberville.....	Q.	F. Béchard, M.P.....	do.....	St. Annes (3 Riv').....	20 00	.....	.....
136	2807	Berlinguette, Joseph.....	81	Cômo.....	Vaudreuil.....	Q.	R. Harwood, M.P.....	do.....	Vaudreuil.....	20 00	.....	.....
137	2404	Bedard, Joseph.....	81	Rigaud.....	Vaudreuil.....	Q.	R. Harwood, M.P.....	do.....	Vaudreuil.....	20 00	.....	.....
138	2415	Bellevalle, Pierre.....	90	Ste. Gene- vieve.....	Berthier.....	Q.	.....	do.....	3rd Batt.....	20 00	.....	.....
139	2419	Beacham, John.....	79	Oakland.....	Brant.....	Q.	W. D. Webster.....	do.....	Lincoln.....	20 00	.....	.....
140	1282	Beaulteu, Louis.....	85	St. Denis, Richelieu.....	St. Hyacinth.....	Q.	.....	do.....	St. Denis Batt.....	20 00	.....	.....
141	2555	Beneche dit Lavic- toire, Pierre.....	81	St. Augustin.....	Two Moun- tains.....	Q.	.....	do.....	Berthier.....	.....	.....	Services not proved.
142	1318	Beaulieu, Edouard.....	81	Bienville.....	Lévis.....	Q.	.....	do.....	5th Batt.....	20 00	.....	.....
143	1353	Bessette, Julien.....	84	Iberville.....	Iberville.....	Q.	.....	Sergeant.....	2nd Batt.....	20 00	.....	.....

144	1378	Bertrand, François...	80	St. Stanislas, Beauharnois	Q.	.....	Private	Descham- beault 2nd Batt.....	20 00	Disallow'd	In receipt of a pension. Services not proved.
145	1383	Beaudry, Joseph.....	98	St. Sauveur, Quebec.....	Q.	J. B. Hamel, N.P.....	do	2nd Batt.....	20 00	Disallow'd	
146	1434	Beaumivart, Henry...	81	Port Royal, Norfolk.....	O.	.....	do	Norfolk .....	.....	Disallow'd	
147	1524	Bennett, Jesse.....	82	Tempo.....	O.	.....	do	Lincoln	20 00	.....
148	1574	Bell, George.....	79	Farnham Centre	Q.	.....	do	Frontier Light In- fantry	20 00	.....
149	1592	Belleau dit Larose, Pierre.....	81	St. Henri.....	Q.	.....	do	4th Batt.....	20 00	.....
150	1607	Benoit dit Vaillan- court, Frs. Xavier.	84	Ste. Scho- lastique... Two Moun- tains	Q.	.....	do	2nd Montreal Fencibles	20 00	Disallow'd	Served in an Im- perial Corps.
151	1629	Bertrand, J. B.....	92	St. Jérôme.....	Q.	R. Mason, M.P.....	do	.....	.....	.....
152	1692	Beauchamp, Joseph..	80	St. Eustache Two Moun- tains.....	Q.	M. Champagne, N.P.	do	Descham- beault	20 00	.....
153	1700	Benner, George.....	80	Stromness.....	O.	.....	do	Lincoln	20 00	.....
154	1767	Bennett, Alvah.....	81	Wolf Island, Frontenac.....	O.	.....	do	Frontenac.....	20 00	.....
155	1774	Bernard-Carignan, Jean Bte.....	81	Boucherville Chambly.....	Q.	Hon. F. Geoffrion.....	Corporal	Boucherville Lincoln	20 00	.....
156	1815	Bears, Joseph.....	83	Ridgeway	O.	.....	Private	Lincoln	20 00	.....
157	1875	Bedell, Richard.....	78	Belleville.....	O.	.....	do	Lennox.....	.....	.....	Dead.
158	1912	Benoit, Pierre.....	84	Ryegate	O.	J. Ouellette.....	do	Laprairie Batt	20 00	.....
159	1947	Beaty, Levi.....	83	Brighton	O.	.....	Sergeant	Col. Peters.....	.....	.....	Dead.
160	1977	Bedard, François.....	79	Charles- bourg.....	Q.	.....	Private	Quebec.....	.....	.....	Dead.
161	1986	Begin, Joseph.....	83	St. Henri	Q.	.....	do	4th Batt.....	20 00	.....
162	*55	Best, John.....	80	Phillipsburg, Missisquoi...	Q.	.....	do	Frontier Light In- fantry	20 00	.....
163	99	Beaudoin, Etienne...	83	St. Cyprien.....	Q.	S. Coupal, M.P.....	do	Voligeurs...	20 00	.....
164	341	Belly, Benoit dit St. Louis.....	81	Ste. Anne... Illinois	U.S.	.....	Corporal	4th Batt.....	.....	Disallow'd	Left limits.
165	763	Beauchemin dit Raiche, Antoine	82	St. Camille, Wolfe.....	Q.	.....	Private	1st Batt.....	20 00	.....
166	784	Beauchamp, François	79	Montreal	Q.	.....	do	Blainville.....	20 00	.....
167	823	Bérubé, Jean Bte	83	St. Anne la Pocatière... Kamouraska	Q.	C. A. P. Pelletier, M.P.....	do	4 Batt. E. M. Lincoln	20 00	.....
168	1196	Bessey, John	79	St. Catha- rines.....	O.	.....	do	Boucherville	20 00	.....
169	3150	Bessette, Joseph	88	St. Urbain... Chateaugay	Q.	.....	do	.....	.....	.....
170	1237	Beaupré, Noël	82	St. Alexan- dre	Q.	.....	do	.....	.....	.....
171	2977	Bellemare, René.....	99	Three Rivers City.....	Q.	J. B. Pouliot, M. P... L. U. A. Genest.....	do	3rd Batt..... 3 Batt. E. M.	20 00	.....	Dead.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases Paid.	Remarks.
172	3026	Belanger, Pierre.....	86	L'Ange Gardien.....	Ottawa.....	Q.	.....	Corporal.....	3rd Batt.....	.....	20 00	.....
173	1253	Belanger, Prisque.....	82	St. Vital de Lambton.....	Beauce.....	Q.	.....	Private.....	1st Batt.....	.....	20 00	.....
174	3077	Beaure, Peter.....	81	Brockville.....	Brockville.....	Q.	Lt-Col. W. Sherwood	do.....	Leeds.....	.....	20 00	.....
175	1257	Bergeron, Philippe.....	86	Eboulements.....	Charlevoix.....	Q.	.....	do.....	1st Batt.....	.....	20 00	.....
176	1352	Berger, Germain G.....	82	L'Islet.....	L'Islet.....	Q.	A. Fafard.....	do.....	Leeds.....	.....	20 00	.....
177	2263	Beach, Enos.....	81	Brockville.....	Leeds.....	Q.	.....	do.....	Leeds.....	.....	20 00	.....
178	3078	Beaslie, Joseph C.....	82	Notre Dame de Richelieu.....	Rouville.....	Q.	F. Béchard, M.P.....	Corporal.....	1 Batt. E. M.....	.....	.....	Services not proved.
179	2412	Beaudoin, François.....	83	Joliette.....	Joliette.....	Q.	L.J. Saby, M.P.....	Private.....	3rd Batt.....	.....	20 00	.....
180	1321	Beauchamp, Jean Bt.....	82	St. Julienne.....	Montcalm.....	Q.	.....	do.....	Deschambault.....	.....	20 00	.....
181	1334	Belec, Louis.....	79	Montreal.....	City.....	Q.	C. Cushing.....	do.....	2nd Batt.....	.....	20 00	.....
182	1863	Bérubé, Jean Bte.....	83	St. Pierre R. du S.....	Montmagny.....	Q.	C. A. P. Pelletier, M.P.....	do.....	4th Batt.....	.....	20 00	.....
183	1997	Beaubien, Louis.....	90	Nicolet.....	Nicolet.....	Q.	.....	Corporal.....	1st Batt.....	.....	20 00	.....
184	2015	Beaudet, Amable.....	80	Gentilly.....	Nicolet.....	Q.	.....	Private.....	5th Batt.....	.....	20 00	.....
185	2025	Bergeron, Guillaume.....	79	St. Martin.....	Laval.....	Q.	.....	do.....	Deschambault.....	.....	20 00	.....
186	2032	Beautrain dit Major, François.....	96	St. Martin.....	Laval.....	Q.	.....	Private.....	Isle Jesus.....	.....	20 00	.....
187	2033	Bellemare, Augustin.....	80	St. Barnabé.....	St. Maurice.....	Q.	.....	do.....	Houcberville.....	.....	20 00	.....
188	2040	Bélanger, Spruce.....	80	Montreal.....	City.....	Q.	.....	do.....	2nd Batt.....	.....	20 00	.....
189	2047	Benedict, Eli.....	87	Stirling.....	Hastings.....	Q.	M. Bowell, M.P.....	do.....	Hastings.....	.....	20 00	.....
190	2105	Beauregard, Gabriel.....	84	St. Antoine Abbé.....	Huntingdon.....	Q.	.....	do.....	4th Batt.....	.....	20 00	.....
191	2112	Bedford, David.....	82	Columbus.....	Ontario.....	Q.	.....	do.....	York.....	.....	20 00	.....
192	2119	Bédard, Gabriel.....	82	St. Ambroise.....	Quebec.....	Q.	Lt-Col. Laurin.....	do.....	1st Batt.....	.....	20 00	.....
193	2176	Bergeron, Augustin.....	79	Ste Croix.....	Lotbinière.....	Q.	W. Laurier, M.P.....	do.....	6th Batt.....	.....	20 00	.....
194	2540	Bédard, Joachim.....	88	St. Marthe.....	Vaudreuil.....	Q.	E. Lalonde, M.P.....	do.....	Vaudreuil.....	.....	.....	Services not proved.

185	20773	Bellevue, Joseph.....	85	Ste. Sophie, d'Halifax	Q.	.....	do	5th Batt.....	20 00	.....
196	2580	Beauchêne, Charles.....	83	Arthabaska- ville	Q.	.....	do	5th Batt.....	20 00	.....
197	3596	Belanger, Jean Bte.....	90	St. Eustache Two Moun- tains	Q.	.....	Sergeant	Riv. du Chêne.....	20 00	.....
198	2609	Berthelot, Jean Bte.....	82	St. Andrews Argenteuil	Q.	.....	Private	Chasseurs.....	20 00	Dead.
199	2658	Belanger, Francis.....	81	Osgoode Carleton	O.	.....	do	Terrebonne.....	20 00	.....
200	2881	Beauchamp, Jean.....	95	St. Henri.....	Q.	.....	do	Descham- beault.....	20 00	.....
201	2894	Beauregard, J. B. dit Jarret	79	Joliette.....	Q.	.....	do	Terrebonne.....	20 00	.....
202	3196	Bemanackning, M.....	82	Manitowan- ing	O.	.....	Indian	.....	20 00	.....
203	*11	Birtz alias Desmar- teau, Pierre.....	86	Longueuil Chambly	Q.	.....	Private	Boucherville.....	20 00	.....
204	155	Binet, Pierre.....	82	St. Ferdi- nand	Q.	.....	do	1st Batt.....	20 00	.....
205	270	Bissonnette, Joachim	84	St. Zotique. Soulanges	Q.	.....	do	Col. Bridge.....	20 00	.....
206	324	Biron, Gregoire G.....	86	St. Poly- carpe	Q.	.....	do	Vaudreuil.....	20 00	.....
207	326	Bilodeau, Michel.....	81	Ste. Marie.....	Q.	.....	do	1st Batt.....	20 00	.....
208	426	Binet, Antoine.....	83	Quebec.....	Q.	.....	do	1st Batt.....	20 00	.....
209	1079	Bissonette, Pierre.....	88	St. Romuald Lévis	Q.	.....	Sergeant	4th Batt.....	20 00	.....
210	1148	Bibeau, François.....	84	St. Edouard Lotbinière	Q.	.....	Private	1st Batt.....	20 00	.....
211	2420	Biggar, James.....	73	Mohawk Brant	O.	.....	Teamster	.....	.....	Disallow'd
212	1265	Bilodeau, Pierre.....	89	Ste. Héné- dire	Q.	.....	Private	2nd Batt.....	20 00	.....
213	2968	Binet, François.....	83	Beaufort.....	Q.	.....	do	6th Batt.....	20 00	.....
214	3158	Bishop, Clancy.....	78	Bishop's Mills	O.	.....	do	Dundas.....	20 00	.....
215	1765	Bilodeau, Jean.....	82	St. Henri.....	Q.	.....	do	Quebec.....	20 00	.....
216	3052	Birtz dit Desmarteau, Etienne	85	Montreal City	Q.	.....	do	Boucherville.....	20 00	.....
217	1882	Bibeau, François.....	81	St. Valere.....	Q.	.....	do	3rd Batt.....	20 00	.....
218	2091	Biron, Augustin.....	85	StokeCentre Richmond	Q.	.....	do	5th Batt.....	20 00	.....
219	2568	Bisaillon, Hypolite.....	82	West Farn- ham	Q.	.....	.....	4th Batt.....	20 00	.....
220	2628	Bigelow, Horace.....	79	Sweetsburg. Missisquoi	Q.	.....	Private	Townships 4th Batt.....	20 00	.....
221	2838	Bigney, James.....	87	Wallace.....	N.S.	.....	do	Pictou.....	20 00	.....
222	2885	Bissonette, Jean M.....	80	North Plan- tagenet	Q.	.....	do	Col. Nichols	20 00	.....
223	47	Blanchet, Etienne.....	80	Montreal City	Q.	.....	do	6th Batt.....	20 00	.....
224	65	Blakley, Samuel.....	82	Northum- berland	O.	.....	do	Col. Peters..	20 00	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1876.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
225	129	Blanchette, Charles.	80	St. Hyacinth	St. Hyacinth	Q.	.....	Private	Riv. du Loup	20 00	.....	.....
226	636	Blanchard, Jean Bte.	86	St. Marc.	Verchères	Q.	.....	do	St. Denis	20 00	.....	.....
227	757	Blouin, Emery.	81	St. Jean, I.O.	Montmorency	Q.	.....	Corporal	5th Batt.	20 00	.....	.....
228	819	Blais, Antoine.	79	St. Simon	Bagot	Q.	A. Lusignan.	Private	Chambly	20 00	.....	.....
229	989	Blanchet, Jacques.	80	St. Hugues.	Bagot	Q.	H. Bernier, M.P.	do	St. Denis	20 00	.....	.....
230	1144	Blanchet, A. T.	83	St. Edouard	Lotbinière	Q.	.....	do	1st Batt.	20 00	.....	.....
231	1253	Blouin, Antoine	75	St. Vital de	Beauce	Q.	.....	do	1st Batt.	20 00	.....	.....
232	2394	Bluteau, Isidore	84	Lambton	Chicoutimi	Q.	.....	do	1st Batt.	20 00	.....	.....
233	1390	Blackburn, Augustin	86	Lac St. Jean	Chicoutimi	Q.	.....	Sergeant	4th Batt.	20 00	.....	.....
234	1605	Blanchard, Etienne.	86	N. D de La	Chicoutimi	Q.	.....	do	Chambly	20 00	.....	.....
235	1862	Blais, Gabriel.	83	St. Marc.	Verchères	Q.	.....	Private	4th Batt.	20 00	.....	.....
236	2517	Bleau, Joseph.	93	Berthier	Montmagny	Q.	.....	do	2nd Montreal	20 00	.....	.....
237	2840	Blondin, Joseph.	82	St. Joseph.	Hochelega	Q.	.....	do	2nd Batt.	20 00	.....	.....
238	21	Byer, Benjamin	86	Montreal	City	Q.	.....	do	2nd Montreal	20 00	.....	.....
239	50	Boule, Pierre	82	Nashua	New Hamp-	U.S.	.....	do	1st Batt.	.....	Disallow'd	Left Limits.
240	54	Boomer, Jacob.	81	St. Armand,	shire.	Q.	.....	do	Missisquoi	20 00	.....	.....
241	133	Bourdon, Joseph	83	Station	Missisquoi	Q.	M. J. U. La Rivière.	Sergeant	5th Batt.	20 00	.....	.....
242	145	Boucher, Jean Bte	91	St. Pacôme.	Cartier	Q.	C. A. P. Pelletier, M.P.	Private	1st Batt.	20 00	.....	.....
243	147	Bourgeois, Maurice	82	Ste. Anne la	Kamouraska	Q.	C. A. P. Pelletier, M.P.	do	5th Batt.	20 00	.....	.....
244	214	Bourgault, François.	80	Pocatière.	Kamouraska	Q.	.....	do	5th Batt.	20 00	.....	.....
245	253	Boisvert, Amable.	81	St. Jean Port	L'Islet	Q.	.....	do	2nd Batt.	20 00	.....	.....
246	254	Boisvert, Michel.	83	Joly	Yamaska	Q.	U. Gill, M.P.	do	2nd Batt.	20 00	.....	.....
247	308	Boisvert, Pierre	87	St. Thomas.	Yamaska	Q.	C. Gill, M.P.	do	3rd Batt.	20 00	.....	.....
248	333	Bouquet, Pierre	82	L'Avenir	Drummond	Q.	S. Fraser.	do	5th Batt.	20 00	.....	.....
249	336	Bonn, Jean Bte	86	St. Thomas.	Joliette	Q.	A. P. Beaupre, M.D.	do	3rd Batt.	20 00	.....	.....
250	484	Boucher, Harl.	79	St. Charles.	Joliette	Q.	A. P. Beaupre, M.D.	do	3rd Batt.	20 00	.....	.....
251	489	Bordiere, Thomas	79	St. Robert	Berthier	Q.	.....	do	3rd Batt.	20 00	.....	.....
252	489	Bordiere, Thomas	79	Quebec.	Quebec	Q.	.....	do	6th Batt.	20 00	.....	.....

252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	
Boudreau, Olivier.....	Bossely, Edw. Paul.....	Bousquet dit Larose, Charles.....	Bondy, Charles.....	Bonham, Josiah.....	Bouthillier, Alexis.....	Boissonault dit St. Onge, Nicholas.....	Bourgeois, François.....	Boyer, Barthélemi.....	Boucheard, John.....	Boileau, Athanase.....	Bolly, Isaac.....	Bourgeois, Joseph	Bourget, Louis.....	Boissonault, Joseph.....	Bongard, Conrad.....	Bouhner, Matthias.....	Bourdon, Michael.....	Bougrette, Jean L.....	Boisseau, Amable.....	Boisvert, Baptiste.....	Bolduc, Jacques.....	Boulanger, Augustin.....	Bouchard, Louis.....	Bonneré, Louis.....	Bourré, Louis.....	Bonamy dit L. Esperance, Alexis.....	Bonin, Antoine.....	Bondrias, Jean Bte.....	Bouville, François.....	Bontet, Charles.....	Boisvert, Jos. Ambrose.....	Bonin, Pierre.....	Boivin, Elisé.....	Bouchard, Elie.....	Bordier, Joseph.....	Bowly, Adam.....	Bourgault, Pierre.....	
86	75	78	94	86	80	81	80	83	86	83	78	84	80	86	80	79	82	81	83	83	83	79	77	85	80	85	82	82	79	82	83	82	78	83	82			
St. Louis.....	Belleville.....	St. Hyacinth.....	Canard Riv. Essex.....	St. George.....	St. Hubert.....	St. Valentin.....	St. Antoine.....	Wotton.....	Montreal.....	Lachine.....	Ray St. Paul.....	St. Angèle.....	de Laval.....	St. Joseph.....	Bécancour.....	Pringet.....	New Sarum.....	Lavaltrie.....	St. Brigide.....	St. Croix.....	St. Croix.....	St. Raphael.....	St. Charles.....	St. Rémi.....	St. Pie.....	St. François.....	Danielsonville.....	Montreal.....	Montreal.....	Beaufort.....	La Baie du Feuvre.....	St. Denis.....	St. Irénée.....	Ebouléments.....	St. Victoire.....	Waterford.....	Montreal.....	
Lothbinière.....	Hastings.....	St. Hyacinth.....	Essex.....	Brant.....	Chambly.....	St. Johns.....	Verchères.....	Wolfe.....	City.....	Jacq. Cartier.....	Charlevoix.....	Nicolet.....	Lévis.....	Nicolet.....	Prince Edw.....	Edgin.....	Berthier.....	Iberville.....	Lothbinière.....	Lothbinière.....	Bellechasse.....	Napierville.....	Bagot.....	Quebec.....	Marquette.....	Connecticut.....	City.....	City.....	Quebec.....	Nicolet.....	St. Hyacinth.....	Charlevoix.....	Charlevoix.....	Richelieu.....	Norfolk.....	City.....		
Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	
J. Brown, M.P.....	Private.....	Private.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00
Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....	Disallow'd.....
1st Batt.....	5th Batt.....	Col. Alct.....	Col. Hatt.....	Montreal.....	Chasseurs.....	St. Denis.....	1st Batt.....	2 Montreal.....	Lachine.....	1st Batt.....	5th Batt.....	1st Batt.....	1st Batt.....	Prince Edw.....	Norfolk.....	Lavaltrie.....	4th Batt.....	4th Batt.....	1st Batt.....	1st Batt.....	1st Batt.....	1st Batt.....	Chasseurs.....	St. Denis.....	1st Quebec.....	3rd Batt.....	St. Denis.....	Beauharnois.....	Beauharnois.....	2nd Batt.....	3rd Batt.....	St. Denis.....	1st Batt.....	3rd Batt.....	Richelieu.....	Col. Beasly.....	Deschambault.....	
Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
290	1203	Bonin, Gabriel.....	81	St. Denis.....	St. Hyacinth	Q.	.....	Private.....	St. Denis.....	20 00	Disallow'd	Not enrolled.
291	2465	Boisvert, François.....	83	Lotbinière.....	Lotbinière	Q.	.....	Boatman.....	Boucherville	.....	.....	Dead.
292	1499	Boisvert, Joseph.....	83	Yamachiche	St. Maurice.	Q.	.....	Private.....	.....	.....	.....	.....
293	1526	Boudrit, Louis.....	81	St. Laurent.	Jacques Car-	Q.	.....	do	5th Batt.....	20 00	.....	.....
294	1529	Bourbonnier, Jean	86	Hoche-la-gr.	Hoche-la-gr.	Q.	.....	do	Descham-	20 00	.....	.....
295	1544	Bourbeau dit, Joseph	82	Ste. Ger-	Nicolet.....	Q.	.....	do	5th Batt.....	20 00	.....	.....
296	1622	Boisvert, François.....	82	St. Barnabé.	St. Maurice..	Q.	.....	Corporal.....	.....	20 00	.....	.....
297	1652	Boutin, Simon.....	94	N. D. de	Nicolet.....	Q.	.....	Private.....	Capt. C.	20 00	.....	.....
298	1707	Book, Joseph.....	79	Buckland.....	Bellechasse..	Q.	.....	do	Lesieur.....	20 00	.....	.....
299	1731	Bourbeau, Jean.....	85	St. Anne.....	Monck.....	Q.	.....	do	1st Batt.....	20 00	.....	.....
300	1738	Bousquet, Hypolite..	80	St. Césaire..	Rouville.....	Q.	.....	do	4th Batt.....	20 00	.....	.....
301	1747	Boursier, Louis.....	80	Iberville.....	Iberville.....	Q.	.....	do	Chambly	20 00	.....	.....
302	1796	Boissonneau, dit St.	80	Chateau-	Chateau-	Q.	.....	do	St. Denis	20 00	.....	.....
303	1798	Bonhomme dit Beau-	90	St. Michel,	Chateau-	Q.	.....	do	4th Batt.....	20 00	.....	.....
304	1828	Bourassa, Charles.....	95	St. Michel	guy.....	Q.	.....	Sergeant	.....	20 00	.....	.....
305	1604	Bousquet, Bazile Vi-	79	La Baie du	Napierville..	Q.	.....	Private	.....	20 00	.....	.....
306	1923	Boulette, Joseph.....	85	Fevbre.....	do	Q.	.....	do	.....	20 00	.....	.....
307	1938	Boivin, Paul.....	83	Montreal.....	Nicolet.....	Q.	.....	do	8th Batt.....	20 00	.....	.....
308	1957	Boisvert, Jean Bte..	80	Bedford.....	City.....	Q.	.....	do	3rd Batt.....	20 00	.....	.....
309	2051	Boily, Jean Bte.....	80	St. Ours.....	Missisquoi..	Q.	.....	do	St. Hyacinth	20 00	.....	.....
310	2060	Boivin, Marcel.....	80	Vicilles For-	Richeheu.....	Q.	.....	do	St. Ours	20 00	.....	.....
311	2071	Boivin, Antoine.....	83	ges.....	St. Maurice	Q.	.....	do	4th Batt.....	20 00	.....	.....
312	2074	Bouardier, Michel..	84	Chicoutimi	Chicoutimi..	Q.	.....	do	6th Batt.....	20 00	.....	.....
313	2182	Boucher, François.....	84	St. Sébastien	Iberville.....	Q.	.....	do	Lacadie.....	20 00	.....	.....
				St. Timothé.	3rd Batt.....	Q.	.....	do	Chambly	20 00	.....	.....
				Waterloo.....	3rd Batt.....	Q.	.....	do	3rd Batt.....	20 00	.....	.....
					Shefford.....	Q.	.....	do	.....	20 00	.....	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
353	301	Brunet, Jean Bte.....	81	St. Calixte.....	Montcalm.....	Q.	Rev. Mr. Mireault.....	Private	Descham- beault.....	20 00		
354	386	Brousseau, Michel.....	82	Ste. Adèle.....	Terrebonne.....	Q.	R. Masson, M.P.....	do	5th Batt.....	20 00		
355	598	Briault, Louis.....	82	St. Rémi.....	Napierville.....	Q.	S. Coupal M.P.....	do	2nd Batt.....	20 00		
356	1161	Brère, Jean Bte.....	82	St. Anne de la Pérade.....	Champlain.....	Q.		do	4th Batt.....			Dead.
357	1171	Brisson, dit Bastien, Jean Bte.....	83	St. Rémi.....	Napierville.....	Q.	Hon. J. O. Bureau	do	Chasseurs.....	20 00		
358	1198	Brousseau, Isidore	83	St. Pierre les Bequets.....	Nicolet.....	Q.		Corporal	5th Batt.....	20 00		
359	1199	Brousseau, Martin.....	84	St. Pierre les Bequets.....	Nicolet.....	Q.		Private	1st Batt.....	20 00		
360	1260	Brulé, Pierre, sea.....	86	St. Maurice.....	Champlain.....	Q.		do	Boucherville	20 00		
361	2350	Brown, George.....	85	Sylvan.....	Middlesex.....	O.		do	Lennox.....	20 00		
362	2386	Brisbin, William.....	79	Bomanton.....	Northum- berland.....	O.	W. Kerr, M.P.....	do	Col. Hamil- ton.....	20 00		
363	2397	Brown, Thompson	78	Philipsville.....	Leeds.....	O.		do	Leeds.....	20 00		
364	2410	Brault, Paul.....	82	Ste. Mélanie d'Aillebout.....	Joliette.....	Q.	L. F. Baby, M.P.....	do	Capt. L'- Ange.....	20 00		
365	1303	Brays, François.....	82	St. Polycarpe.....	Soulanges.....	Q.	J. P. Lantier, M.P.....	do	Vaudreuil	20 00		
366	2454	Brousseau, Gabriel.....	83	Putnam.....	Connecticut,	U.S.	I. Barthe, M.P.....	do	5th Batt.....		Disallow'd	Left limits.
367	2477	Brown, Brinton Paine	78	Ingersoll.....	Oxford.....	O.		do	Oxford.....	20 00		
368	1471	Brouillette, Jean Bte.	81	Pointe aux Trembles.....	Hochelega.....	Q.		do	Longue Pointe.....	20 00		
369	1496	Bright, John.....	82	Toronto.....	York.....	O.	Thos. Moss.....	do	Essex.....	20 00		
370	1504	Brooks, Cooper.....	83	Campbell's Cross.....	Peel.....	O.		do	Voyageurs	20 00		
371	1550	Brodeur, Bazile.....	83	Canrobert.....	Rouville.....	Q.		do	St. Denis.....	20 00		
372	1760	Brown, Moses.....	85	St. Roch.....	Quebec.....	Q.	Jas. Brouard.....	Sergeant	Eschites.....	20 00	Disallow'd	Served in an Im- perial Corps.
373	1809	Briason, Joseph.....	89	St. Rémi.....	Napierville.....	Q.	C. Bedard.....	Private	Beaudouin	20 00		

374	1813	Brown, William.....	82	Eigin.....	Leeds	O. P. Pennock.....	do	Grenville.....	20 00	.....
375	1825	Brisson, Jean Bte.....	86	St. Liguori.....	Montcalm	Q. O. O.	do	2nd Batt.....	20 00	.....
376	1878	Brûre, Augustin.....	85	Quebec.....	Quebec	Q. O. O.	do	2nd Batt.....	20 00	.....
377	2061	Brean, Pierre.....	82	St. Sebastian.....	Iberville.....	Q. O. O.	do	Lacadie.....	20 00	.....
378	2098	Brunet, Joseph.....	79	Trois Rivières.....	St. Maurice.....	Q. O. O.	do	2nd Batt.....	20 00	Disallowed
379	2147	Bruelle, Pierre.....	84	Bethel.....	Vermont.....	U.S. O. O.	do	Volunteers.....	.....	Left limits.
380	2193	Brault, dit Barron, Vital.....	82	Ste. Martine.....	Chateauguay.....	Q. O. O.	do	Chasseurs.....	20 00	.....
381	*673	Brazean, Francois.....	96	Lanoraie.....	Berthier.....	Q. O. O.	do	Quebec.....	20 00	.....
382	2593	Brissette, Joseph.....	86	Frost Lake.....	Shefford.....	Q. O. O.	do	Capt. Poirier.....	20 00	.....
382	2629	Brown, Elakam.....	80	Montreal.....	City.....	Q. O. O.	do	Montreal.....	20 00	.....
384	2741	Bradley, Onesime.....	79	Aylmer.....	Elgin.....	O. O. O.	do	Middlesex.....	20 00	.....
385	2774	Bradt, David.....	78	Milgrove.....	Wentworth.....	O. O. O.	do	1st Batt.....	20 00	.....
386	3014	Bradt, Albert.....	84	Township Nelson.....	Halton.....	O. O. O.	do	Col. Claus.....	20 00	.....
387	2848	Brosseau, Louis.....	80	St. Isidore.....	Laprairie.....	Q. O. O.	do	Volunteers.....	20 00	.....
388	3102	Brouiller, Joseph.....	80	Longue Pte.....	Hochelega.....	Q. O. O.	do	Longue Pte.....	20 00	.....
389	2898	Brodeur, dit Lavigne, Jean Bte.....	86	St. Charles.....	St. Hyacinth.....	Q. O. O.	do	5th Batt.....	20 00	Amount voted having been exhausted.
390	2907	Brunette, Jaurier.....	85	La Blanche, Templeton.....	Ottawa.....	Q. O. O.	do	2nd Batt.....	20 00	.....
391	2921	Brassard, Pierre.....	82	Laprairie.....	Laprairie.....	Q. O. O.	do	Longue Pte.....	20 00	.....
392	*125	Buteau, Louis.....	83	St. Raphael.....	Bellechasse.....	Q. O. O.	do	4th Batt.....	20 00	.....
393	862	Burlingham, Parnam.....	82	Cherry Valley.....	P. Edward.....	Q. O. O.	do	P. Edward.....	20 00	.....
394	765	Bush, Gilbert.....	80	St. Armand.....	Missisquoi.....	Q. O. O.	do	6th Rouville.....	20 00	.....
395	685	Bussière, Joseph.....	86	Sorel.....	Richelieu.....	Q. O. O.	do	Lavaltrie.....	20 00	.....
396	629	Burroughs, William.....	79	Barnston.....	Stanstead.....	Q. O. O.	do	Frontier Lt. Infantry.....	20 00	.....
397	493	Bush, William.....	77	Briston's Corners.....	Dundas.....	O. O. O.	do	Dundas.....	20 00	.....
398	272	Buisson, Pierre.....	89	Belle River.....	Essex.....	O. O. O.	do	Volunteers.....	20 00	.....
399	447	Burns, David.....	79	Oxford.....	Kent.....	O. O. O.	do	Col. Church.....	20 00	.....
400	1217	Butler, Simon.....	81	Quebec.....	Quebec.....	Q. O. O.	do	6th Batt.....	20 00	.....
401	1345	Button, Francis.....	84	Ruttonville.....	York.....	O. O. O.	do	York.....	20 00	.....
402	1358	Burroughs, Joseph.....	78	South Barnston.....	Stanstead.....	Q. O. O.	do	F. Lt. Infantry.....	20 00	.....
403	1408	Buckner, Theler.....	77	Port Ryerse.....	Norfolk.....	O. O. O.	do	1st Batt.....	20 00	.....
404	1422	Buckner, Philip.....	79	Houghton Centre.....	Norfolk.....	O. O. O.	do	Lincoln.....	20 00	.....
405	1563	*Bushey, (Boucher) F. Xavier.....	92	Meaford.....	Grey.....	O. O. O.	do	Capt. Kerr.....	20 00	.....
406	1782	Buck, Peter.....	82	Brantford.....	Brant.....	O. O. O.	do	Lincoln.....	20 00	.....
407	1804	Bush, William Fer.....	78	Newboro.....	Leeds.....	O. O. O.	do	Leeds.....	20 00	.....
408	1873	Burly, William.....	79	Bath.....	Addington.....	O. O. O.	do	Lennox.....	20 00	Served in an Imperial Corps.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
409	2010	Butteau, Nicolas	84	St. Urbain...	Chateauguay	Q.	.....	Sergeant	Capt. La-marque	\$	ets.	
410	2048	Burritt, Edmund	81	Thornbury..	Grey	O.	E. Burritt	Ensign	Grenville... Lincoln... ..	20 00		
411	2494	Buckbee, Peter	81	Smithville..	Lincoln	O.	.....	Private .....	.....	20 00		
412	2603	Burwash, Mat., senr ..	85	St. Andrews	Argenteuil... ..	Q.	Maj. MacDonald	Corporal	Ottawa... ..	20 00		
413	2694	Buell, Rinaldo	82	Chantry	Leeds	O.	.....	Private	1st Batt.	20 00		
414	2929	Burtch, Levi	82	Ingersoll ..	Oxford	O.	J. A. Skinner, M.P.	do	Oxford	20 00		
415	3009	Burnham, Oliver	85	Cayuga	Haldimand ..	O.	.....	do	Lincoln	20 00		
416	3065	Burton, John	78	Curran	Prescott	O.	.....	do	Glengarry ..	.....	Not paid.	Amount voted having been exhausted.
417	3087	Burel, J. B	82	Embrun	Russell	O.	Geo. Latremouille	do	Beloil .....	.....		Services not proved.
418	3022	Byckman, John	79	Aylmer	Elgin	O.	.....	do	Frontenac... ..	20 00		
419	1682	Byron, François	87	Northbrook- field	Massachu- setts	U.S.	.....	do .....	.....	.....
420	13	Cadieux, Joseph	87	Longueuil ..	Chambly	Q.	Dr. Girard	Private	1st Batt. Boucherville ..	.....	Disallow'd	Left limits. Services not proved.
421	*42	Calkins, Elijah Selby ..	82	Rothsay	Wellington ..	O.	C. Clark, M.P.P	Sergeant	Lennox	20 00		
422	94	Campagna, François	82	Ste. Julie de Somerset... ..	Mégantic	Q.	.....	.....	Capt. J. Le- page .....	.....	Disallow'd	Not enrolled.
423	143	Castonguay, Joseph	82	St. Roch	L'Islet	Q.	J. F. V. Bureau	Private	2nd Batt.	20 00		
424	169	Cadore, Pierre	83	Three Rivers	Three Rivers ..	Q.	.....	do	4th Batt.	20 00		
425	178	Cardinal, Joseph	86	Montreal	City	Q.	.....	do	Col. Lari- vière	20 00		
426	199	Card, Amos	79	Colebrook ..	Addington ..	Q.	C. Warner	do	Lennox	20 00		
427	211	Cays, Clément	86	St. Stanislas	Champlain ..	Q.	.....	do	Three Rivers	20 00		
428	218	Casselman, Wm	85	Winchester ..	Dundas	O.	.....	do	Dundas	20 00		
429	246	Catman, Pierre	83	Hemming- ford	Huntington ..	Q.	J. Scriver, M.P	do	Volunteers... ..	20 00		
430	267	Gesselman, John T	80	Williams- burg	Dundas	O.	.....	do	Dundas	20 00		

431	Cadotte, Jess Ets...	85	Ste. Geneviève	Champlain	Q.	Lt.-Col. Massicotte	do	Boucherville	20 00	
432	Carle, Joseph	80	Rivière du Loup	Maskinongé	Q.	A. Boyer, M.P.	do	Boucherville	20 00	
433	Carman, Jacob	82	Iroquois	Dundas	O.	N. Tuttle	Orderly Sergeant	Dundas	20 00	
434	Card, Stephen	80	Moscow	Addington	O.	C. Warner	Private	Lennox	20 00	Services not proved.
435	Card, John	78	Moscow	Addington	O.	C. Warner	do	Lennox	20 00	Dead.
436	Catudal, Michel	80	St. Paul Abbottsford	Rouville	Q.		do	Chantry		
437	Cameron, Duncan		Brantford	Brant	O.	T. Webster	Private	Verchères	20 00	
438	Cadieux, François	88	St. Bruno	Chambly	Q.	Hon. A. H. Paquet	do	Lavalrie	20 00	
439	Caisse, Antoine	84	Lanoraie	Berthier	Q.	I. Barthe, M.P.	Sergeant	2nd Batt.	20 00	
440	Cantara, Jean Bte.	85	Sorel	Richelieu	Q.	Hon. J. B. Guevre	Private	5th Batt.	20 00	Services not proved.
441	Carrier, Joseph	79	St. Pierre	Richelieu	Q.	mont	do	5th Batt.	20 00	
442	Cadieux, André	80	Penetanguishene	Simcoe	O.		do	5th Batt.	20 00	
443	Cameron, Antoine	78	Lévis	Lévis	Q.		do	(Capt. L.	20 00	
444	Caron, Pierre	89	St. Barnabé	St. Hyacinth	Q.		do	Boucher	20 00	
445	Carbonneau, André	82	St. Ours	Richelieu	Q.	I. Barthe, M.P.	do	4th Batt.	20 00	
446	Caya, Louis	85	St. François	Yamaska	Q.	A. F. Macdonald	do	Lancaster	20 00	
447	Campbell, Donald	84	St. Andrews	Cornwall	O.		do	Lennox	20 00	
448	Cannon, Abraham	84	Bloomfield	P. Edward	O.	James Brown, M.P.	Sergeant	Dundas	20 00	
449	Canniff, Jonas	85	Belleville	Hastings	O.	G. Fleming, M.P.	Private	Gore	20 00	
450	Campbell, William	80	Iroquois	Dundas	O.	J. B. Pouliot, M.P.	do	2nd Batt.	20 00	Dead.
451	Cassadu, James	86	Paris	Brant	Q.		do	Lennox	20 00	
452	Caouette, Joseph	83	St. Antoine	Tamiscouata	Q.	Hon. L. A. Dessaulles	Sergt-Major	8th Batt.	20 00	
453	Campbell, Isaac	80	Tempo	Middlesex	O.	Rev. Lassisseraye	Sergeant	Yamaska	20 00	
454	Camyré, François	91	Montreal	City	Q.	Rev. Lassisseraye	Private	Cornwall	20 00	
455	Cartier, Augustin	81	St. François	Yamaska	Q.		do	Vaudreuil	20 00	
456	Cartier, Jean	82	St. François	Yamaska	Q.	R. Harwood, M.P.	do	Frontier Lt.	20 00	
457	Cameron, John	81	Chatham	Kent	O.		do	Infantry	20 00	
458	Cadieux, Jacques	85	Vaudreuil	Vaudreuil	O.		do	Chambly	20 00	
459	Cameron, Daniel	81	E. Farham	Brome	O.	Hon. A. H. Paquet	do	Lincoln	20 00	
460	Cardinal, Joseph	81	Salaberry	Beauharnois	Q.		do	5th Batt.	20 00	
461	Carrière, Charles	80	Stony Creek	Wentworth	O.	J. N. Tuttle	Bugler	Glenarry	20 00	
462	Carrier, Joseph	80	Sorel	Richelieu	Q.		Private	Dundas	20 00	Dead.
463	Caron, Pierre	79	Ormstown	Chateauguay	Q.		do	4th Batt.	20 00	
464	Carman, Matthew	78	Iroquois	Dundas	Q.		do	Capt. J. McKinnon	20 00	
465	Carrière, Joseph	83	Montreal	City	Q.		do	1st Batt.	20 00	
466	Cameron, Geo. Wm.	82	Port Burwell	Elgin	Q.	F. Bourassa, M.P.	Corporal	5th Batt.	20 00	Already pensioned.
467	Carpentier, Laurent	84	Lacolle	St. Johns	Q.	Hon. W. B. Chaffers	Private	Glenarry	20 00	
468	Caron, Jean François	87	Canrobert	Rouville	Q.		Sergeant			
469	Cameron, Ewen	76	Brewster	Huron	O.					

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1876.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
470	1688	Cameron, Samuel.....	83	Kingsley Falls.....	Drummond..	Q.	Capt. Richard.....	Private..	2nd Batt.....	20 00		
471	1591	Cabaud, Michel.....	82	St. Antoine.....	Verchères..	Q.	C. P. Germain, N.P.	do	Verchères..	20 00		
472	1610	Cameron, Duncan....	81	Alexandria.....	Glengarry..	O.		do	Glengarry..	20 00		
473	1611	Calu, Bernard.....	88	Charlottenburgh.....	Glengarry..	O.		do	Glengarry..	20 00		
474	1645	Card, Joseph.....	81	Enterprise.....	Addington..	O.		do	Lennox.....	20 00		
476	1659	Campbell, Alexander	80	Georgetown.....	Haldimand..	O.		do	Niagara.....	20 00		
476	1676	Carman, William.....	78	Wakefield.....	Ottawa.....	Q.		do	Grenville..	20 00		
477	1706	Carscallen, James...	79	Belleville.....	Hastings....	O.		do	Lennox.....	20 00		
478	1724	Campbell, Donald....	81	Williams town.....	Glengarry..	O.	D. McGner.....	do	Glengarry..	20 00		
479	1855	Caisse, Pierre.....	88	St. Liguori.....	Montcalm..	Q.	F. Dugas, M.P.....	do	Glengarry..	20 00		
480	1859	Carbonneau, Joseph..	80	Berthier.....	Montmagny.	Q.		do	4th Batt....	20 00		
481	1860	Carbonneau, Jacques	86	Berthier.....	Montmagny.	Q.		do	4th Batt....	20 00		
482	1968	Cadeux, dit Rouleau,	87	Eardley.....	Ottawa.....	Q.		do	Col. Decasse	20 00		
483	1995	Cardinal, Jean Bte...	87	St. Ambroise.....	Quebec.....	Q.	A. P. Caron, M.P....	do	1st Batt....	20 00		
484	2029	Cailié, Joseph.....	85	St. John.....	St. John....	Q.	F. G. Marchand, M.P.....	do	2nd Batt....	20 00		
485	2064	Cartier, Pierre.....	90	St. John.....	St. John....	Q.	F. G. Marchand, M.P.P.....	do	2nd Batt....	20 00		
486	2088	Carrière, Charles.....	79	Sherbrooke.....	Sherbrooke..	Q.	E. T. Brooks, M.P....	do	Hebert Guides	20 00		
487	2118	Cadoret, Charles.....	81	St. Sauveur.....	Quebec.....	Q.	Lt.-Col. Laurin.....	do	1st Batt....	20 00		
488	2192	Caugbell, George.....	80	Yarmouth Centre.....	Elgin.....	O.		Ord. Sergt.	8th Batt....	20 00		
489	2512	Carpentier, Louis.....	81	St. Sebastien.....	Iberville....	Q.		Private.....	Niagara....	20 00		
490	2574	Camiré, Charles.....	89	Chester.....	Iberville....	Q.		do	Voligeurs..	20 00		
491	2698	Catudal, Jean Bte...	82	U'Ange Gar- dien.....	Arthabaska.	Q.		do	1st Batt....	20 00		
492	2000	Carpentier, Benj.....	96	St. Catharines	Ronville....	Q.		do	Voligeurs..	20 00		
					St. Catharines			do	Capt. Mahon	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
527	747	Chevalt, dit St. Jacques, Joseph	81	St. Antoine.	Verchères	Q.	.....	Corporal	St. Denis	20 00	.....	.....
528	792	Chartrain, Jacques	79	St Roch	Quebec	Q.	.....	Private	1st Batt.	20 00	.....	.....
529	828	Chevigny, dit Durand, Jean Bte.	82	L'Assompt'n	L'Assompt'n	Q.	H. Hurteau, M.P.	do	3rd Batt.	20 00	.....	.....
530	836	Chisholm, Angus A.	78	Port Hope	Durham	Q.	J. L. Biggar, M.P.	do	Newcastle	20 00	.....	.....
531	939	Charost, Michel	81	St. Hélène	Kamouraska	Q.	R. Fiset, M.P.	do	1st Batt.	20 00	.....	.....
532	941	Chapelon, Joseph	84	St. Patrice	Napierville	Q.	L. D. Lafontaine, M.D.	do	2nd Batt.	20 00	.....	.....
533	984	Chapdelaine, Joseph	80	St. François	Yamaska	Q.	V. Glady, N.P.	do	3rd Batt.	20 00	.....	.....
534	1235	Chinard, Louis	85	St. Alexandre	Kamouraska	Q.	J. B. Pouliot, M.P.	do	1st Batt.	20 00	.....	.....
535	1226	Chamberland, J. Bte	83	Kraserville	Témiscouata	Q.	J. B. Pouliot, M.P.	Sergeant	Quebec	20 00	.....	.....
536	1292	Chamberland, François	79	St. Modeste	Témiscouata	Q.	J. A. Ouellette	Private	3rd Batt.	20 00	.....	.....
537	2227	Chicoine, Antoine	86	Newport	Michigan	U.S.	.....	Sergeant	1st Batt.	20 00	Disallowed	Left Limits
538	2362	Charbonneau, Pierre	.....	St. Ours	Richelieu	Q.	.....	Private	3rd Batt.	20 00	.....	.....
539	2368	Chisholm, John	78	St. Andrews	Stormont	O.	.....	do	Stormont	20 00	.....	.....
540	2434	Chambers, Joseph	80	Pleasant Hill	Norfolk	O.	.....	do	Norfolk	20 00	.....	.....
541	1369	Charette, Charles	80	St M'grairie	Terrebonne	Q.	R. Masson, M.P.	do	Terrebonne	20 00	.....	.....
542	1395	Chagnon dit Larose, Joseph	79	St. Hyacinth	St. Hyacinth	Q.	Bourgeois & Mercier	do	3rd Batt.	20 00	.....	.....
543	1418	Chambers, John	83	Oakland	Brant	Q.	.....	do	2nd Batt.	20 00	.....	.....
544	1442	Charest, Modeste	87	St. Celestin	Nicolet	Q.	J. Gaudet, M.P.	Corporal	6th Batt.	20 00	.....	.....
545	1452	Charpentier, Jean Bte.	83	Montreal	City	Q.	.....	Private	6th Batt.	20 00	.....	.....
546	1463	Chalifoux, Jean Bte.	80	Clarence	.....	Q.	G. M. Prevost	do	2nd Batt.	20 00	.....	.....
547	1470	Chalifoux, Michel	82	Pointe aux Trembles	Russell	O.	.....	do	2nd Batt.	20 00	.....	.....
548	1493	Chalifoux, Jean Bte.	84	Pointe aux Trembles	Hochelaga	Q.	.....	do	Longue Pnt.	20 00	.....	.....
549	1502	Chevrette, Bernard	81	St. Thomas	Hochelaga	Q.	.....	do	Longue Pnt.	20 00	.....	.....
550	1511	Chapdelaine dit Lavière, André	84	St. Edouard	Montmagny	Q.	.....	do	4th Batt.	20 00	.....	.....
551	1688	Chenal, Antoine	84	St. Marcel	Richelieu	Q.	.....	do	4th Batt.	20 00	.....	.....
552	1689	Chapelon, Jean Bte.	81	St. Edouard	Napierville	Q.	L. D. Lafontaine, M.D.	do	Chasseurs	20 00	.....	.....
						Q.		do	Voligeurs	20 00	.....	.....

553	2019	Charlebois, Jean Bte	85	Beauharnois	Q.	U. Robillard, M.P.	do	5th Batt.....	20 00	
554	2082	Charland, Joseph.....	87	Pike River.....	Q.	F. Béchard, M.P.	do	Voltegeurs....	20 00	
555	2115	Charron, François.....	82	Longueuil ..	Q.		do	Cap Irudeau ..	20 00	
556	2141	Chavanel, Pierre.....	93	Charlesbourg.....	Q.	A. P. Caron, M.P.	do	Quebec.....		Services not proved.
557	2209	Chausé, Alexis.....	85	St. Outhbert.....	Q.		do	3rd Batt, E.M.	20 00	
558	2492	Chatigny, Louis.....	90	Broughton.....	Q.		do	1st Batt.....	20 00	
559	2608	Charlebois, Joseph.....	95	St. Andrews ..	Q.	Major S. Macdonald.	do	Argenteuil....	20 00	
560	3175	Chief Tom.....	80	Delaware.....	O.	W. Livingston.....	Indian.....	Tecumseh.....	20 00	Services not proved.
561	2864	Chasse, Fierman.....	92	Fredericton ..	N.B.		Private.....	Longue Pte....	20 00	
562	2856	Christin, <i>alias</i> St. Amours, J. B.....	87	L'Assompt'n ..	Q.		do	Deschamb'l't	20 00	Disallow'd
563	2916	Chatenage, Charles.....	82	Oswego.....	U.S.		do	Voltegeurs....		Left limits.
564	3038	Champagne, Ant.....	80	Catch-nawaga.....	Q.		do			
565	612	Chartier, Philippe.....	78	St. Pie.....	Q.	J. A. Monseau, M.P.	do	Capt. Kitson ..	20 00	
566	622	Chisholm, Alexander.....	79	Frankford.....	Q.		do	4th Batt.....	20 00	
567	931	Chaloup, dit L'grange Michel.....	80	St. Marguerite.....	O.		do	Glengarry....	20 00	
568	1140	Chailier, François.....	82	St. Anne.....	Q.	F. Rouleau, M.P.	do	1st Batt.....	20 00	
569	1556	Choquet, Jean Bte.....	84	Canrobert.....	U.S.		do	3rd Batt.....	20 00	Disallow'd
570	2320	Choquette, J. B.....	80	St. Gregoire ..	Q.		do	St. Hyacinth	20 00	
571	860	Civalier, Claude.....	84	St. Hyacinth ..	Q.	F. Béchard, M.P.	do	Chambly.....	20 00	
572	98	Clement dit Bousquet, François.....	99	St. Martine ..	Q.		do	St. Denis.....	20 00	
573	369	Cloutier, Prosper.....	78	St. Jude.....	Q.	Capt. F. Gagnier.....	do	3rd Batt.....	20 00	
574	415	Cloutier, Pierre.....	80	St. Joseph.....	Q.	L. Delorme, M.P.	do	2nd Batt.....	20 00	
575	524	Clark, Robert.....	82	Moscow.....	O.	C. Warner.....	do	3rd Batt.....	20 00	
576	619	Clark, John.....	82	North Ridge ..	O.		Ordealy Ser- geant.....	Addington ..	20 00	
577	797	Clement, Lewis.....	85	Louguboro ..	O.		Cor-poral.....	Essex.....	20 00	
578	1087	Clement, Louis.....	83	St. Justin.....	Q.	L. A. Boyer, M.P.	Private.....	Addington ..	20 00	
579	2288	Clendenning, Robert.....	77	Humberstone.....	Q.		do	4th Batt.....	20 00	
580	2372	Cliche, Jean Bte, dit Jeannot.....	85	Montebello ..	Q.	E. M. Bisson.....	do	Lincoln.....	20 00	
581	1246	Clark, Daniel.....	78	Waterloo.....	Q.	Hon. Huntington ..	do	Col. La- mothe.....	20 00	
582	1402	Clenkeson, Warren.....	81	Oakville.....	O.	McCraney, M.P.	do	2nd Batt.....	20 00	
583	2472	Clement, Louis.....	87	Thorold.....	O.	J. B. Plumb, M.P.	do	York.....	20 00	
584	2474	Clopin, Jean Bte.....	86	St. Hyacinth ..	Q.	L. Delorme, M.P.	Lieutenant...	Lincoln.....	20 00	Disallow'd
585	1545	Clive, Michael.....	88	Township of Cornwall.....	Q.		Private.....	St. Hyacinth	20 00	Already pen- sioned.
586	1546	Cloutier, Joseph.....	81	St. Roch.....	O.		do	Stormont.....		Dead.
587	1704	Claus, Nicholas.....	79	Township of Clinton.....	Q.		do	6th Batt.....	20 00	
588	1785	Clement, Samuel T.....	80	Woodstock.....	O.	W. D. Webster.....	do	4th Batt.....	20 00	
589	2084	Clement, Pierre.....	91	Coteau du Lac.....	O.	J. P. Lantier, M.P.	do	Niagara.....	20 00	
							Corporal.....	Vaudreuil....	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
590	2671	Glow, Henry D.....	85	Brockville.....	Leeds.....	O.	.....	Sergeant.....	1st Batt.....	\$ cts.	.....	.....
591	3045	Clark, Alex.....	85	Anderson.....	Essex.....	O.	.....	Scout.....	Montreal.....	20 00	.....	.....
592	92	Côté, Louis.....	81	Ste. Julie de.....	.....	Q.	.....	Private.....	1st Batt.....	20 00	.....	.....
593	101	Coons, Jacobs.....	82	Prescott.....	Mégantic.....	Q.	E. Richard, M.P.....	do.....	1st Batt.....	20 00	.....	.....
594	134	Costin, Jean Fred.....	82	Beaumont.....	Grenville.....	O.	.....	do.....	1st Batt.....	20 00	.....	.....
595	566	Côté, Joseph.....	84	St. Paul d'.....	Bellechasse.....	Q.	.....	do.....	6th Batt.....	20 00	.....	.....
596	182	Cormier, Jean Bte.....	79	Abbotsford.....	Rouville.....	Q.	G. Cheval, M.P.....	do.....	Chambly.....	20 00	.....	.....
597	192	Coole, John.....	84	Kingsley F. Village.....	Drummond.....	Q.	.....	do.....	4th Batt.....	20 00	.....	.....
598	293	Cook, Joseph.....	86	Ste. Martine.....	Chateauguay.....	Q.	.....	do.....	Voligeurs.....	20 00	.....	.....
599	309	Corson, Rev. Robert.....	83	Spencerville.....	Grenville.....	O.	.....	do.....	Vaudreuil.....	20 00	.....	.....
600	441	Côté, Toussaint.....	88	Cainsville.....	Brant.....	O.	Hardy & Wilkie.....	do.....	Lincoln.....	20 00	.....	.....
601	442	Côté, Charles.....	91	St. Hilaire.....	Rouville.....	Q.	G. Cheval, M.P.....	do.....	Chambly.....	20 00	.....	.....
602	457	Collin, Joseph.....	80	St. Cécile.....	Rouville.....	Q.	G. Cheval, M.P.....	do.....	Chambly.....	20 00	.....	.....
603	485	Coons, Samuel.....	78	du Bic.....	Rimouski.....	Q.	.....	do.....	2nd Batt.....	20 00	.....	.....
604	492	Collison, John.....	84	Iroquois.....	Dundas.....	O.	J. N. Tuttle.....	do.....	Dundas.....	20 00	.....	.....
605	518	Corbin, Louis.....	92	Ste. Cécile.....	Dundas.....	O.	J. N. Tuttle.....	do.....	Dundas.....	20 00	.....	.....
606	551	Coulombe, Antoine.....	84	du Bic.....	Rimouski.....	Q.	R. Fiset, M.P.....	do.....	1st Batt.....	.....	.....	Dead.
607	558	Cochrane, Samuel.....	82	de Tilley.....	Lotbinière.....	Q.	.....	do.....	Montreal.....	20 00	.....	.....
608	560	Coyten, Joseph.....	87	Township of Whiby.....	Ontario.....	O.	Wm. Kerr, M.P.....	do.....	Essex.....	20 00	.....	.....
609	156	Côté, dit Forgever, Joseph.....	87	St. Damase.....	St. Hyacinth.....	Q.	L. Delorme, M.P.....	Sergeant.....	St. Hyacinth.....	20 00	.....	.....
610	614	Oderre, Paul.....	79	St. Ferdinand.....	Mégantic.....	Q.	E. Richard, M.P.....	Private.....	1st Batt.....	20 00	.....	.....
611	621	Cornwall, Robert.....	85	St. Pie.....	Bagot.....	Q.	J. A. Mousseau, M.P.....	do.....	4th Batt.....	20 00	.....	.....
			80	Township of Caradoc.....	Middlesex.....	O.	.....	Sergeant.....	Lincoln.....	20 00	.....	.....

612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645								
Côté, Jean Bte.	Cournoyer, Paul.	Cournoyer, Joseph.	Cook, William.	Countombe, Ambrose	Couture, Jean.	Cole, Henry.	Côté, Utric.	Coutu, François.	Cole, Solomon.	Cooper, James.	Cook, John.	Collard, Robert.	Cornwall, Jesse.	Corbelle, Pierre.	Côté, Raphael.	Coutu, Jean Bte.	Courchéne, Jean Bte	Collard, Thos. Oliver	Corbelle, Pierre.	Corriveau, Charles.	Cook, Jacob.	Cournoyer, Claude.	Combs, James.	Couzineau, Luc.	Courcy, dit Lafeur, Benjamin.	Colombe, Antoine.	Colombe, Théotime.	Coulombe, Jean.	Courtemanche, Louis Théophile.	Cole, William.	Corriveau, Benoni.	Côté, Jean Bte.	Côté, Etienne.								
87	87	84	84	84	84	95	85	79	83	79	84	80	78	82	82	84	81	84	80	84	83	80	80	80	80	79	79	84	84	85	86	80	77								
Pierreville.	Sorel.	Sorel.	Beausville.	St. Laurent, I.O.	St. Henri.	Adolphus-town	Beauport.	St. Guil- laume	d'Upton	Buckingham	Bloomfield.	North Wil- liamsburgh	Norwich.	Westminster	Roxton Falls	Isle Verte	Berthier	St. François	Assomption	de McNider	Salaberry.	Sweetsburg	Gorrie.	Sorel.	Township	St. Clet.	Lavaltrie.	St. Henri.	Les Cèdres.	Canrobert.	St. Gabriel	de Brandon	Berthier.	Harold.	Hastings.	Ruckland	St. Flavien.	St. Flavien.			
Yamaska.	Richelieu.	Richelieu.	Lincoln.	Montmo- rency.	Lévis.	Lennox	Quebec.	Yamaska	Ottawa.	P. Edward.	Dundas	Oxford.	Middlesex	Shefford.	Tmiscouata	Berthier	Yamaska	Rimouski.	Beauharnois	Missisquoi	Huron.	Richelieu.	Wentworth.	Soulanges.	Berthier.	Lévis.	Soulanges.	Rouville.	Berthier.	Hastings.	Beilchasse.	Lotbinière.	Lotbinière.								
Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.	Q.				
C. Gill, M.P.							E. O'Brien, Esq., N.P				W. Gibson, M.P.	T. O'Brien.	A. O. J. Beauchemin	J. B. Pouliot, M.P.	Berthier	Yamaska				O. N. E. Boucher		I. Barthe, M.P.	J. Rochester, M.P.	J. P. Lantier, M.P.																	
Private.	do	do	do	do	do	do	do	do	do	Sergeant.	Private.	Sergeant	Private.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do		
Yamaska	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours	St. Ours		
20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00	20 00
Dead.							Dead.			Dead.																															

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Provins.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Oases not Paid.	Remarks.
616	1691	Couse, John.....	83	Yarmouth Centre	Elgin.....	O.	.....	Private	Lincoln.....	20 00	Disallow'd	Not enrolled.
617	1784	Côté, Jean.....	82	St. Isidore.....	Dorchester.....	Q.	.....	Private	3rd Batt.....	20 00	Disallow'd	Not enrolled.
618	1915	Coutu, Francois.....	83	St. Thomas.....	Joliette.....	Q.	F. B. Godin.....	do	4th Bat.....	20 00	.....	.....
619	1955	Corriveau, Charles.....	85	St. Athanase	Iberville.....	Q.	.....	do	.....	20 00	.....	.....
620	1962	Corsant, Christopher	78	Township of London.....	Middlesex.....	O.	.....	do	Gen. Brock.....	20 00	.....	.....
621	1982	Cornell, Aaron.....	80	Byron.....	Middlesex.....	O.	.....	do	5th Lincoln.....	20 00	.....	.....
622	2057	Courchène, Charles.....	81	St. Sébastien	Iberville.....	Q.	F. Bechard, M.P.....	do	4th Batt.....	20 00	.....	.....
623	2158	Cope, Jacob.....	85	Norwood.....	Peterboro.....	O.	.....	do	Norfolk.....	20 00	.....	.....
624	2174	Cornelius, Nicolas.....	83	Northam.....	Northumberland.....	O.	.....	do	Lennox.....	20 00	.....	.....
625	2543	Couturier, Hubert dit Lajie.....	88	St. Marthe.....	Vandreuil.....	Q.	.....	do	Vandreuil.....	20 00	.....	.....
626	2582	Cournoyer, Prique.....	84	Sorel.....	Richelieu.....	Q.	.....	do	3rd Batt.....	20 00	.....	.....
627	2610	Coderre, Joseph.....	88	Montreal.....	City.....	Q.	Hon. J. Bureau.....	do	Terrebonne.....	20 00	.....	Services not proved.
628	2614	Codre, Joseph.....	87	St. Thomas.....	Joliette.....	Q.	.....	do	Berthier.....	20 00	.....	.....
629	2615	Codre, Joseph.....	88	N. Stukely.....	Shefford.....	Q.	.....	do	St. Denis.....	20 00	.....	.....
630	2722	Comstock, Aaron.....	82	StourRépids	Iowa.....	U.S.	.....	do	.....	20 00	Disallow'd	Left Limits.
631	2785	Coleby, Timothy.....	84	Brighton.....	Northumberland.....	O.	.....	do	Newcastle.....	20 00	Disallow'd	Not enrolled.
632	2815	Cody, Aaron.....	79	Nobleton.....	York.....	O.	.....	Teamster	.....	20 00	.....	.....
633	2821	Cook, Thomas.....	83	Wallace's g.	Kent.....	O.	.....	Drummer	2nd Batt.....	20 00	Disallow'd	Not enrolled.
634	2822	Cosby, Elab.....	84	Smithville.....	Lincoln.....	O.	.....	Private	Lincoln.....	20 00	.....	.....
635	2861	Cook, Noah.....	89	Drummondville.....	Welland.....	O.	.....	do	Lincoln.....	20 00	.....	.....
636	356	Crites, John.....	83	Indiana.....	Haldimand.....	O.	D. Thompson, M.P.....	do	1st Batt.....	20 00	.....	Dead.
637	505	Crépeau, Alexis.....	88	Sorel.....	Richelieu.....	Q.	I. Barthe, M.P.....	do	St. Ours.....	.....	.....	Dead.
638	724	Gryser, Harmanus.....	76	Clifton.....	Welland.....	O.	.....	Driver	Flank Co.....	.....	Disallow'd	Served in an Imperial Corps.
639	912	Crowder, Andrew.....	77	Morewood.....	Dundas.....	O.	.....	Private	Stormont.....	20 00	Disallow'd	Not enrolled.
640	1022	Cramer, Francis.....	79	Aultsville.....	Dundas.....	O.	.....	do	.....	20 00	Disallow'd	Not enrolled.
641	1275	Orritenden, Amos.....	78	Keswick.....	York.....	O.	W. Gibson, M.P.....	do	.....	20 00	Disallow'd	Not enrolled.
642	1403	Crépeau, J. Ste.....	80	Lachine.....	Jacques Cartier.....	Q.	J. Ste. Caron.....	Private	2nd Batt.....	.....	.....	Services not proved.

673	2457	Cryderman, Wm.....	85	Northfield	Cornwall	O.	A. F. McDonald, M.P.	do	Stormont	20 00	Services not proved.
674	1663	Crosby, James.....	84	Markham	York	O.	Jas. Metcalfe, M.P.	do	York	20 00	
675	3007	Crandell, Laban.....	87	St. George	Brant	O.		do	Lincoln	20 00	
676	1673	Cross, John.....	81	Acton, West	Wellington	O.		do			
677	3071	Cryderman, Joseph.....	76	Brighton	Northumberland	O.	A. C. Singleton	do	P. Edward	20 00	
678	1879	Grépeau, Jean Bte.....	81	Montreal	City	Q.		do	2nd Batt.	20 00	
679	2094	Cryzier, John G.....	78	Morrisburg	Dundas	O.		do	Dundas	20 00	
680	2795	Cronhite, Jacob.....	80	Thomasburg	Hastings	O.		do	Lennox	20 00	
681	786	Cudney, Daniel.....	84	Homer	Lincoln	O.		do	Lincoln	20 00	
682	2398	Cumming, James.....	85	Brookville	Brookville	O.		Sergeant	Glengarry	20 00	
683	1370	Cutler, Francis.....	80	Orwell	Elgin	O.		Private	Capt. W. Lyons		Dead.
684	1419	Culver, Adam.....	79	Simcoe	Norfolk	O.		do	2nd Batt.	20 00	
685	1893	Curry, James.....	80	Curry Hill	Glengarry	O.		do	1st Batt.	20 00	
686	2101	Cudney, James.....	90	Lynville	Norfolk	O.		do	1st Batt.	20 00	
687	2133	Cummer, Daniel.....	79	Welland	Welland	O.		do	York	20 00	
688	2746	Culvet, Abraham.....	83	Cobourg	Northumberland	O.		do	York	20 00	
689	760	Cyr, Joseph.....	84	Wotton	Wolfe	Q.	Capt. J. B. Richard	do	Chasseurs	20 00	
690	2866	Cyr, Firmin.....	98	Ascot Corner	Sherbrook	Q.	G. E. Rioux	do	Nicolet		Services not proved.
691	220	David, Daniel.....	85	Odessa	Lennox	O.		do	Frontenac	20 00	
692	283	Davy, John.....	79	Napanee	Lennox	O.	S. Shibley, M.P.	do	Lennox	20 00	
693	452	Dalbec, François.....	86	St. Anne de la Pérade	Champlain	Q.		do	4th Batt.	20 00	
694	458	Danis, Honoré.....	80	Ottawa	Carleton	O.	Dr. St. Jean, M.P.	do	2nd Batt.	20 00	
695	479	Dampousse, A.....	80	Rivière-du-Loup	Maskinongé	Q.	A. Boyer, M.P.	do	Boucheville	20 00	
696	513	Davis, Samuel.....	86	Port Colborne	Welland	O.	Trow, M.P.	do	3rd Batt.	20 00	Services not proved.
697	535	Davis, William.....	83	Fullarton	Perth	O.		do	York	20 00	
698	618	Davis, Henry.....	79	Adolphus town	Lennox	O.		do	Lennox	20 00	
699	697	Dalpe Noel.....	80	F. Alexandre	Iberville	Q.	F. Bechard, M.P.	do	Voligeurs	20 00	
700	737	Dafve, John.....	87	Parma	Lennox	O.	A. L. Geddes	do	Lennox	20 00	
701	753	Davis, Robert.....	78	Belleville	Hastings	O.		do	Hastings	20 00	
702	982	Daragon de Lafrance Antoine.....	83	Montreal	City	Q.	S. Shibley, M.P.	do	Beauharnois	20 00	
703	1150	Dafve, Daniel.....	78	Selby	Lennox	O.	A. Lusignan	do	Lennox	20 00	Dead.
704	1058	Daigle, François.....	83	St. Roch	Richelieu	Q.		do	3rd Batt.	20 00	
705	2225	Darling, John.....	87	Dartford	Northumberland	O.		do	P. Edward		Services not proved.
706	2233	Dawson John.....	90	Loborough	Frontenac	O.		do	Gun Boats	20 00	
707	2280	Dauphinais, Louis.....	81	St. Jude	St. Hyacinth	Q.		do	2nd Batt.	20 00	
708	2398	Davis, Lyman.....	82	Trenton	Hastings	O.	Jas. Brown, M.P.	do	Vaudreuil	20 00	
709	2389	Davis, Thomas.....	79	Hamilton	Wentworth	O.		do	Lincoln	20 00	
710	2400	Daoust, Joseph.....	84	St. Eugène	Prescott	O.		do	2nd Batt.	20 00	
711	1400	David, Thomas.....	84	Pictou	Prince Edward	O.	W. Ross, M.P.	do	Lennox	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
712	1445	Danis, Joseph	86	St. David	Yamaska	Q.		Private	Nicolet	20 00		
713	1619	Dalpe dit Pariseau, Antoine	83	St. Marcel	Richelieu	Q.		do	St. Denis	20 00		
714	1674	Dansereau, Augustin	80	Verchères	Verchères	Q.		do	Verchères	20 00		
715	1743	Daigle, Jean Jacques	86	St. Ambroise	Quebec	Q.		do	1st Batt	20 00		
716	1751	Dalpe dit Pariseau, Joseph	82	Varenes	Verchères	Q.		do	Verchères	20 00		
717	1752	Dalpe dit Pariseau, Hypolite	82	Varenes	Verchères	Q.		do	Verchères	20 00		
718	1789	Daigneault, Antoine	77	St. Jacques	Laprairie	Q.		do	Beauharnois	20 00		
719	2069	Daigneau, Michel	80	St. John	St. John	Q.	F. G. Marchand, M. P. P.	do	4th Batt	20 00		
720	2092	Daigneau, André	86	Roxton Pond	Shefford	Q.	H. L. Daigneau	do	Chasseurs	20 00		Services not proved.
721	2125	Daragon, dit Lafrance, Jean Bte.	81	Ste. Adèle	Terrebonne	Q.	L. R. Masson, M.P.	do	Blainville	20 00		
722	2155	Dagenais, François	81	St. Jean Bte	Hochelega	Q.		do	2nd Batt, E.M.	20 00		
723	2489	Dantigny, François L	78	Champlain	Champlain	Q.	H. Montplaisir, M.P.	do	Three Rivers	20 00		
724	2520	*Davignon, Joseph	80	West Farnham	Missisquoi	Q.		do	Voligeurs, Canadian	20 00		
725	2524	Davis, William	84	West Shefford	Shefford	Q.		do	Townships 4th Batt	20 00		
726	186	Dansereau, Jos	78	Verchères	Verchères	Q.		Sergeant	Verchères	20 00		
727	2635	Daoust, Jean Bte.	77	St. Poly-carpe	Soulanges	Q.	J. P. Lanthier, M.P.	Private	Deschambault	20 00		Services not proved.
728	2640	Daniels, Jos	86	Knowlton	Brome	Q.		do	St. Hyacinth	20 00		Services not proved.
729	2669	Dafoe, John	85	Farren's Pt.	Stormont	Q.		Sergeant	1st Batt	20 00		Services not proved.
730	3048	Dafoe, Conrad	79	Blairton	Peterboro'	Q.		Private	Lennox			Services not proved.
731	2735	Darby, Adams Geo.	77	Port Robinson	Wendland	Q.		Teamster	Lennox		Disallowed	Not enrolled.
732	2797	Dafos, François	85	Queensboro'	Hastings	Q.		Private	Lennox	20 00		

733	43	Dénommé, François Xavier.....	80	Acton Vale.....	Q.	Q.	do	8th Batt.....	20 00	Services not proved.
734	86	DeCastle, Carlo.....	78	Morrisburgh.....	O.	O.	Sergeant.....	Col. Gluck.....	20 00	
735	136	Depencier, Luke.....	86	Burritt's Rapids.....	O.	O.	do	Dundas.....		
736	244	Dénommé, Alexis.....	82	St. Barthelemi.....	Q.	Q.	Private	5th Batt.....	20 00	
737	277	Demers, alias Dumet, Nicholas.....	84	St. Valentin St. John.....	Q.	Q.	do	4th Batt.....	20 00	
738	278	Desjadin, Charles.....	84	St. Valentin St. John.....	Q.	Q.	do	Chasseurs.....	20 00	
739	323	Desjardins, Louis.....	85	St. Polycarpe.....	Q.	Q.	do	Deschambault.....	20 00	
740	332	Desrosiers, Ambroise.....	89	St. Thomas.....	Q.	Q.	do	Gen. Brock.....	20 00	
741	342	Demers, Pierre alias.....	83	Roxton Falls.....	Q.	Q.	Corporal.....	Terrebonne.....	20 00	Dead.
742	373	Derrick, Aaron.....	79	Merrickville.....	O.	O.	Private	Grenville.....		
743	481	Desaulniers, Alexis Lesteur.....	80	Rivière-du-Loup.....	Q.	Q.	do	Three Rivers 1st Batt.....	20 00	Already pensioned.
744	584	Desjardins, Ant.....	78	St. Emélie.....	Q.	Q.	do	4th Batt.....	20 00	
745	660	Denis, Etienne.....	78	St. Anastasie de Nelson.....	Q.	Q.	do	Lavaltrie York.....	20 00	
746	675	Desrosiers, Alexis.....	90	Lanoraie.....	Q.	Q.	do	do	20 00	
747	678	Detlor, George Hill.....	80	Napanee.....	O.	O.	Ensign.....	do	20 00	
748	709	Delsie, Etienne.....	84	Ste. Annedés Plaines.....	Q.	Q.	Private	Deschambault.....	20 00	
749	711	Derouin, Joseph.....	80	Ste. Annedés Plaines.....	Q.	Q.	do	do	20 00	
750	766	Derrick, Anthony.....	84	Clarenceville.....	Q.	Q.	do	Deschambault.....	20 00	
751	768	Derrick, Jacob.....	90	St. Thomas.....	Q.	Q.	Sergeant	Rouville.....	20 00	Dead.
752	821	Delorme, Jean Bte.....	86	St. Simon.....	Q.	Q.	Private	St. Denis.....	20 00	Services not proved.
753	943	Denyes, Petr.....	82	Phillipston.....	O.	O.	do	Lennox.....	20 00	
754	972	Delsie, Pierre.....	81	Lavaltrie.....	Q.	Q.	do	3rd Batt.....	20 00	
755	1075	Desorcy dit Lencourt, Alexis.....	78	Ste. Victoire.....	Q.	Q.	do	Richelieu.....	20 00	
756	1076	Denis dit Lapierre, Etienne.....	86	St. Romuald.....	Q.	Q.	Corporal	4th Batt.....	20 00	
757	1132	Delorme, Antoine.....	78	St. Jude.....	O.	O.	do	4th Batt.....	20 00	
758	1167	Deslets, Joseph.....	90	Chatham.....	Q.	Q.	Private	St. Ours.....	20 00	Dead.
759	987	Desorcy, Joseph.....	83	St. Hughes.....	Q.	Q.	Sergeant	Norfolk.....	20 00	Services not proved.
760	1183	Dell, Joseph.....	80	Lynedoch.....	O.	O.	do	Basex.....	20 00	
761	2248	Devens, Abraham.....	83	Dawn Mills.....	O.	O.	do	Chambly.....	20 00	
762	2253	Dessautels, Michel.....	78	St. Jean Baptiste.....	Q.	Q.	do	do	20 00	
763	2322	Desroches, Pierre.....	83	St. Grégoire.....	Q.	Q.	do	Chambly.....	20 00	
764	1269	Desmarais, Paul.....	94	St. Pie de Guire.....	Q.	Q.	do	Yamaska.....	20 00	Dead.
765	1388	DeLage, Joseph.....	81	St. Sauveur.....	Q.	Q.	do	6th Batt.....	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Name of Militiaman. Case.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
764	Després, Couillard Marcel		L'Islet	L'Islet	Q.		Private	1st Batt.	20 00		
767	Deli, Richard	95	Windham	Norfolk	O.		do	Norfolk	20 00		
768	Dessaint, dit St. Pierre, Jérôme F.	81	L'Islet	L'Islet	Q.		do	6th Batt.	20 00		
769	Deline, dit Vatteite, Antoine	82	L'Islet	L'Islet	Q.		do	Voligeurs	20 00		
770	Deli, Jonathan	82	St. Edouard	Napierville	Q.	L. D. Lafontaine, M.D	do	Lincoln	20 00		Dead.
771	Denaault, Jean Bte.	80	Montrose	Welland	O.		do				
772	Deziel, dit Labrèche, André	82	St. Isidore	Laprairie	Q.	Dr N. Provost	do	Chasseurs	20 00		
773	Desaulniers, Louis	81	St. Roch	L'Assomption	Q.		do	St. Ours	20 00		
774	Dépatis, John	79	Penticton	Simcoe	O.	H. Harteau, M.P.	do	Lincoln	20 00		
775	Dépatis, John	86	Mt. Bridge	Middlesex	O.		do	Col. Robin-son			Services not proved.
776	Décary, Hypolite	80	Long. Pointe	Hochelaga	Q.		do	Long. Pointe	20 00		
777	Dempsey, Peter	90	Albury	P. Edward	Q.		do	P. Edward	20 00		
778	Desmarais, Pierre C.	83	Canrobert	Rouville	Q.		do	St. Hyacinth	20 00		
779	Decelles, Dacles A.	85	Varennes	Verchères	Q.		Qr.-Mr. Sergt	Verchères	20 00		
779	Degourdelle, dit Longchamp, Pierre	80	St. Henri	Lévis	Q.		Private	2nd Batt.	20 00		
780	Deschamps, François	87	St. Eugène	Prescott	O.		do	2nd Batt.	20 00		
781	Derbyshire, Joseph	79	Farmersville	Leeds	Q.		do	Leeds	20 00		
782	Desmarreau, Birtz P.	82	St. Hyacinth	St. Hyacinth	Q.		Sergeant	Boucherville	20 00		
783	Décoteau, Augustin	79	Pointe du Lac	St. Maurice	Q.		Private	8th Batt	20 00		
784	Dempsey, Isaac	80	Albury	P. Edward	O.	J. Brown, M.P.	Ord. Sergt.	P. Edward	20 00		
785	Delage, dit Lavigneur, Joseph	82	Charlebourg	Quebec	Q.		Private	1st Batt E.M	20 00		
786	Dexter, Ransom	82	St. Thomas	Elgin	Q.	C. Macdougall, M.P.	do	York	20 00		
787	Desoyers, André	81	St. Philippe	Laprairie	Q.	F. G. Marchand, M.P.	do	4th Batt	20 00		
788	Derrick, Wm.	80	Clareneville	Missisquoi	Q.	W. Donahue, M.P.	Sergeant	Frontier Lt. Infantry	20 00		

789	4140	Desautels, Pierre.....	82	Ste. Hélène..	Bagot.....	Q.	.....	Private.....	St. Ours.....	20 00	.....	.....
790	2530	Dejorne, dit Eno, Jean Bte.....	93	Bay St. Paul	Marquette....	M.	.....	Sergeant....	3rd Batt.....	20 00	.....	.....
791	2542	Decœur, dit Paulo, Louis.....	90	Ste. Justine de Newton	Vaudreuil... Two Moun- tains.....	Q.	.....	Private.....	Vaudreuil... Glengarry... 6th Batt....	20 00 20 00 20 00	.....	.....
792	2553	Desjardins, Joseph...	78	St. Augustin	Missisquoi... Missisquoi... Arthabaska..	Q.	.....	Private.....	3rd Batt.E.M	20 00	.....	.....
793	2207	Derrick, Henry.....	81	St. Thomas..	St. Augustin	Q.	.....	do	1st Batt.....	20 00	.....	.....
794	2566	Deslauriers, Michel...	86	West Farn- ham	St. Augustin	Q.	.....	do	Col Munroe	20 00	.....	.....
795	2577	Demers, Augustin....	83	Arthabaska- ville	St. Augustin	Q.	.....	do	4th Batt....	20 00	.....	.....
796	3008	DeGrace, Raphael...	81	Bathurst...	St. Augustin	Q.	.....	do	3rd Batt....	20 00	.....	.....
797	2585	Bessance, Charles....	84	Hatley.....	St. Augustin	Q.	.....	do	Descham- bault.....	20 00	.....	.....
798	3048	Demers, J. R.....	81	St. Eustache	Two M'tains	Q.	.....	do	Voligeurs... 1st Batt....	20 00	.....	.....
799	2602	Despart, Jean Félix..	92	St. Domi- nique	Bagot.....	Q.	.....	do	Col Lamothe	20 00	.....	.....
800	2633	Desruisseaux, Louis..	89	St. Grégoire	Nicolet.....	Q.	.....	do	.....	20 00	.....	.....
801	2758	Deslauriers, J. Bte...	81	St. George..	Illinois.....	U.S.	.....	do	.....	20 00	.....	.....
802	2808	Deslauriers, dit Dion, Joseph.....	79	St. Nicolas	Lévis.....	Q.	.....	do	.....	20 00	.....	.....
803	2869	Deslages, dit Poirier, Pierre.....	88	Ottawa.....	Carleton...	Q.	.....	Sergeant....	.....	20 00	.....	.....
804	2895	Deziel, Joseph.....	79	St. Paul.....	Joliette.....	Q.	.....	Private.....	Lavaltrie... Lennox.....	20 00	.....	.....
805	44*	Diamond, Wm. F.....	78	Belleville..	Hastings.....	Q.	.....	do	.....	20 00	.....	.....
806	95	Dion, Magloire.....	80	Ste. Julie de Somerset	Mégantic... Hastings... Hastings...	Q.	.....	.....	.....	20 00	.....	.....
807	636	Diamond, John.....	83	Belleville..	Hastings... Hastings...	Q.	.....	.....	.....	20 00	.....	.....
808	638	Diamond, Abraham...	79	Belleville..	Hastings... Hastings...	Q.	.....	.....	.....	20 00	.....	.....
809	776	Dion, François.....	80	St. Dominique	Bagot.....	Q.	.....	.....	.....	20 00	.....	.....
810	957	Dion, Frs. Xavier....	85	Lévis.....	Lénox.....	Q.	.....	.....	.....	20 00	.....	.....
811	1153	Dioble, Owen.....	81	Hamburgh..	Lénox.....	Q.	.....	.....	.....	20 00	.....	.....
812	2281	Dionne, Pierre.....	83	Isle Verte..	Témiscouata	Q.	.....	.....	.....	20 00	.....	.....
813	1291	Dillaire, Guillaume..	80	St. Denis..	Richelieu... Norfolk.....	Q.	.....	.....	.....	20 00	.....	.....
814	1373	Dishan, Ira.....	80	Lynedoch... St. Hyacinth	St. Hyacinth	Q.	.....	.....	.....	20 00	.....	.....
815	1396	Diamault, dit Beauso- leil, Paul.....	79	Simcoe.....	Norfolk.....	Q.	.....	.....	.....	20 00	.....	.....
816	1416	Dibrow, Almond E....	79	Simcoe.....	Norfolk.....	Q.	.....	.....	.....	20 00	.....	.....
817	2463	Disher, David.....	84	Effingham..	Welland.....	Q.	.....	.....	.....	20 00	.....	.....
818	2464	Disher, William.....	81	N. Pelham..	Welland.....	Q.	.....	.....	.....	20 00	.....	.....
819	1525	Dingman, Ganet.....	82	Warkworth..	Northmbrld	Q.	.....	.....	.....	20 00	.....	.....
820	2601	Dion, Jean Bte.....	86	St. Ephrem d'Upem	Bagot..... St. Hyacinth	Q.	.....	.....	.....	20 00	.....	.....
821	2691	Dixon, Robert J.....	76	Newington..	Stormont... Stormont...	Q.	.....	.....	.....	20 00	.....	.....
822	2740	Dickson, Daniel.....	76	Port Rowen	Stormont... Stormont...	Q.	.....	.....	.....	20 00	.....	.....
823	83	Dorval, Jean Louis..	80	Chateaugay	Chateaugay	Q.	.....	.....	.....	20 00	.....	.....
824	376	Doan, Jno. Thompson	83	Union.....	Elgin.....	Q.	.....	.....	.....	20 00	.....	.....
825	561	Dorval, Joseph.....	80	Montreal... City.....	Elgin..... City.....	Q.	.....	Sergeant....	.....	20 00	.....	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served	Cases Paid.	Cases not Paid.	Remarks.
826	676	Dorion, alias Cayen, François	84	Lanoraie	Berthier	Q.	Hon. A. H. Paquet	Private	Lavaltrie	20 00		Dead
827	739	Dorval, Jean Bte.	78	Quebec	Quebec	Q.		do	1st Batt.	20 00		
828	835	Dorval, dit Tassé, A. Ignace	82	St. Jérôme	Terrebonne	Q.	R. Masson, M.P.	do	3rd Batt.	20 00		
829	907	Doyon, Prisque.	82	St. Guillaume d'Upton	Berthier	Q.		do	8th Batt.	20 00		
830	1125	Doré, Jacques	92	St. Hermas	Two M'tains	Q.	J. Proulx	do	5th Batt.	20 00		
831	1537	Douville, Olivier	79	St. Casimir	Portneuf	Q.	A. De St. George, M.P.	do	3rd Batt. E.M.	20 00		
832	1593	Dozaix, Jean Bte.	80	Worcester	Massachusetts	U.S.		do	4th Batt.	20 00		Disallowed
833	1892	Dorchester, John	78	Rivière aux Raisins	Glengarry	O.	D. McGruer	do	Glengarry	20 00		Left limits
834	1950	Doan, Levi	84	Humberstone	Welland	O.		Sergeant	3rd Batt.	20 00		
835	2787	Downs, Timothy	97	Ancaster	Wentworth	O.		Private	Lincoln	20 00		
836	2824	Doré, Louis	79	Beauport	Quebec	Q.	Dr. F. E. Roy	do	5th Batt.	20 00		
837	1147	D'Oraire, Joseph	79	Quebec	Quebec	Q.		do	1st Batt.	20 00		
838	3176	Dolsen, Isaac	56	Longwood	Middlesex	Q.	W. Livingston	do	Essex	20 00		
839	2644	Dotten, James	90	Wallace	Cumberland	N.S.		Sergeant	Cumberland	20 00		
840	372	Drake, Hines	78	London	Middlesex	O.	J. H. Fraser, M.P.	Private	Norfolk	20 00		Dead.
841	755	Drouin, Jean Bte.	83	St. Roch	Quebec	Q.		Private	15th Batt.	20 00		
842	946	Drouin, Amable	83	Notre Dame	Lévis	Q.		do	1st Batt.	20 00		
843	847	Drapeau, Joseph	84	St. Joseph	Lévis	Q.		do	York	20 00		
844	2849	Drapeau, Luther	79	Keswick	York	O.	P. Smith	do	Townships	20 00		
845	1341	Drew, James	82	Nutt's Corn'r	Misasquoit	O.		do		20 00		
846	1350	Drolet, Jacques	86	St. Etienne de Lauzon	Lévis	Q.		Sergeant	2nd Batt.		Disallowed	Already pensioned.
847	1404	Drolet, Pierre	81	MontCarmel	Champlain	Q.	H. Montplaisir, M.P.	Private	2nd Batt.	20 00		
848	1618	Drouillard, Bazile	79	Canard Riv.	Essex	O.		do	Essex	20 00		
849	1656	Drapeau, Charles	85	St. Gervais	Bellechasse	Q.		do	4th Batt.	20 00		
850	1963	Dragon, André	90	St. Denis	St. Hyacinth	Q.	Capt. Mignault	do	St. Denis	20 00		
851	1974	Drolet, Jacques	89	Anci. Lorette	Quebec	Q.		do	2nd Batt.	20 00		
852	317	Dunmeads, John	88	Selkirk	Haldimand	O.		Sergeant	4th Regt.	20 00		Dead.
853	831	Dubola Joseph	85	Contrecoeur	Verchères	Q.		do	Verchères	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Provincs.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
888	2725	Dulmage, Jacob	80	London	Middlesex	O.	F. X. Bonneau, J.P.	Private	Dundas	20 00	Disallow'd	Imperial pensioner.
889	2892	Dupuis, Constant	82	St. Rémi	Napierville	Q.	do	do	Voligeurs	20 00		
900	2790	Dufresne, Antoine	80	Three Rivers	Three Rivers	Q.	do	do	8th Batt	20 00		Services not proved.
901	3020	Dumon, Joseph	80	Belmont	Middlesex	Q.	do	do	4th Batt			
902	2931	Duguay, Antoine	84	St. Guillaume	Ragot	Q.	L. Desert	do	Three Rivers	20 00		
903	3095	Dussault, Joseph	82	St. Marcel	Richelieu	Q.	G. Snider, M.P.	do	St. Ours		Not paid.	Amount voted having been exhausted.
904	446	Dyre, Henry	80	Walters Falls	Grey	Q.	Dr. Brouse, M.P.	do	Lennox	20 00		
905	227	Eastman, David	79	Kars	Carteton	Q.	do	do	Grenville	20 00		
906	1009	Eastman, Nadab	79	Cornwall	Stormont	Q.	do	do	Stormont	20 00		
907	1034	Eamer, Michael	77	Harris's Cr.	Stormont	Q.	C. Archibald, M.P.	do	Stormont	20 00		
908	1064	Earle, Ephraim	88	Algonquin	Grenville	Q.	Dr. Brouse, M.P.	do	Dundas	20 00		
809	1308	Eakins, Robert	82	Port Burwell	Elgin	O.	do	Lieutenant	14th Batt	20 00		
910	1675	Eastman, John	89	Kars	Carleton	O.	J. Rochester, M.P.	Sergeant	Stormont	20 00		
911	1854	Earle Lewis	78	Atherton	Norfolk	O.	do	Private	Oxford	20 00		
912	33	Eberle, Henry	79	Palmyra	Bothwell	O.	do	do	Norfolk	20 00		
913	1943	Eddy, Harden	80	Eddystone	Northland	O.	W. Kerr, M.P.	do	Northland	20 00		
914	1984	Egley, Boswell	83	Rockport	Leeds	O.	do	do	Leeds	20 00		
915	2190	Edmonds, Thomas	83	Cherry Valley	Prince Edward	U.	W. Gibson, M.P.	do	Fencibles	20 00	Disallow'd	Served in an Imperial Corps.
916	593	Elbare, John	88	Inkerman	Dundas	Q.	do	do	Dundas	20 00		
917	945	Elliot, Joseph	81	Hunterstwn	Maskinongé	Q.	do	do	4th Batt	20 00	Disallow'd	Served in an Imperial Corps.
918	2292	Elliot, Harry	80	Farmersville	Leeds	U.	do	do	Fencibles			
919	2527	Ellerbeck, James	80	Glenvale	Frontenac	O.	do	do	Frontenac	20 00		
920	2659	Elliot, Abraham	77	Escott's ship	Leeds	O.	do	do	Leeds	20 00		
921	2663	Eligh, David	84	Newington	Stormont	O.	do	do	Lennox	20 00		
922	2767	Elson, Henry	78	Dollar	York	O.	D. H. Watt	do	Lincoln			Services not proved.
923	78	Emery, John	81	Parkhill	Middlesex	O.	C. A. P. Pelleuer, M.P.	do	Dringoons			Services not proved.
924	149	Emond, Hyacinth	83	Riv. Onelle	Kamouraska	Q.	do	do	3rd Batt, E.M.	20 00		
925	764	Emond, Antoine	79	St. George	Brant	Q.	do	do	4th Batt	20 00		
926	771	Emrick, Henry	80	Clarenceville	Missisquoi	Q.	do	do	Rouville	20 00		
927	934	Emerson, Luther	80	Danville	Richmond	Q.	H. Aymer, M.P.	do	4th Batt	20 00		
928	1690	Empoy, Christopher	85	Williamsburg	Dundas	Q.	A. F. McDonald	Sergeant	Stormont	20 00		
929	1708	Empoy, Thomas	82	Belleville	Keewating	Q.	do	Private	Lennox	20 00		

530	2067	Emond, Christophe.	80	St. Johns	St. Johns	Q.	F. Marchand, M.P.P.	do	Verchères	20 00		Serv. not proved.
531	2755	Embury, Valentine.	84	Blairton	Peterboro'	Q.	do	do	Lennox	20 00		No address given
532	2832	Emory, Firmin	92	Rimouski	Rimouski	Q.	do	do	1st Batt. E. M.			
533	2975	Emont Jean					do	do	Voyageurs	20 00		
534	3024	Emrick, Francis	88	St. Lin.	Middlesex	Q.	Lt. Col. J. Arthurs	do	Terrebonne	20 00		
535	234	Ethier, Abraham	88	Ste. Victoire	L'Assomp'n.	Q.	H. Hurteau, M.P.	Lieutenant	Richelieu	20 00		
536	1072	Ethier, Jacques	85	Wright	Richelieu	Q.	Rev. E. Faure	Private	Blainville			Serv. not proved.
537	3044	Ethier, Augustin	100	Sagunaw	Ottawa	Q.	do	do	St. Hyacinthe			Left limits.
538	571	Eyon, Joseph	78	Sagnabé	Michigan	U.S.	J. B. Pouliot, M.P.	do	2nd Batt.	20 00		Dead.
539	902	Eve, Joseph	96	St. Barabé	St. Hyacinth	Q.	Dr. Davignon	do	1 Montreal	20 00		Dead.
540	25*	Fakardeau, Joseph	81	Cap Santé	Portneuf	Q.	A. DeSt. Georges, M.P	Private	Disallow'd			Not enrolled.
541	1234	Faucher, Louis	81	Isle Verte	Témiscouata	Q.	Bourgeois & Mercier	do	Capt. Denis	20 00		
542	2243	Fausse, Pierre	88	Longueuil	Chambly	Q.	J. U. Robillard, M.P.	do	Chambly	20 00		
543	2373	Faucher, dit Cha-					W. McGregor, M.P.	do	2nd Batt.	20 00		
544	1965	feauvert Antoine	78	Deschamb't	Portneuf	Q.	do	do	3rd Halifax	20 00		
545	1965	Faneuf, François	92	St. Denis	St. Hyacinth	Q.	W. D. Webster	do	Essex	20 00		Dead.
546	1966	Farrand, Charles	91	St. Jean Bte.	Rouville	Q.	W. Gibson, M. P	do	2nd Batt.	20 00		
547	2073	Faubert, François	84	St. Timothy	Beauharnois	Q.	W. D. Webster	do	Dundas	20 00		
548	2945	Faneuf, Louis	81	St. Ours	Richelieu	Q.	do	do	Lincoln	20 00		
549	2837	Farahner, Knapp	88	Wallace	Richelieu	N.S.	D. McGruer	do	Essex	20 00		
550	370	Ferriss, Isaac	82	Potley	Cumberland	Q.	W. D. Webster	do	Gengarry	20 00		
551	430	Feron, Antoine	85	St. Sulpice	L'Assomp'n.	Q.	W. D. Webster	do	Dundas	20 00		
552	583	Ferguson, Donald	82	Laguan	Gengarry	Q.	W. D. Webster	do	Lincoln	20 00		
553	1019	Fetterly, George	82	Hoosan	Dundas	Q.	do	do	Essex	20 00		
554	2288	Felker, Frederick	81	M't Albion	Wentworth	Q.	W. D. Webster	do	Essex	20 00		
555	2289	Ferris, John	82	Burnside	Marquette	Q.	do	do	Essex	20 00		
556	1585	Ferris, James	89	Normandale	Norfolk	Q.	do	do	Essex	20 00		
557	775	Fillon, Olivier	92	Williamst'n	Gengarry	Q.	do	do	Essex	20 00		
558	849	Fiset, Prisque	80	St. Michel	Portneuf	Q.	do	do	Essex	20 00		
559	2301	Files, Match	83	Cainsville	Bellechase	Q.	do	do	Essex	20 00		
560	1450	Fike, Daniel	86	Parkhill	Brant	Q.	do	do	Essex	20 00		
561	2467	Fife, Benjamin	81	Manchester	Middlesex	Q.	do	do	Essex	20 00		
562	1687	Furler, Koorad	80	Rosedene	Illinois	U.S.	do	do	Essex	20 00		
563	1844	Field, Daniel	82	Chatham	Lincoln	Q.	do	do	Essex	20 00		
564	2111	Fisher, George	79	Oshawa	Kent	Q.	do	do	Essex	20 00		
565	2214	Fitzgerald, Wm.	82	Kingston	Kent	Q.	do	do	Essex	20 00		
566	2143	Filion, A. Amédée	74	St. Ignace	Soulanges	N.B.	do	do	Essex	20 00		
567	1122*	Flanagan, Barnabé	86	M't Bryoges	Middlesex	Q.	J. P. Lantier, M.P.	Ensign	Vaudreuil	20 00		Amount voted
568	2128	Flock, John	79	Binbrook	Wentworth	Q.	do	Private	41st Batt.	20 00		having been
569	2544	Fleury, Antoine	89	St. Germain	Wentworth	Q.	do	do	Lincoln	20 00		expended.
				de Gran-			do	do	4th Batt.	20 00		
				tham			do	do	4th Batt.	20 00		
970	19	Force, Geo. F.		Windham	Drummond	Q.	J. Charlton, M.P.	Private	5th Batt.	20 00		Already pen-
971	363	Forget dit Desputy,		Norfolk	Norfolk	Q.	R. Masson, M.P.	Private	5th Batt.	20 00		stoned.
		Pierre	90	Ste. Adèle	Terrebonne	Q.	J. U. Volligny	do	St. Ours	20 00		
972	417	Fournier, Joseph de					J. Gaudet, M.P.	Lieutenant	1st Batt	20 00		
							do	Private	L'Assomp't'n	20 00		
973	231	Belyai	82	Contrecoeur	Verchères	Q.	do	do	St. Ours	20 00		
							do	do	1st Batt	20 00		
974	556	Fortier, Tios	80	Gentilly	Nicolet	Q.	do	do	L'Assomp't'n	20 00		
							do	do	L'Assomp't'n	20 00		
974	556	Fournier, Pierre	82	St. Alexis	Montcalm	Q.	do	do	L'Assomp't'n	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
975	633	Fontaine dit Bienvenu, François.....	81	St. Marc.....	Verchères...	Q.		Private	St. Denis.....	20 00		
976	880	Fortin, Vital.....	81	Baie St Paul, Site. Scholas-tique.....	Charlevoix...	Q.	T. Fortin, N.P.....	do	1st Batt.....	20 00		
977	944	Fortier, Leonard.....	82		Two Moun-tains.....	Q.		do	Deschamb't Beauport.....	20 00		
978	1055	Fournier, dit Prefontaine, Alexis.....	82	Bienville.....	Verchères...	Q.	A. Lusignan.....	do	1st Batt.....	20 00		
979	1091	Fournier, Germain.....	78	Bienville.....	Lévis.....	Q.		do	Wentworth..	20 00		
980	2364	Fouger, David.....	95	Aldershot.....	Wentworth..	O.		do	Wentworth..	20 00		
981	2365	Fouger, George.....	79	Aldershot.....	Wentworth..	O.		do	Wentworth..	20 00		
982	2407	Fontaine dit Bienvenu, Louis.....	78	Varennes.....	Verchères...	Q.	A. Lusignan.....	do	Verchères..	20 00		
983	2408	Forest, Joseph.....	81	Joliette.....	Verchères...	Q.		do	Deschamb't	20 00		
984	1296	Fortin, Jacques.....	81	St. Irénée.....	Charlevoix..	Q.		do	1st Batt.....	20 00		
985	1361	Fortner, Andrew.....	85	Lambeth.....	Middlesex..	O.		Sergeant	Lincoln.....	20 00		
986	1369	Fournier, Michel.....	81	St. Lin.....	L'Assomp'n	Q.		Private	Deschamb't	20 00		
987	1428	Fournier, Thomas.....	80	St. Thomas.....	Montmagny.	Q.		Corporal.	1st Batt.....	20 00		
988	1432	Foster, Edward.....	83	Port Royal.....	Norfolk.....	Q.	Norfolk.....	Private.	Norfolk.....	20 00		
989	1501	Fortier, Pierre.....	81	St. Thomas.....	Montmagny.	Q.		do	6th Batt.....	20 00		
990	1879	Fourquin, dit Leveillé, Noel.....	81	St. Michel.....	Yamaska.....	Q.	C. Gill, M.F.....	do	Yamaska.....			Dead.
991	2515	Fortin, Jean Bte.....	81	St. Joseph, Riv. des P.	Hochelega..	Q.		do	Long Pointe	20 00		
992	2550	Foucreau, François.....	83	St. J. Chry-sostôme.....	Chateaug'ay	Q.	S. J. Derome.....	do	Volteigneurs...	20 00		
993	2618	Fournier, Pierre.....	89	Ste. Martine	Chateaug'ay	Q.	Capt. F. Gagnier.....	do	5th Batt.....	20 00		
994	2660	Forrester, John.....	80	Shanley.....	Grenville...	O.		do	Col. Pearson.	20 00		
995	49	Francis, Xavier.....	84	Belleville.....	Hastings.....	Q.		do	C. Fencibles	20 00		
996	112	Frchette, Amable.....	82	St. Norbert.....	Berthier.....	Q.	Hon. A. H. Paquet.....	do	Col. Roch...	20 00		Disallowed
997	643	French, Peter.....	85	Darrell.....	Kent.....	Q.		do	Col. Baby...	20 00		Served in an Im-perial Corps.
998	586	Fredet, François.....	82	St. Saurur.....	Quebec.....	Q.		do	1st Batt.....	20 00		
999	670	Freeman, John.....	77	Conestogo.....	Waterloo....	O.	F. Bowman, M.P.....	do	York.....	20 00		
1000	864	Fry, Abraham.....	88	Hallowell.....	P. Edward...	O.		do	Lennox.....	20 00		
1001	898	Fradet, Antoine.....	78	St. Michel.....	Bellechasse.	Q.		do	1st Batt.....	20 00		

1002	1026	Froots, John.....	91	Morrisburg.....	O.	W. Gibson, M. P.....	do	Dundas.....	20 00	Service not proved.
1003	1109	Froment, François X.....	86	St. Hélène.....	Q.	do	do	Volunteers.....	20 00	
1004	1222	Fraxier, John.....	83	Chatham.....	Q.	do	do	Kent.....	20 00	
1005	1255	Fréchette, Michel.....	82	St. Nicolas.....	Q.	L. H. Fréchette, M. P.....	do	1st Batt.....	20 00	
1006	2228	Freeman, Isaac.....	79	Trafalgar.....	O.	do	do	Lincoln.....	20 00	
1007	2314	French dit Laframboise, Amable.....	83	Salaberry de Valleyfield.....	Q.	do	do	Point Claire.....	20 00	
1008	2345	Franklin, Horatio N.....	76	Grovesend.....	Q.	do	do	Norfolk.....	20 00	
1009	1498	Freny, Lesseur F.....	82	Ste. Anne.....	Q.	do	do	Boucherville.....	20 00	
1010	1788	Freland, Daniel.....	80	Yamachiche.....	Q.	W. Patterson, M. P.....	do	Lincoln.....	20 00	
1011	1888	Fredette, Athanase.....	84	Scotland.....	Q.	do	Sergeant	St. Ours.....	20 00	
1012	2038	Fréchette, F. X.....	83	St. Ours.....	Q.	L. H. Fréchette, M. P.....	Private	Lothbinière.....	20 00	Disallow'd
1013	2749	Frets, Louis.....	87	Brighton.....	O.	H. M. Deroche, M. P. P.....	Teamster,	.....	.....	Disallow'd
1014	2803	Frederrick, Nicholas.....	81	Marine City.....	U.S.	J. D. McDonald.....	Corporal,	Japrairie.....	20 00	Disallow'd
1015	3170	Fraser, Joseph.....	85	Tuscarora.....	O.	do	Indian,	(Gen. B. Co.).....	20 00	Left limits.
1016	2955	Frache, Hubert.....	82	Rigaud.....	Q.	do	Private	Long Pointe.....	20 00	Short service.
1017	1462	Fuller, Ira.....	80	Beachville.....	Q.	T. Oliver, M. P.....	do	Norfolk.....	20 00	
1018	2468	Furry, William.....	83	Stromness.....	Q.	do	do	Lincoln.....	20 00	
1019	2795	Fulton, William.....	91	Wallace.....	N.S.	do	do	Cumberland.....	20 00	
1020	3106	Gauthier, J. B.....	82	Papineau's.....	Q.	Rev. Bourassa.....	Corporal	.....	20 00	Not paid.
1021	62	Garrard, Jean.....	87	St. Clet.....	Q.	do	Private	2nd Batt.....	20 00	Amount having been exhausted.
1022	106	Gauthier, François.....	84	L'Assomp'n.....	Q.	H. Hurteau, M. P.....	Corporal	3rd Batt.....	20 00	
1023	193	Gauthier, Joseph.....	81	Ste. Scholastique.....	Q.	do	do	.....	.....
1024	215	Galarneau, Joseph.....	79	Ste. Hélène.....	Q.	do	Private	3rd Batt.....	20 00	
1025	239	Gauthier, Amable.....	82	St. Barthelemy.....	Q.	J. F. Poitras.....	do	Volunteers.....	20 00	
1026	375	Gagné, Denis.....	78	Jemry.....	Q.	Hon. A. H. Paquet.....	Sergeant	Terrebonne.....	20 00	
1027	391	Gascon, François L.....	80	St. Fabien.....	Q.	do	Private	1st Batt.....	20 00	
1028	407	Gagnon, Ambroise.....	83	St. Rose.....	Q.	Hon. Bellerose.....	do	3rd Batt.....	20 00	
1029	408	Gagnon, Louis.....	84	St. Césaire.....	Q.	do	do	2nd Batt.....	20 00	
1030	411	Garepy, Pierre.....	80	St. Agnes.....	Q.	do	do	4th Batt.....	20 00	
1031	425	Gauthier, Louis.....	92	Montreal.....	Q.	Hon. A. H. Paquet.....	Private	.....	20 00	
1032	445	Gaffiel, Jonathan.....	88	Baie du Fevre.....	Q.	C. Gill, M. P.....	do	5th Batt.....	20 00	
1033	449	Gamelin, Benjamin.....	80	Castleton.....	O.	J. L. Biggar, M. P.....	do	Col. Peters.....	20 00	
1034	470	Gaucher, Abraham.....	80	Vaudreuil.....	Q.	J. P. Lauthier, M. P.....	Ensign	Vaudreuil.....	20 00	
1035	521	Gagnon, Firmin.....	82	Port de Maskinongé.....	Q.	A. Boyer, M. P.....	Corporal	1st Batt.....	20 00	Dead.
1036	604	Gauthier, Jean Bte.....	80	Ste. Cécile.....	Q.	do	Private	.....	20 00	
1037	665	Gagnon, François.....	84	du Bic.....	Q.	R. Fiset, M. P.....	do	1st Batt.....	20 00	
1038	745	Gaudette, François.....	80	Sorel.....	Q.	J. G. Crebassa.....	do	8th Batt.....	20 00	
1039	758	Gagnon, Pierre.....	86	St. Thomas.....	Q.	do	do	3rd Batt.....	20 00	
				St. Antoine.....	Q.	C. P. Germain.....	do	St. Denis.....	20 00	
				Verchères.....	Q.	do	do	.....	.....
				St. François, I. O.....	Q.	Sergeant.....	Sergeant	1st Batt.....	20 00	
				Montmency.....	Q.	do	do	.....	.....

33
34
35

55

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1873.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid	Cases not Paid.	Remarks.
1040	761	Gaonette, Louis	84	Wotton	Wolfe	Q.	J. Mayrand	Sergeant	3rd Batt.	20 00		
1041	782	Gagnier, Pierre	81	St. Philippe	Laprairie	Q.	J. Mayrand	Private	Chasseurs	20 00		
1042	830	Gagnon, François	81	Isle aux Coudres	Charlevoix	Q.	P. A. Tremblay, ex M.P.	Sergeant	3rd Batt.	20 00		
1043	879	Gagnon, Jacques	79	Isle St. Paul	Charlevoix	Q.		Private	1st Batt.	20 00		
1044	978	Gamache, Louis R.	78	St. Saviour	Quebec	Q.		do	2nd Batt.	20 00		
1045	1015	Gagnon, Simeon	88	St. Joachim	Montmorency	Q.	J. Langlois, M.P.	do	Beaufort	20 00		
1046	1085	Gagnon, Pierre	83	St. Justin	Maskmouge	Q.	A. Boyer, M.P.	Corporal	4th Batt.	20 00		
1047	1129	*Gagnon, François	80	St. Jean, I. O. M. O. n. t. m. o. r. e. n. c. y.		Q.		Private	6th Batt.	20 00		
1048	1166	Garand, Joseph	81	St. Rémi	Napierville	Q.	S. Coupal, M.P.	do	Chasseurs	20 00		
1049	773	*Gauthier, Bernardin	79	Ste. Anne	Jac.-Cartier	Q.		do	5th Batt.	20 00		
1050	1236	Gagné, dit Belavance, Pascal	89	St. Alexandre	Kamouraska	Q.	J. B. Pouliot, M.P.	do	3rd Batt.	20 00		
1051	2244	Galipeau, Lorand	84	St. Dorothee	Laval	Q.	J. A. Ouimet, M.P.	do	Isle Jesus	20 00		
1052	2394	Gadoury, Joseph	83	Montreal	City	Q.		Corporal	3rd Batt.	20 00		
1053	2311	Galarneau, Louis B.	80	Valleyfield	Beauharnois	Q.		Private	Voligeurs	20 00		
1054	2357	Garvey, John	83	Cayuga	Haldimand	Q.	D. Thompson, M.P.	do	Leeds	20 00		
1055	2390	Garneau, Alexis	82	Montreal	City	Q.		do	6th Batt.	20 00		
1056	1286	Gagnon, Felix	83	Eboulements	Charlevoix	Q.		do	1st Batt.	20 00		
1057	1510	Gagnon, Jean Bre.	80	St. Marcel	Richelieu	Q.		do	5th Batt.	20 00		
1058	1516	Gauthier dit St. Germain, Joseph	82	Lacolle	St. Johns	Q.	F. Bourassa, M.P.	do	4th Batt.	20 00		
1059	1527	Gauthier Antoine	81	St. Laurent	Jac. Cartier	Q.	A. Lecours	do	2nd Batt.	20 00		
1060	1541	Gagné, Louis	82	I. O.	Montm'ncy	Q.	Dr. J. Demers	do		20 00		
1061	1634	Gauthier, Augustin	77	Portneuf	Portneuf	Q.	A. De St. George	do		20 00		Disallow'd N. t. enroll'd.
1062	1681	Gastonguay, E. alias S. Freniere	85	Vaudreuil	Vaudreuil	Q.	R. Harwood, M.P.	Private	Vaudreuil	20 00		
1063	1755	Gagné, dit Bellavance, Louis	85	St. Henri	Lévis	Q.		do	2nd Quebec	20 00		
1064	1797	Gauthier dit St. Germain, Antoine	86	St. Michel Archange	Napierville	Q.		do	Col. Boyer	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1104	2177	Gendron, Prudent...	83	Assomption deMcNider	Rimouski	Q.		Private	6th Batt.			
1105	2521	Gervais, François.....	85	St. Isidore	Laprairie	Q.		do	Volunteers	20 00		
1106	2763	Gervais, Benjamin...	88	Little Canada	Minnesota	U.S.		do	4th Batt.	20 00		
1107	2852	Gervais, Constant...	80	St. Antoine	Chateaugay	Q.		do	Volunteers	20 00		
1108	2892	Gervais, Pierre.....	87	St. Angèle	Rouville	Q.		do	5th Batt.	20 00		
1109	2024	Gibeau, Joseph.....	94	Montreal	City	Q.	Major Latour	do	Cpt. Marlow	20 00		
1110	2031	Gibeau, François.....	83	St. Antoine	Chateaugay	Q.		do	Col. Henry	20 00		
1111	2523	Gilbert, dit Comtois, Jean Baptiste.....	86	St. Ambroise	Joliette	Q.	G. Baby, M.P.	do	3rd Batt.	20 00		
1112	2586	Giroard, Louis.....	80	St. Ours	Richelieu	Q.		do	Richelieu	20 00		
1113	2601	Gingras, Augustin...	79	St. Sauveur	Quebec	Q.	H. Delagrave	do	Col. Nicholls	20 00		Dead.
1114	3171	Givens, James.....	78	Tuscarora	Brant	O.		Indian	Gen. Brock	20 00		Dead.
1115	48*	Gilmore, Samuel.....	83	T. Oxford	Kent	O.		Private	Gen. Brock	20 00		Dead.
1116	108*	Glasson, Nicolas.....	81	East Detroit	Michigan	U.S.		do	4th Batt.		Disallow'd	Left limits.
1117	210	Gingras, Augustin...	80	Ste. Genieviève	Champlain	Q.	R. Trudel, N.P.	do	2nd Batt.			Dead.
1118	222	Girard, François.....	80	St. Césaire	Rouville	Q.	G. Cheval, M.P.	do	3rd Batt.	20 00		
1119	429	Giroux, Jean.....	80	Quebec	Quebec	Q.		Corporal	6th Batt.	20 00		
1120	547	Gingras, Charles.....	89	Beauport	Montm'ency	Q.		Private	1st Batt.	20 00		
1121	606	Girard, Louis.....	78	St. Michel	Yamaska	Q.		do	1st Batt.	20 00		
1122	742	Giroux, F. X.....	78	Beauport	Quebec	Q.	Ed. O'Brien	do	1st Batt.	20 00		
1123	748	Girouard, François...	81	St. Antoine	Verchères	Q.	C. P. Germain	do	St. Denis	20 00		
1124	859	Gingras, François.....	82	St. Hyacinth	St. Hyacinth	Q.		do	Chambly	20 00		Dead.
1125	961	Giguère, Claude.....	91	LaValtrie	Quebec	Q.		Corporal	LaValtrie	20 00		
1126	980	Gingue, Jean.....	84	Beauport	Quebec	Q.	E. O'Brien	do	2nd Batt.	20 00		
1127	1070	Girouard, Pierre.....	81	St. Jules	St. Hyacinth	Q.	L. Delorme, M.P.	Private	St. Ours	20 00		
1128	1206	Giroux, Pierre.....	79	Sherrington	Napierville	Q.	L. D. Lafontaine, M.D	do	Chasseurs	20 00		
1129	1228	Gintesso, Antoine.....	85	Fraserville	Témiscouata	Q.	J. B. Poullet, M.P.	do	Fencibles	20 00		Served in an Imperial Corps.
1130	2338	Giroux, Frs. Xavier.....	80	Calumet	Pontiac	Q.	J. L. McDougall, M.P	do	3rd Batt.	20 00		do
1131	3041	Gibson, Geddeon.....	88	Port Hope	Durham	Q.		do	49th Foot		Disallow'd	do

1132	2418	Gillelew, Wm.....	82	Lynnhurst.....	Q.	Leeds.....	O.	do	1 Townships	20 00	Disallow'd	Dead.
1133	1285	Girard, Pierre.....	85	Eboulements.....	Q.	Charlevoix.....	Q.	do	1st Batt.....	20 00	Disallow'd	Left Limits.
1134	1349	Gignac, Alexis.....	86	St. Sauveur.....	Q.	Quebec.....	Q.	J. Nolet, N.P.....	Fencibles.....	20 00	Disallow'd	
1135	3013	Gilbert, Joshua.....	93	Allen Co.....	U.S.	Ohio.....	U.S.	O. N. E. Boucher.....	4 Townships	20 00	Disallow'd	
1136	1552	Giboulean, Alexis.....	84	Canrobert.....	Q.	Rouville.....	Q.	do	Belœil.....	20 00		
1137	1558	Gibson, Joseph.....	86	Brighton.....	Q.	Northbr'd.....	Q.	J. Biggar, M.P.....	Newcastle.....	20 00		
1138	1694	Girouard, Luc.....	82	St. Eustache.....	Q.	Two M'tains	Q.	O. H. Champagne.....	Capt. Fere.....	20 00		
1139	1916	Gignac, Jean Amable	84	Sillery Cove.....	Q.	Quebec.....	Q.	do	6th Batt.....	20 00		
1140	569	Glackmeyer, Edouard	81	Quebec.....	Q.	Quebec.....	Q.	OrdSergeant.....	7th Batt.....	20 00		
1141	2728	Glover, Francis.....	83	Victoria Sta- tion.....	Q.	Victoria.....	Q.	Capt. Corson.....	Lincoln.....	20 00		
1142	387	Gladi, André.....	84	St. Adèle.....	Q.	Terrebonne.....	Q.	R. Masson, M.P.....	Vaudreuil.....	20 00		
1143	1330	Glover, Charles.....	81	St. William.....	Q.	Norfolk.....	Q.	do	Norfolk.....	20 00		
1144	319	Glaude, Nicolas.....	80	St. Polyc'rpe.....	Q.	Soulanges.....	Q.	J. P. Lantier, M.P.....	2nd Batt.....	20 00		
1145	1360	Glassford, Wm.....	82	London.....	Q.	Middlesex.....	Q.	do	Glengarry.....	20 00		
1146	1714	Glassford, Liftile.....	80	River Raisin.....	O.	Glengarry.....	O.	D. McGruer.....	Glengarry.....	20 00		
1147	35*	Goff, Alex.....	79	Morpeth.....	O.	Kent.....	O.	D. Mills, M.P.....	Middlesex.....	20 00		
1148	103	Gonlet, Frs. Xavier.....	84	Raleigh T'np.....	Q.	Kent.....	Q.	do	Middlesex.....	20 00		
1149	116	Goddu, Capt. T.....	83	Montreal.....	Q.	City.....	Q.	L. Delorme, M.P.....	3rd Batt.....	20 00		
1150	194	Gosselin, François.....	80	N're Dme de Eureuil.....	Q.	Sheffield.....	Q.	Private.....	3rd Batt.....	20 00	Dead.	
1151	448	Godin, Jean Bte.....	84	Eureuil.....	Q.	Portneuf.....	Q.	do	2nd Batt.....	20 00	Disallow'd	Not enrolled.
1152	734	Gourreau, Charles, dit St. Maurice.....	79	Ile Perrot.....	Q.	Vaudreuil.....	Q.	do	Isle Jesus.....	20 00	Disallow'd	
1153	750	Gosselin, François.....	83	St. Antoine.....	Q.	Verchères.....	Q.	C. P. Germain.....	Verchères.....	20 00		
1154	1643	Goddu, Joseph.....	80	St. Paul de Abbotsfd.....	Q.	Rouville.....	Q.	G. Cheval, M.P.....	St. Denis.....	20 00		
1155	1131	Goulet, Jean.....	83	St. Raphael.....	Q.	Bellechasse.....	Q.	do	1st Batt.....	20 00		
1156	1133	Goring, Hamilton.....	79	Homer.....	Q.	Lincoln.....	Q.	do	Lincoln.....	20 00	Dead.	
1157	1160	Godin, Louis.....	79	St. Anne de la Pérade.....	Q.	Champlain.....	Q.	do	3rd Batt.....	20 00	Dead.	
1158	3054	Goulet, Louis.....	91	St. Ignace.....	Q.	Soulanges.....	Q.	do	3rd Batt.....	20 00	Dead.	
1159	2348	Goodman, Peter.....	80	Gloucester.....	O.	Russell.....	O.	do	D. Fraser.....	20 00		
1160	1262	Gonthier, Pierre.....	84	SteHénédine.....	Q.	Dorchester.....	Q.	F. Rouleau, M.P.....	1st Batt.....	20 00		
1161	1316	Goderre, Joseph.....	85	Montreal.....	Q.	City.....	Q.	do	3rd Batt, E.M.....	20 00	Services not proved.	
1162	1596*	Gosselin, Joachim.....	96	Wotton.....	Q.	Wolfe.....	Q.	do	St. Denis.....	20 00		
1163	1627	Gosselin, Joachim.....	81	St. Hélène de Chester.....	Q.	Arthabaska.....	Q.	do	2nd Batt.....	20 00		
1164	1568	Goyette, Joseph.....	87	Notre Dame des Anges.....	Q.	Missisquoi.....	Q.	do	Volteigeurs.....	20 00		
1165	1920	Goulette, François.....	92	Trenton.....	Q.	Hastings.....	Q.	A. H. Meyers.....	1st Quebec.....	20 00		
1166	2013	Gosselin, Nicholas.....	80	Quebec.....	Q.	Quebec.....	Q.	do	3rd Batt.....	20 00		
1167	2028	Godreau, Henri.....	85	Champlain.....	U.S.	New York.....	U.S.	do	St. Hyacinth.....	20 00	Disallow'd	Left Limits.
1168	2058	Godreau, Joseph.....	79	Pike River.....	Q.	Missisquoi.....	Q.	F. Bécheard, M.P.....	Volteigeurs.....	20 00		
1169	2621	Gosselin, Louis.....	82	Rivière des Prairies.....	Q.	Hochelaga.....	Q.	do	Isle Jesus.....	20 00		Services not proved.
1170	418	Grenon, Joseph.....	90	Contrecoeur.....	Q.	Verchères.....	Q.	do	3rd Batt.....	20 00		
1171	36*	Green, Freeman.....	90	Morpeth.....	Q.	Kent.....	Q.	D. Mills, M.P.....	Lincoln.....	20 00		
1172	1713	Grenier, Hyacinth.....	93	River Raisin.....	O.	Glengarry.....	O.	D. McGruer.....	Volteigeurs.....	20 00		
1173	165	Griffin, David.....	78	Straff rdville	O.	Elgin.....	O.	C. Macdougall, M.P.....	Col. Nellis.....	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1174	313	Griffith, Ezra	84	Westminster Township.	Middlesex ..	O.	Thos. O'Brien.....	Private.....	2nd Quebec.	20 00		
1175	404	Grenon, Joseph	80	St. Fidèle ..	Charlevoix ..	Q.	S. Coupal, M.P.....	do	3rd Batt ..	20 00		
1176	594	Granger, Claude	83	Napierville ..	Napierville ..	Q.	G. S. Goodwillie ..	do	Volligeurs..	20 00		
1177	628	*Grass, Henry	92	Georgetown ..	Halton	O.		do	1st Batt ..	20 00		
1178	631	Grenier, Hyacinthe ..	84	Pointe aux Trembles	Portneuf ..	Q.		Sergeant ..	1st Batt ..	20 00		
1179	651	Grenier, Pierre.	87	St. Louis de Gonzague ..	Beauharnois	Q.		Private ..	4th Batt ..	20 00		
1180	826	Graham, Richard	85	Queensville ..	York	O.		Sergeant ..	C. Charette	20 00		
1181	832	Graton, Louis	92	St. Jérôme ..	Terrebonne	Q.	R. Messon, M.P.....	Private ..	2nd Batt, E.M.	20 00		
1182	918	Gregoire, Etienne	80	St. Elzéar ..	Beauce	Q.	C. H. Poyer, M.P.....	do	1st Batt ..	20 00		
1183	936	Grimard, Jean Bte.	82	St. Casimir ..	Portneuf ..	Q.	H. Montplaisir, M.P.	do	1st Batt ..	20 00		
1184	1004	Groves, Nathan	73	Cornwall	Stormont ..	O.	A. F. Macdonald, M.P.	do	Stormont ..	20 00		Dead.
1185	1007	Groves, James	80	Cornwall	Stormont ..	O.	A. F. Macdonald, M.P.	do	Stormont ..	20 00		
1186	1130	Gravel, Simon	82	Visitation de Notre Dame	Montm'ncy ..	Q.		do	1st Batt ..	20 00		
1187	1157	Grimard, Joseph	84	Ste. Anne de la Perade ..	Champlain ..	Q.		do	1st Batt ..	20 00		
1188	1163	Grimard, Modeste	87	St. Stanislas	Champlain ..	Q.		Corporal ..	4th Batt ..	20 00		
1189	1249	Gravelle, Etienne	80	Pointe aux Trembles	Portneuf ..	C.		Private ..	Col. Bratt ..	20 00		
1190	1275	Green, William	82	StoneyCreek	Wentworth ..	O.	T. Rochester, M.P.....	do	Berthier ..	20 00		Disallow'd
1191	1326	Grandpré, Joseph	80	Kankakee ..	Illinois	U.S.		do	1st Batt ..	20 00		Left limits.
1192	1391	Gregoire, Louis	83	Great Falls ..	New Hampshire	U.S.		do	1st Batt ..	20 00		Disallow'd
1193	1362	Greuter, Pierre	80	St. Georges de Henryville	Iberville ..	U.S.	F. Bichard, M.P.....	Corporal ..	1st Batt ..	20 00		Left limits.
1194	1536	Grenier, Frs	94	St. Ignace ..	Soulanges ..	Q.	J. P. Lantier, M.P.....	Private ..	Cpt. Coutlée	20 00		
1195	1540	Grenier, François	84	Ste. Marie ..	Beauce	Q.		do	1st Batt ..	20 00		
1196	1601	Grote, Simon	82	Longwood ..	Middlesex ..	Q.	Thos. Gordon, M.P.....	do	Col. Claus ..	20 00		
1197	1712	Grant, Richard	82	River Raisin	Glengarry ..	Q.	D. McGruer	do	Glengarry ..	20 00		
1198	1742	Griffard, Etienne	87	St. Roch	Quebec	Q.	Col. Jos. Laurin	do	6th Batt ..	20 00		
1199	1876	Grinsolus, Cornelius ..	88	Belleville ..	Hastings ..	O.		do	Hastings ..	20 00		
1200	1896	Grant, Donald	82	Cam'rtown	Glengarry ..	O.	D. McGruer	do	Glengarry ..	20 00		

1201	2007	Griffin, John.....	Lansdowner.....	Leeds	O.	O.	McGruer.....	Sergeant.....	Capt. R. Sherwood.....	20 00	.....
1202	2166	Grant, Alexander.....	Lancaster.....	Glengarry	O.	O.	D. McGruer.....	Private.....	Glengarry	20 00	.....
1203	2685	Grant, Angus.....	Cashon's Glen.....	Glengarry	O.	O.	.....	do.....	Glengarry	20 00	.....
1204	2698	Grant, Alexander.....	Williamston.....	Glengarry	O.	O.	.....	do.....	Glengarry	20 00	.....
1205	2849	Grenier, Alexis.....	Shawinigon.....	St. Maurice.....	Q.	Q.	.....	do.....	Col. Héroux.....	20 00	.....
1206	2974	Grégoire, Louis Et.....	St. Outibert.....	Quebec.....	Q.	Q.	.....	Sergeant.....	6th Batt.....	20 00	.....
1207	166	Guérard, Jean.....	St. Roch.....	L'Ass'mpt'n.....	Q.	Q.	H. Hurteau, M.P.....	Private.....	5th Batt.....	20 00	.....
1208	232	Guéri, <i>dit</i> Dumont J.....	St. Lin.....	Berthier.....	Q.	Q.	Hon. A. H. Pâquet.....	do.....	Gen. Brock.....	20 00	.....
1209	240	Guilbault, Hypolite.....	Berthier.....	City.....	Q.	Q.	C. A. H. Guimond.....	Corporal.....	Boucherville.....	20 00	.....
1210	371	Guimond, Antoine.....	Mtreal.....	Verchères.....	Q.	Q.	Hon. H. Geoffrion.....	Private.....	Verchères.....	20 00	.....
1211	440	Guyon, Jean Bre.....	Verchères.....	Verchères.....	Q.	Q.	.....	do.....	3rd Batt.....	20 00	.....
1212	813	Guérin, <i>dit</i> St. Hilaire.....	St. Jérôme.....	Iberville.....	Q.	Q.	F. Béchard, M.P.....	do.....	3rd Batt.....	20 00	.....
1213	834	Guillaume.....	St. Jérôme.....	Terrebonne.....	Q.	Q.	R. Masson, M.P.....	do.....	3rd Batt.....	20 00	.....
1214	2435	Guenette, Jean.....	St. Andrews.....	Argenteuil.....	Q.	Q.	St. Macdonald.....	do.....	Deschamb't.....	20 00	.....
1215	1289	Guilbault, Gabriel.....	St. Denis.....	St. Hyacinth.....	Q.	Q.	Major H. A. Mignault.....	do.....	St. Denis.....	20 00	.....
1216	1335	Guertin, Louis.....	St. Louis de.....	Beauharnois.....	Q.	Q.	E. M. Bisson, M.P.P.....	do.....	2nd Batt.....	20 00	.....
1217	169	Guimond, Joseph.....	Gonzague.....	Ottawa.....	N.B.	N.B.	.....	do.....	2nd Batt.....	20 00	.....
1218	1901	Guilmont, Joseph.....	St. Andrew.....	Kent.....	N.B.	N.B.	.....	do.....	Col. Bliss.....	20 00	.....
1219	1904	Gueguen, Siril.....	Cocagne.....	St. Hyacinth.....	Q.	Q.	Major Mignault.....	do.....	Col. Bliss.....	20 00	.....
1220	1961	Guegueu, Placide.....	Cocagne.....	Quebec.....	Q.	Q.	J. B. Pruneau.....	do.....	4th Batt.....	20 00	.....
1221	2920	Guérin, Michel.....	St. Denis.....	Berthier.....	Q.	Q.	.....	do.....	3rd Batt.....	20 00	.....
1222	2920	Guilmette, Augustin.....	Quebec.....	Joliette.....	Q.	Q.	.....	do.....	3rd Batt.....	20 00	.....
1223	2204	Gueraon, François.....	St. Barthélemi.....	Ontario.....	Q.	Q.	.....	do.....	Capt. J. Wilson.....	20 00	.....
1224	3032	Guilbault, Antoine.....	St. Elizabeth.....	Essex.....	O.	O.	D. Thompson, M.P.....	Private.....	Middlesex.....	20 00	.....
1225	1	Haight, Harrison.....	Port Perry.....	Haldimand.....	O.	O.	.....	Ensign.....	4th Regt.....	20 00	.....
1226	20	Harris, Samuel.....	Kingsville.....	St. Johns.....	Q.	Q.	C. A. P. Pelletier, M.P.....	Ensign.....	Chasseurs.....	20 00	.....
1227	36	Hare, William.....	Selkirk.....	L'Islet.....	Q.	Q.	C. Gill, M. P.....	Private.....	2nd Batt.....	20 00	.....
1228	67	Hart, Fred.....	St. Valentin.....	Yamaska.....	Q.	Q.	Rev. A. D. Lockhart.....	do.....	3rd Batt.....	20 00	.....
1229	154	Harton, Joseph.....	St. Louis.....	St. Johns.....	Q.	Q.	.....	do.....	Lennox.....	20 00	.....
1230	256	Hamel, Pierre.....	St. Thomas.....	Lennox.....	O.	O.	L. Ross, M. P.....	do.....	Durham.....	20 00	.....
1231	271	Hay, George.....	Lacolle.....	Durham.....	Q.	Q.	G. Cheval, M. P.....	do.....	Chambly.....	20 00	.....
1232	365	Haines, George.....	Selby.....	Rouville.....	Q.	Q.	J. N. Tuttle.....	do.....	Dundas.....	20 00	.....
1233	433	Harris, Myndert.....	Port Hope.....	Dundas.....	O.	O.	J. N. Tuttle.....	do.....	Dundas.....	20 00	.....
1234	443	Haide, Jean Bte.....	St. Hilaire.....	Dundas.....	Q.	Q.	Hon. J. O. Breau.....	Drummer.....	1st Batt.....	20 00	.....
1235	490	Hartle, Matthew I.....	Iroquois.....	Dundas.....	O.	O.	S. Shibley, M.P.....	Private.....	Lennox.....	20 00	.....
1236	491	Hains, Jacob.....	Dickens' Cor.....	Napierville.....	Q.	Q.	W. Gibson, M.P.....	do.....	Dundas.....	20 00	.....
1237	517	Hauvergnac, <i>dit</i> Oigny, Isaac.....	St. Rémi.....	Lennox.....	O.	O.	C. Warner.....	do.....	Lincoln.....	20 00	.....
1238	706	Hawley, John.....	Napanee.....	Dundas.....	O.	O.	.....	do.....	Addington.....	20 00	.....
1239	1023	Hanes, John.....	Morrisburgh.....	Lincoln.....	O.	O.	.....	do.....	Col. Crawford.....	20 00	.....
1240	1184	Haynes, Adam.....	St. Catharines.....	Addington.....	O.	O.	.....	do.....	1st Batt.....	20 00	.....
1241	1202	Hawley, Syllas.....	Enterprise.....	Hastings.....	O.	O.	.....	do.....	1st Batt.....	20 00	.....
1242	1368	Hawkins, Robert.....	Cannifton.....	Chicoutimi	Q.	Q.	.....	do.....	1st Batt.....	20 00	.....
1243	1386	Harton, Ignace.....	Grande Baje.....	Chicoutimi	Q.	Q.	.....	do.....	1st Batt.....	20 00	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1243	1387	Harvey, Joseph.....	82	St. Alexis.....	Chicoutimi	Q.	.....	Private	1st Batt.....	20 00	.....	.....
1244	1680	Hamel, Pierre.....	77	St. Flavien.....	Lotbinière	Q.	.....	do	5th Batt.....	20 00	.....	.....
1245	1727	Hay, John.....	88	Williamst'n.....	Glengarry	Q.	D. McGruer	Sergeant	Glengarry	20 00	.....	.....
1246	1780	Haviland, Benj.....	83	Oakland	Norfolk	O.	.....	Private	Norfolk	20 00	.....	.....
1247	1806	Halladay, Ebenezer.....	80	Eglin	Leeds	O.	.....	do	Maj. Marklen	20 00	.....	.....
1248	1839	Haines, William.....	85	Lachute	Argenteuil	Q.	.....	do	N.B. Inf'ry	20 00	.....	.....
1249	2044	Hart, Joseph.....	82	Vachell	York	O.	.....	do	Leeds	20 00	.....	.....
1250	2139	Halladay, Alvin T.....	78	Philippville.....	Leeds	O.	.....	do	St. Ours.....	20 00	.....	.....
1251	2514	Harpin, André.....	80	St. Aimé.....	Richelieu	Q.	.....	do	Dundas.....	20 00	.....	.....
1252	2677	Haines, John C.....	98	Aultsville	Stormont	O.	.....	do	Col. McLean	20 00	.....	.....
1253	2676	Haron, Peter.....	82	Newington.....	Stormont	O.	W. E. Murray	do	Lincoln	20 00	.....	.....
1254	2714	Harper, Samuel.....	77	Aylmer	Eglin	O.	.....	do	Leeds	20 00	.....	.....
1255	2720	Hartwell, Joseph K.....	79	St. Cath'rins.....	Lincoln	O.	.....	do	North'land	20 00	.....	.....
1256	2777	Harris, Joseph.....	82	Gore's Lndg.....	North'land	O.	W. Kerr, M.P.....	do	Col. A. Bradt	20 00	.....	.....
1257	2779	Hagle, Jacob.....	87	N. Glanford.....	Wentworth	O.	.....	do	14th Batt.....	20 00	.....	.....
1258	2789	Hawkinson, Thos.....	79	Grovesend.....	Eglin	O.	.....	do	Col. Robin-son	20 00	.....	.....
1259	2810	Hayes, John.....	78	Pine Orchard.....	York	O.	.....	do .....	.....	20 00	Disallow'd	Not enrolled.
1260	2938	Hazar, James C.....	79	St. Cath'rins.....	Lincoln.....	O.	.....	Private	Col. McLeann	20 00	.....	.....
1261	2943	Hawn, Henry.....	80	Winchester.....	Dundas	O.	.....	do	Q. Cavalry.....	20 00	.....	.....
1262	2890	Hall, Charles Henry.....	.....	Township .....	.....	.....	.....	do	2nd Batt.....	20 00	Disallow'd	Left limits.
1263	2906	Hamlin, Abraham.....	86	Broughton	Beauce.....	Q.	.....	do	1st Batt.....	20 00	.....	.....
1264	157	Hemond, Jean.....	81	Oswego.....	New York.....	U.S.	E. Richard, M.P.....	do	Volteigours	20 00	.....	.....
1265	261	Hebert, Michel.....	81	St. Ferdin'nd.....	Mégantic	Q.	.....	do	Col. Glen.....	20 00	.....	.....
1266	329	Herriman, Luther.....	79	Napierville.....	Napierville.....	Q.	L. Ross, M.P.....	Corporal	7th Batt.....	20 00	.....	.....
1267	473	Heroux, Michel.....	82	Port Hope.....	Durham.....	O.	A. Boyer, M.P.....	Private	St. Ours.....	20 00	.....	.....
1268	565	Hebert, Jean Bte.....	86	St. Justin.....	Maskinonge.....	Q.	Rev. P. Laroche	do .....	.....	20 00	.....	.....
1269	683	Heon, dit' Rehault, Charles.....	84	St. Roch.....	Richelieu.....	Q.	.....	do .....	.....	20 00	.....	.....
1270	730	Hendershot, Daniel.....	85	St. Grégoire.....	Nicolet.....	Q.	.....	do	1st Batt.....	20 00	.....	.....
1271	810	Height, Joseph.....	83	Simcoe.....	Norfolk.....	O.	.....	do	Lincoln.....	20 00	.....	.....
1272	1123	Heron, Andrew.....	81	Belleville.....	Hastings.....	O.	.....	do	Hastings.....	20 00	.....	.....
1273	1180	Hery, George.....	78	Mt. Brydges.....	Middlesex.....	O.	.....	do	Col. Claus.....	20 00	.....	.....
				Newbury.....	Middlesex.....	O.	.....	do	Lincoln.....	20 00	.....	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1317	2108	Hodgkins, Francis	86	Embro	Oxford	O.	W. D. Webster	Private	Lincoln	20 00		Dead.
1318	2109	Hopkins, Caleb	81	Ingersoll	Oxford	O.		do	Col. Clark	20 00		
1319	2122	Houle, Charles	87	Brompton Falls	Richmond	Q.		do	3rd Batt.	20 00		
1320	2630	Holten, Arthur	80	St. Armand	Missisquoi	Q.	Ed. Brooks, M.P.	do	4 Township	20 00		
1321	2686	Hoope, Michael	83	Newington	Stormont	O.	C. Archibald, M.P.	do	Stormont	20 00		
1322	3018	House, Fred	79	Aylmer	Elgin	O.		do	Col. Dickson	20 00		
1323	2768	House, Matthew	81	Aylmer	Elgin	O.		do	Middlesex	20 00		Services not proved.
1324	3012	Hotchkiss, Jonathan	77	Owen Sound	Grey	O.	Lt.-Col. T. Gordon	do	Col. Stone	20 00		
1325	281	Hudson, Robert B.	90	Bristol	Pontiac	Q.	Geo. Lathian	Ensign	Frontier Lt Infantry			Dead.
1326	93	Huard, Benjamin	80	Ste. Julie de Somers	Megantic	Q.	C. Lajoie, M.P.	Private	Capt. Canin 4th Batt	20 00		Disallowed
1327	174	Hudson, dit Beaulieu, Louis Paschal	85	Ste. Anne	St. Maurice	Q.		do	Lennox	20 00		Dead.
1328	274	Huff, Richard	87	Pringer	Prince E'w'd	O.	C. Warner	do	Lennox	20 00		Dead.
1329	525	Huffman, Elijah	81	Moscow	Addington	O.	N. Petes, M.P.	do	Voligeurs	20 00		
1330	624	Hunt, John E.	79	Bolton T'n'p	Brome	Q.		do	Col. McDon'ld	20 00		
1331	639	Huyck, Joseph	78	Belleville	Hastings	O.		do	Lincoln	20 00		
1332	778	Huffman, George	81	Stevensville	Welland	O.	L. Barthe, M.P.	do	C. Fencibles	20 00		Disallowed
1333	788	Hughes, John	82	St. Ours	Richeleu	Q.	A. Lussignan	do	6th Batt.	20 00		Served in an Imperial Corps.
1334	791	Huppé, Louis	79	St. Roch	Quebec	Q.		do	Verchères	20 00		
1135	1057	Hubert, Antoine	80	Belteil	Verchères	Q.	Rev. P. Sax	do	1st Batt.	20 00		
1336	1077	Huart, François	88	St. Romuald	Lévis	Q.		Sergeant	Col. Peters	20 00		
1337	1177	Hubbel, Martin	86	Wicklow	Northriand	O.		Private	Cl. M Donald	20 00		
1338	1244	Huycke, John Platt	86	Colborne	do	O.		do	Gore	20 00		
1339	2300	Huffman, Henry	79	Kelvin	Brant	O.		do	Lennox	20 00		
1340	1261	Huff, Isaac	81	Spring Brok	Hastings	O.	M. Bowell, M.P.	do	Lennox	20 00		
1341	1430	Huys, Cornelius	79	Ameliasb'rg	Prince E'w'd	O.	D. R. Murphy	do	Cl. Ferguson	20 00		
1342	1571	Huff, Charles	79	Hastings	Peterboro'	O.	J. L. Biggar, M. P.	do	Lennox	20 00		
1343	1446	Humphrey, Peter	78	Cowanville	Missisquoi	Q.	N. A. Boucher	do	4 Township	20 00		
1344	1698	Huffman, Jacob	79	Parma	Lennox	O.		do	Lennox	20 00		
1345	1929	Hurtubise, Nicolas	87	Como	Vaudreuil	Q.	R. Harwood, M.P.	Sergeant	Vaudreuil	20 00		
1346	1952	Hughes, Joseph	88	Milford	Prince E'w'd	O.		Private	Lennox	20 00		
1347	2592	Hubert, Paul	87	St. Michel	Archange	Q.		do	Voligeurs	20 00		Serv. not proved.

1348	2595	Huncault, Joseph.....	82	St. Ignace.....	Soulanges.....	Q.	J. P. Lanthier, M.P.....	do	Vaudreuil.....	20 00	
1349	2693	Hunter, James.....	78	Brockville.....	Leeds.....	Q.	do	do	Col. Fraser.....	20 00	
1350	2917	Hurtubise, Pierre.....	95	Hull.....	Ottawa.....	Q.	do	do	2nd Batt.....	20 00	
1351	2843	Huestes, James H.....	86	Wallace.....	Cumberland.....	N.S.	do	do	Cumberland.....	20 00	
1352	2963	Hubert, Antoine.....	83	St. Johns.....	St. Johns.....	Q.	do	do	2nd Batt.....	20 00	
1353	3016	Hunter, Socrates.....	104	Port Bruce.....	Elgin.....	Q.	W. Brown.....	do	Cl Lethbr'ge.....	20 00	Services not proved.
1354	3040	Huardau, Joseph.....	85	St. Phil'm'ne.....	Chateaugay.....	Q.	do	do	Voligeurs.....	20 00	
1355	2798	Hyatt, James.....	79	Stamford.....	Weiland.....	Q.	Maj. S. Macdonald.....	Sergeant	Lincoln.....	20 00	
1356	2436	Hyde, George.....	86	St. Andrews.....	Argenteuil.....	Q.	do	do	Argenteuil.....	20 00	
1357	303	Imbault, dit Mantha	79	St. Galixte.....	Montcalm.....	Q.	Rev. M. Mireault.....	Private.....	Deschamb'l'e.....	20 00	
1358	388	Imbault, dit Mantha	78	St. Adcle.....	Terrebonne.....	Q.	R. Masson, M.P.....	do	5th Batt.....	20 00	
1359	2748	Inglehart, John.....	83	Palermo.....	Haltou.....	Q.	M. McCraney, M.P.....	do	Col. Nellis.....	20 00	
1360	1136	Isabella, Guillaume.....	84	St. Gervais.....	Belchasso.....	Q.	do	do	1st Batt.....	20 00	
1361	2,985	Ivon, Joseph.....	78	Sandwich.....	Essex.....	Q.	do	do	Col. Baby.....	20 00	
1362	380	Jannotte dit Lacha-	79	St. Agathe	Terrebonne.....	Q.	R. Masson, M.P.....	do	Longue P'te	20 00	Services not proved.
1363	577	Jackson, Peter.....	80	des Monts.....	Compton.....	Q.	E. C. Parkin.....	do	Indian.....	20 00	
1364	1254	Jarret dit Beaurou-	87	Cookshire.....	Shefford.....	Q.	F. Bechard, M.P.....	do	Col. Drolet.....	20 00	
1365	2321	gard, Etienne.....	88	N'th Stukely.....	Iberville.....	Q.	do	do	Col. Davis.....	20 00	
1366	1426	Jasmin, Noel.....	78	St. Gregoire.....	Norfolk.....	Q.	do	do	1st Batt.....	20 00	
1367	2104	Jackson, John.....	78	Charlotteve.....	Montréal.....	Q.	do	do	4th Batt.....	20 00	
1368	2187	Jannais dit Beaurou-	85	Verchères.....	Hochelaga.....	Q.	do	do	Col. Ritchie.....	20 00	Dead.
1369	2782	gard, Louis.....	85	West Lake.....	PrinceEdwd.....	Q.	do	do	Col. Smith.....	20 00	Disallow'd Left limits.
1370	2762	Jackson, Wellet.....	92	Thorndale.....	Middlesex.....	Q.	A. Keefer.....	Corporal	Engin'r C'ps.....	20 00	Dead.
1371	242	Jarvis, Ira.....	80	Lapier.....	Michigan.....	U.S.	Hon. A. Paquet.....	Private	Mj. Doucette.....	20 00	
1372	632	Jeollette, Michel.....	89	St E'th'lemi.....	Berthier.....	Q.	do	do	St. Denis.....	20 00	
1373	1495	Jeannotte, Joseph B.....	80	St. Marc.....	Verchères.....	Q.	do	do	5th Batt.....	20 00	
1374	1533	Jeannot, Antoine.....	80	Pointe aux	Trembles.....	Q.	do	do	Longue P'te	20 00	Disallow'd Left limits.
1375	2823	Jeannot dit Lacha-	80	Trembles.....	Hochelaga.....	Q.	Whittemore & Wheeler	do	4th Batt.....	20 00	
1376	255	pelle, Prudent S.....	83	Long Pointe.....	Hochelaga.....	U.S.	C. Gill, M.P.....	do	5th Batt.....	20 00	
1377	378	Jiboin, Bazile.....	85	Colchester.....	Vermont.....	Q.	Hon. L. S. Huntington	do	2nd Batt.....	20 00	
1378	439	Joyal, Michel.....	80	St. Thomas.....	Yamaska.....	Q.	A. Boyer, M.P.....	do	Townships.....	20 00	
1379	378	Joly, Louis.....	79	St. Canut.....	Two M't'ns.....	Q.	do	do	8th Batt.....	20 00	
1380	468	Jones, Charles Hugh.....	82	Bromere.....	Brome.....	Q.	J. A. Mousseau, M.P.....	Bugler	Chambly.....	20 00	Disallow'd Served in an Imperial Corps.
1381	522	Jones, Charles Hugh.....	82	Maskinonge.....	Maskinonge.....	Q.	Lt.-Col. Wily.....	Indian	104th Regt.....	20 00	
1382	616	Joliette, François.....	85	Maskinonge.....	Iberville.....	Q.	do	do	5th Batt.....	20 00	
1383	872	Joliet, Joseph.....	85	Iberville.....	Bagot.....	Q.	I. Barthe, M.P.....	Private	St. Ours.....	20 00	
1384	872	Johnson, John.....	93	St. Pie.....	Missisquoi.....	Q.	F. Marchand, M.P.....	Sergeant	Dorchester.....	20 00	
1385	2230	Johnson, George W.....	73	Clarenceville.....	Missisquoi.....	Q.	do	do	Lt. Drag us	20 00	
1386	2275	J. Jyal, Antoine.....	81	St. François	Yamaska.....	Q.	do	do	1st Batt.....	20 00	Dead.
1387	2319	Jones, Thomas.....	89	du Lac.....	Richelieu.....	Q.	do	do	do	20 00	
1388	2275	Jones, Thomas.....	80	Sablrevois.....	Iberville.....	Q.	do	do	do	20 00	
1389	2275	Jobin, Jean.....	80	Charlesburg.....	Quebec.....	Q.	do	do	do	20 00	
1390	2319	Jobin, Jean.....	80	St. Sauveur.....	Quebec.....	Q.	do	do	do	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.	
1388	2329	Jones, Dunham	82	Maitland	Grenville	O.		Private and Ensign	1st Grenville	20 00	Disallowed	Served in an Imperial Corps.	
1389	2379	Jones, Absalon	79	Abington	Monck	O.		Teamster	49th Regt.	20 00			
1390	2387	Jones, William	78	St. Catharines	Lincoln	O.		Private	1st Lincoln	20 00			
1391	1353	Jones, James	90	Scarboro.	York	O.	J. Metcalf, M.P.	Sergeant	No. 3 Regt.	20 00			
1392	1371	Jones, Apollo	86	Cannifton	Hastings	O.		Private	Hastings Bat	20 00			
1393	1460	Johnston, G. W.		Clarenceville	Missisquoi	Q.	G. Johnson					Disallowed	Not enrolled.
1394	2475	Joly, Ardoim	82	St. Felix de Valois	Joliette	Q.		do	3rd Batt.	20 00			
1395	1581	Johnson, Layton	80	St. Armand	Missisquoi	Q.		do	Col. Harriott			Dead.	
1396	1776	Jodoin, Hypolite	80	Boucherville	Chamby	Q.	Hon. F. Geoffrin	do	Lennox	20 00			
1397	1790	Joliceur, Thomas	83	St. Henri	Levis	Q.		do	2nd Batt.	20 00			
1398	1794	Jolin, Joseph	84	Montreal	City	Q.	L. D. R. Catret	Sergeant	5th Batt.	20 00			
1399	1927	Johns, Eldad	92	Orono	Durham	Q.		Private	Cl. Br'ckw'g	20 00			
1400	1948	Johnson, Henry H	80	Smithfield	N'umber'nd	Q.		do	P.E. Cav'ry	20 00			
1401	2054	Johnson, John	87	Delta	Leeds	O.		do	2nd Batt.	20 00			
1402	2736	Johnson, Vincent	79	Bloomingt'n	York	O.		do	Capt. Silby	20 00			
1403	2750	Johnson, Silas	78	Mowen	Lennox	O.		do	Adding'n Bt	20 00			
1404	2788	Johnson, Joseph	80	Picton	Prince Edwd	O.		do	Cl. McDonald	20 00			
1405	3155	Jones, Stephen	78	Bedford	Frontenac	O.		do	2nd Regt.	20 00			
1406	2836	Johnson, John S	85	Tuscarora	Front	O.		Indian		20 00			
1407	3174	Johnson, William	86	Tuscarora	Front	O.		do		20 00			
1408	715	Jumenville Michel	82	St. Therese	Terrebonne	Q.		Private		20 00			
1409	964	Jubenville, Pierre	80	St. Pie	Rago	Q.		do	3rd Batt.	20 00			
1410	2393	Juneau, Louis	89	St. Didace	Maslinongc.	Q.		do	3rd Batt.	20 00			
1411	799	Jubenville, Pierre	80	Point Claire	Ja'cq. Cartier	Q.	A. Boyer, M.P.	do	2nd Batt.	20 00			
1412	2461	Kaiser, Jacob	80	Edgley	York	Q.	P. C. Valois	do	5th Batt.	20 00			
1413	2103	Karr, John	82	Simcoe	Norfolk	O.		do	York	20 00			
1414	2528*	Kaler, John	82	Linden	Wentworth	O.		do	3rd Batt.	20 00			
1415	3160	Kadobegewen, Pet		Toronto	City	O.	W. Plummer	Indian				Services not proved.	
1416	3180	Kanustaiska, Kor	86	St. Regis	Huntington	Q.	N. Colquhoun	Private	St. Regis Inds	20 00			
1417	3188	Kassakete, Francis	78	Gaughn w ga	Leprairie	Q.	J. E. Plasseau	Indian	Col. de Salar berry	20 00			

1418	185	Keeler, George.....	79	Spencerville	Grenville.....	O.	W. H. Brouse, M.P.	Private	Grenville.....	20 00	
1419	308	Kennedy, Samuel.....	78	Garsfraxa.....	Wellington	O.	do	do	Lincoln.....	20 00	
1420	461	Ketcheson, Thomas.....	87	Wailbridge	Hastings.....	O.	Sergeant	Hastings.....	Hastings.....	20 00	
1421	463	Ketcheson, Elijah.....	80	Belleville.....	Hastings.....	O.	do	do	1st Hastings.....	20 00	
1422	498	Keok, Isaac.....	93	Iroquois.....	Dundas.....	O.	Private	Dundas.....	Dundas.....	20 00	
1423	920	Kelly, Isaac.....	85	Thorold.....	Welland.....	O.	do	do	Lincoln.....	20 00	
1424	1099	Kennedy, Morris.....	80	Widder Sta'n	Lambton.....	O.	do	do	Lincoln.....	20 00	
1425	1263	Kerby, Wm.....	85	Napanee.....	Lennox.....	O.	do	do	Lincoln.....	20 00	
1426	1347	Keller, Frederick.....	101	Sterling.....	Hastings.....	O.	do	do	Lennox.....	20 00	
1427	2480	Kelley W. F. H.....	78	Cobourg.....	Northambl'nd	O.	do	do	Col. Peters.....	20 00	
1428	1850	Kennedy, Henry.....	85	Napanee.....	Lennox.....	O.	do	do	Lennox.....	20 00	Not enrolled
1429	1866	Kemp, David.....	77	Vienna.....	Elgin.....	O.	do	do	Essex.....	20 00	
1430	1984	Kester, Philip.....	82	Stourville.....	York.....	O.	do	do	Lennox.....	20 00	
1431	2215	Kemp, Abraham.....	79	Delhi.....	Norfolk.....	O.	do	do	CIMcCallum.....	20 00	Services not proved.
1432	2563	Keet, David.....	88	Magog.....	Stanslead.....	O.	do	do	1stNorf'kMil	20 00	
1433	2702	Kern, Christopher.....	80	Forestville.....	Norfolk.....	O.	do	do	2nd Batt.....	20 00	
1434	2826	Keltner, Simson.....	79	Newburg.....	Addington.....	O.	Corporal	Frontenac.....	Frontenac.....	20 00	
1435	2848	Kellar, Andrew.....	80	Odessa.....	Lennox.....	O.	Private	do	Capt. S.Natt	20 00	
1436	3005	Kelly, Peter B.....	80	Linden.....	Wentworth.....	O.	do	do	Salaberry.....	20 00	Amount voted having been exhausted.
1437	3100	Kenentoton, Ignace.....	88	Lke 2 M'tains	Two M'tains	Q.	J. E. Pinsonneault.....	Indian.....	do	Not paid.....	
1438	78	Kimmel, Zacharias.....	82	Sutton.....	Brome.....	Q.	do	Private	6th Batt.....	20 00	Dead
1439	187	King, Stephen.....	86	Spencerville.....	Grenville.....	O.	do	do	Grenville.....	20 00	
1440	351	Kimmerly, Garrett.....	88	Napanee.....	Lennox.....	O.	do	do	Lennox.....	20 00	
1441	354	Kimmerly, John.....	86	Napanee.....	Lennox.....	O.	Lieut.	Dundas.....	Dundas.....	20 00	
1442	485	Kintner, Conrad.....	81	Iroquois.....	Dundas.....	O.	Private	Pte. & Sergt	Lincoln.....	20 00	
1443	887	Kilmer, Philip.....	84	Forest.....	Lambton.....	O.	Sergeant	1st Leeds.....	1st Leeds.....	20 00	
1444	2386	Kilborn, John.....	87	Newboro.....	Leeds.....	O.	Private	do	1stNorf'k Bt	20 00	
1445	1407	Kitchen, Wm.....	77	Bloomburg.....	Norfolk.....	O.	do	do	Lincoln.....	20 00	
1446	1910	Kinnard, Sela.....	84	Humberston.....	Welland.....	O.	do	do	Lincoln.....	20 00	
1447	2069	Kinnig, Joel.....	84	Teston.....	York.....	O.	do	do	3rd York.....	20 00	Dead
1448	2179	Kier, John.....	81	Waterloo.....	Sheford.....	Q.	do	do	3rd Batt.....	20 00	
1449	2773	King, Wm.....	87	Waterdown.....	Wentworth.....	O.	do	do	York.....	20 00	
1450	3193	Kiyoshk, Jacob.....	92	Sarnia.....	Lambton.....	O.	Robert McKenzie.....	Indian.....	Tecumseh.....	Not paid.....	Am't. vot. hav'ng been exhausted.
1451	3177	King, George.....	84	Longwood.....	Middlesex.....	O.	W. Levingston.....	Private	Indian Chief	do	Services not proved
1452	2876	Kitchen, Henry.....	80	Guyshoro.....	Norfolk.....	O.	do	do	Capt. S. Natt	20 00	
1453	2972*	Kingley, Paul.....	85	St. Isidore.....	Laprairie.....	Q.	do	do	Long Point.....	20 00	
1454	592	Knight, Charles.....	80	Inkerman.....	Dundas.....	O.	W. Gibson, M.P.	do	Dundas.....	20 00	
1455	856	Knight, Charles.....	79	Talbotville.....	Elgin.....	O.	G. E. Casey, M.P.	do	Lincoln.....	20 00	Dead
1456	1313	Knsp, Colbert.....	81	Belle River.....	Essex.....	O.	do	do	Lennox.....	20 00	
1457	1169	Konkle, Lt.-Col. A.....	85	Clinton Tnps.....	Lincoln.....	O.	J. Norris, M.P.	do	4th Batt.....	20 00	
1468	2	Larue, Jos. Frédéric.....	81	Pointe aux Trembles.....	Portneuf.....	Q.	A. DeSt. Georges, M.P.	do	1st Batt.....	20 00	
1459	3*	Labreque, Joseph.....	81	St. Jean, I.O.	Montm'rnoy	Q.	do	do	6th Batt.....	20 00	
1460	45	Labelle, Frs.....	81	Montreal.....	City.....	Q.	L. A. Jetté, M.P.	Corporal	5th Batt.....	20 00	
1461	90	La Branche, dit Laforet, Jean Louis.....	80	Sault au Récollet.....	Hochelega.....	Q.	do	Private	3rd Batt.....	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1462	110	Lanoie, Louis	82	St. Gabriel.	Berthier	Q.	Hon. A. H. Paquet	Private	Deschamb'l't	\$ cts.		
1463	177	Lawrence, John	99	Spencerville	Grenville	Q.	W. H. Brouse, M.P.	Lieutenant	Grenville	20 00		
1464	203	Labogé, Jean Bte	77	St. Benoît	Two M'tains	Q.		Private	Voligeurs	20 00		
1465	212	Lafontaine, Sifroi	84	St. Stanislas	Champlain	Q.		do	4th Batt	20 00		
1466	263	Lampron, Louis	82	St. Sévère	St. Maurice	Q.	C. Lajoie, M.P.	do	4th Batt	20 00		
1467	264	Lampron, Joseph	80	St. Sévère	St. Maurice	Q.	C. Lajoie, M.P.	do	4th Batt	20 00		
1468	268	Lalonde, Jean Bte	85	St. Zotique	Soulanges	Q.	J. P. Lantier, M.P.	do	Lieut.-Col.	20 00		
1469	269	Lalonde, Joseph	83	St. Zotique	Soulanges	Q.	J. P. Lantier, M.P.	do	Lieut.-Col.	20 00		
1470	275	Labelle, Charles	86	Montreal	City	Q.		Sergeant	Chasseurs	20 00		
1471	334	Latour, Pierre, dit Forget	83	Ste. Eliz'z'z'th	Joliette	Q.	A. P. Beaupré, M.P.	Corporal	5th Batt	20 00		
1472	381	Lafleur, Joachim	84	Ste. Adèle	Terrebonne	Q.	R. Masson, M.P.	Private	8th Batt	20 00		
1473	382	Laumon, Joseph	81	Ste. Adèle	Terrebonne	Q.	R. Masson, M.P.	do	Vaudreuil	20 00		
1474	450	Laurin, Paul	83	St. Martin	Laval	Q.	A. Ouimet, M.P.	do	Deschamb'l't	20 00		Services not proved.
1475	456	Laperrière, Jean Bte	79	St. Léon	Maskinongé	Q.		do	8th Batt	20 00		
1476	469	Laroche, Louis	82	Maskinongé	Maskinongé	Q.	A. Boyer, M.P.	do	8th Batt	20 00		
1477	471	Labrèche, Médard	85	Maskinongé	Maskinongé	Q.		do	8th Batt	20 00		
1478	553	L'Aine dit Laliberte, Luc	80	St. Antoine de Tilley	Lotbinière	Q.	A. Boyer, M.P.	do	8th Batt	20 00		
1479	573	Lapierre, François	78	St. Jean Bte	Hochelaga	Q.		do	5th Batt	20 00		
1480	574	Labelle, Charles	83	Montreal	City	Q.		do	Artillery	20 00		
1481	605	Larivière, dit Chapdelaine, M.	79	St. David	Yamaska	Q.		do	2nd Batt	20 00		
1482	626	Labbe, Etienne	82	St. Casimir	Portneuf	Q.	A. De St. Georges, M.P.	do	3rd Batt	20 00		
1483	648	Lalonde, Charles	78	St. Louis de Gonzague	Beauharnois	Q.		Corporal	1st Batt	20 00		
1484	667	Lalonde, Jean Bte	86	Cèdres	Soulanges	Q.	E. H. Bisson, M.P.P.	Private	Lieut.-Col.	20 00		
1485	684	Lantere, Pierre	79	Sorel	Richelieu	Q.	J. P. Lantier, M.P.	do	Marcoux Vaudreuil	20 00		
								do	Lieut.-Col.	20 00		
								do	Strickland	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1526	1589*	Langlois, dit Lache-								\$ cts.		
		pelle, Francois.....	79	St. Thomas.....	Joliette.....	Q.	F. R. Godin.....	Private.....	4th Batt.....	20 00		
1527	2411	Lavigne, Jean Bte.....	86	Joliette.....	Joliette.....	Q.	G. Baby, M.P.....	do.....	3rd Batt.....	20 00		
1528	2122	Lavalle, Paul.....	87	Berthier.....	Berthier.....	Q.	O. Outhbert, M.P.....	do.....	2nd Batt.....	20 00		
1529	2428	Lamoureaux, Jacq's.....	85	Lachenaie.....	L'Assomoin.....	Q.		do.....	2nd Batt.....	20 00		
1530	2437	Laroque, Pierre.....	85	St. Andre.....	Argenteuil.....	Q.	Maj. S. McDonald.....	do.....	Two Mount.....	20 00		
1531	1282	Langevin, Andre.....	80	St. Marc.....	Vercheres.....	Q.		do.....	St. Denis.....	20 00		Dead.
1532	1289	Lancevine, Durilla.....	83	W. Shefford.....	Shefford.....	Q.	Hon. L.S. Huntington	Sergeant.....	2nd Batt.....	20 00		
1533	1320	Lane, Joseph.....	81	Gainsboro.....	Lincoln.....	Q.		Private.....	4th Batt.....	20 00		
1534	1321	Langlois, Joseph.....	77	Three Rivers.....	St. Maurice.....	Q.		do.....	14th Batt.....	20 00		
1535	1344	Lange, dit Ossang Theodore.....	78	Notre Dame des Angers.....	Missisquoi.....	Q.		do.....	8th Batt.....	20 00		
1536	1261	Lamarre, Francois.....	78	L'Islet.....	L'Islet.....	Q.		do.....	2nd Batt.....	20 00		
1537	1381	Lafrance, Chas.....	79	Ste. Luc.....	Rimouski.....	Q.	R. Fiset, M.P.....	do.....	1st Batt.....	20 00		
1538	1385	Lafrance, dit Pradet, Francois.....	82	Grande Baie.....	Ch'contimi.....	Q.		Cornet.....	3rd Batt.....	20 00		
1539	1448	Lancot, Alexis.....	83	St. Edouard.....	Napierville.....	Q.		Private.....	Chasseurs.....	20 00		
1540	2451	Lacey, George.....	78	Smithville.....	Lincolna.....	Q.		do.....	2nd Batt.....	20 00		
1541	2485	Labonte, dit Reau- dryon, Francois X.....	79	St. Jean Bte.....	Rouville.....	Q.		do.....	Chambly.....	20 00		
1542	2486	Lafontaine, Stanislas.....	88	St. Stanislas.....	Champlain.....	Q.		do.....	Three Rivers.....	20 00		
1543	1500	Lacombe, Louis.....	82	St. Thomas.....	Montmagny.....	Q.		do.....	1st Batt.....	20 00		
1544	1547	Laverriere, Jean Bte.....	80	St. Jean.....	Montm'ncy.....	Q.		do.....	5th Batt.....	20 00		
1545	1549	Laporte, Joseph.....	85	Canbert.....	Rouville.....	Q.		do.....	Devil's Own.....	20 00		
1546	1551	Lacasse, Pierre.....	87	Canrobert.....	Rouville.....	Q.		do.....	Volteurs.....	20 00		Dead.
1547	1560	Lawson, John Mat.....	79	Brighton.....	Northum- berland.....	Q.		do.....	Newcastle.....	20 00		
1548	1566	Laurin, Francois.....	78	Waterloo.....	Ottawa.....	Q.	L. J. Riggat, M.P.....	do.....	Deschambly.....	20 00		Dead.
1549	1573	Laroway, Jonas.....	86	Dunh'm Falls.....	Missisquoi.....	Q.	P. St. Jean, M.P.....	Cornet.....	1st Townshp.....	20 00		
1550	1583	Lafrance, Athanasie.....	82	St. Jude.....	St. Hyacinth.....	Q.		Private.....	2nd Batt.....	20 00		
1551	1621	Lacombe, Joachim.....	78	St. Barnabe.....	St. Maurice.....	Q.	C. Lajoie, M.P.....	do.....	Boucherville.....	20 00		
1552	1682	Larocque, Hyacinthe.....	82	Vaudreuil.....	Vaudreuil.....	Q.	R. Hatwood, M.P.....	do.....	Vaudreuil.....	20 00		

1553	1686	Lajoie, dit Couturier, Joseph	86	Côte St. L'us	Vaudreuil	Q.	R. Harwood, M.P.	do	Vaudreuil	20 00	
1554	1693	Latour, Jérôme	85	St. Eustache	Two M'tains	Q.		Corporal	Voltigeurs	20 00	
1555	1698	Landrian, Jean Marie	81	Ripon	Ottawa	U.S.		Private	Vaudreuil	20 00	Disallow'd
1556	1778	Lareau, Noël	95	Fall River	Massach'ts	Q.		do	2nd Batt.	20 00	
1557	1786	Lacourse, Glode	79	Bayfield	Huron	Q.	J. U. Tremblay	do	3rd Batt.	20 00	
1558	1808	Larun, Pierre	80	Lacolle	St. Johns	Q.		Ord.-Sergt.	2nd Batt.	20 00	
1559	1810	Lanc, Isaac	79	Leamington	Essex	Q.		Private	Niagara	20 00	
1560	1820	Langlois, dit Lachapelle, Jean Bte	86	St. Jacques	Montcalm	Q.		do	3rd Batt.	20 00	
1561	1822	Lanoue, Antoine	79	St. Liguori	Montcalm	Q.		do	5th Batt.	20 00	
1562	1845	Laird, George	79	Florence	Bothwell	Q.		do	Col. Baby	20 00	
1563	1848	Lambert, John	86	Fenwick	Monck	O.		do	Pvt. Dr'gns	20 00	
1564	1864	Laroche, Michel	83	Notre Dame des Anges	Missisquoi	Q.	M. Demers, N.P.	do	4th Batt.	20 00	
1565	1868	Landon, Stephen	78	Mt. Vernon	Brant	Q.	Hardy & Wilkes	do	Oxford	20 00	
1566	1883	Langlois, Benjamin	91	St. Anicet	Huntingdon	Q.		do	Voltigeurs	20 00	
1567	1907	Languevin, Jacques	81	St. Henry	Jacq. Cartier	Q.	L. D. R. Cotter	do	5th Batt.	20 00	
1568	1928	Lacombe, dit Leblanc, Jean Baptiste	84	Como	Vaudreuil	Q.		do	Vaudreuil	20 00	
1569	2000	Lafontaine, Pierre	84	Sherbrooke	Sherbrooke	Q.	E. J. Brooks, M.P.	do	4th Batt.	20 00	Dead.
1570	2002	Lacerte, Pierre	82	Three Rivers	Three Rivers	Q.		Corporal	Three Rivers	20 00	
1571	2026	Laberge, Charles	80	L'Ange Gardien	Montm'ncy	Q.		Private	6th Batt.	20 00	
1572	2041	Lafeur, Jacques	90	Montreal	Hochelaga	Q.		do	2nd Batt.	20 00	
1573	2065	Lacoste, Pierre	82	St. Johns	St. Johns	Q.	F. Marchand, M.P.	do	Belœil	20 00	
1574	2076	Laplaine, Vincent	82	St. Timothy	Beauharnois	Q.	U. F. Robillard, M.P.	do	Lachine	20 00	Disallow'd
1575	2090	Larocque, Louis	82	Iberville	Iberville	Q.		do	Chambly	20 00	Short service.
1576	2138	Lamane, Joseph	84	St. Louis de Gonzague	Beauharnois	Q.	E. H. Bisson, M.P.P.	do	Voltigeurs	20 00	
1577	2142	Larocque, dit Rochbrune, Thomas	88	Athol	Glengarry	O.		do	2nd Batt.	20 00	
1578	2153	Lamothe, Joseph	80	Cap de la Magdeleine	Champlain	Q.	H. Montplaisir, M.P.	do	8th Batt.	20 00	
1579	2159	Lacroix, Simon	78	Plattsburgh	New York	U.S.		do	Chasseurs	20 00	Disallow'd
1580	2191	La Rocque, Francis	78	EastHawk's-bury	Prescott	O.		do	Col. Robertson	20 00	
1581	2511	Laperche, Isaac	82	St. Grégoire	Iberville	Q.	F. Béchard, M.P.	Sergeant	Boucherville	20 00	
1582	2538	Lalonde, dit Albert, Dominique	80	St. Zotique	Soulanges	Q.	J. P. Lantier, M.P.	Private	Deschamb'tt	20 00	
1583	2548	Labelle, Joseph	81	Côt du Lac	Two Moun-tains	Q.		do	Deschamb'tt	20 00	
1584	2206	Lawrence, Geo. B.	86	Gordon	Essex	Q.	E. A. M. Globensky, ex M.P.	do	Deschamb'tt	20 00	
1585	2554	Labelle, Jean Marie	90	St. Augustin	Two M'tains	Q.		Sergeant	Lincoln	20 00	
1586	2569	Lacroix, Antoine	81	Ste. Monique	Two M'tains	Q.		do	Col. Globen-sky	20 00	
1587	2581	Larassé, Alexandre	90	Sorel	Richelieu	Q.	J. G. Grebassa	do	Iste Jesus	20 00	Dead.
1588	2583	Laboute, Louis	90	L'Avenir	Drummond	Q.		Private	Col. Voyer	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1589	2606	Lavallee, Pierre	81	Sorel	Richelieu	Q.		Private	3rd Batt.	20 00		
1590	2607	*Lalonde, Luc	84	Ste. Anne du Bout de l'Île	Jaqc. Cartier	Q.	Rev. G. Chevrefils	Sergeant	1st Batt	20 00		
1591	2644	Lalonde, Joseph	83	Rigaud	Vaudreuil	Q.		Private	Deschamb't	20 00		
1592	2708	Lambert, John	84	Ameliasburgh	P. Edward	O.		do	P. Edward	20 00		
1593	2712	Labonté, Frs.	81	Blackbrook	New York	U.S.		do	2nd Batt.	20 00		Disallow'd Left limits.
1594	2738	Labute, Pierre	79	Chatham	Kent.	O.		do	Col. F. Baby	20 00		Disallow'd Left limits.
1595	2764	Lambert, Abraham	83	Lit. Canada	Minnesota	U.S.		do	1st Batt	20 00		
1596	2808	Lampman, Mathias	85	Therold	Welland	O.	W. E. Thompson	do	Lincoln	20 00		
1597	2818	Lawrence, Bazile	86	St. Vital	Provencher.	M.	Hon. J. Royat	do	Voligeurs	20 00		Services not proved.
1598	3149	Lapointe, J. B.	77	Dalhousie	Restigouche	N.B.	Rev. F. F. Barry	Drummer	1st Batt.	20 00		
1599	2841	Laroie, François	83	Montreal	City	Q.		Private	5th Batt.	20 00		
1600	3145	Lavallee, Pierre	79	Ste. Victoire	Richelieu	Q.	Rev. J. B. Durocher	do	St. Ours	20 00		
1601	2847	Langlois, Antoine	85	Holyoke	Mass chus'ts	U.S.		do	St. Denis	20 00		
1602	2856	Lavoilette, Jean Bte.	87	St. Benoit	Two M'lains	Q.	Rev. M. Tassé	Private	R. du Chêne	20 00		Disallow'd Services not proved.
1603	2827	Laquerre, Pierre	81	Dorchester	Westmor'ld	N.B.		do	Lincoln	20 00		
1604	2870	Langlois, Urbain	81	Crœsing		O.		do	3rd Batt.	20 00		
1605	3043	Lanthier, Louis	89	Hinks T'ship	City	Q.		Sergeant	5th Batt.	20 00		
1606	2893	Lacoste, dit Langue-		Montreal		Q.				20 00		
1607	3000	doc, François	86	Joliette	Joliette	Q.		Private	2nd Batt, EM	20 00		
1608	2984	Lafrance, Joseph	82	Chatham	Kent	U.S.		do	Ct. O. Cart'r	20 00		
1609	2905	Landrie, Frs.	91	Centreville	Minnesota	U.S.		do	5th Batt.	20 00		
1610	2976	Lanctot, Antoine	86	Hull	Ottawa	Q.	J. A. Mousseau, M.P.	Lieutenant.	Beauharnois	20 00		Disallow'd Left limits.
1611	2916	Landry, J. B.	81	Vielles For-		Q.		Private	Ct Duches'y	20 00		
1612	2953	Labonté, François	91	Trudell	St. Maurice	O.		do	1st Batt.	20 00		
1613	3107	Labossiere, J. B.	83	St. Ours	Richelieu	Q.		do	St. Ours	20 00		
1614	2936	Laframboise, Hubert Marie, alias Jean Latrimouille, Jean White	80	Rigaud	Vaudreuil	Q.	Rev. P. Belanger	do	Longue P'te.	20 00		Net paid. Amount voted having been exhausted.
1615	89	Leclerc, Joseph		Montreal	City	Q.	A. DeSt. George, MP	do	Voligeurs	20 00		
				Cap Santé	Portneuf	Q.		do	2nd Batt	20 00		

1616	96	LePAGE, Jean.....	85	Ste. Julie de	Megantic.....	Q.	C. A. P. Pelletier, MP	do	Montreal	20 00	
1617	138	Leclerc, dit Fran- coeur, Jean Bte.....	82	St. Pacôme.....	Kamouraska	Q.	C. A. P. Pelletier, MP	do	3rd Batt, E.M.	20 00	Dead.
1618	140	Levéque, Jean.....	81	St. Pacôme.....	Kamouraska	Q.	C. A. P. Pelletier, MP	do	2d Batt.	20 00	
1619	146	Levéque, Pascal.....	83	Riv. Ouelle de R.....	Kamouraska	Q.	C. A. P. Pelletier, MP	Private	3rd Batt.	20 00	
1620	205	LePAGE, Honoré.....	80	St. Germain	Rimouski.....	Q.	Rev. F. M. Fournier.	do	1st Batt.	20 00	
1621	217	Lemieux, François.....	80	St. Simon.....	Rimouski.....	Q.		do	Chasseurs.....	20 00	
1622	225	Lemay, dit de Lorme Hyacinthe.....	82	St. François de Sales.....	Laval.....	Q.	Hon. J. H. Belle-rose	do	2nd Batt.	20 00	
1623	226	Lethbronn, Towsan.....	84	Browseville.....	Grenville.....	Q.	W. H. Brouse, M. P.	do	C. J. Pearson	20 00	
1624	260	Leblanc, Etienne.....	80	St. Gregoire.....	Nicolet.....	Q.		do	4th Batt.	20 00	
1625	302	Leclerc, François.....	83	St. Calixte.....	Montreal	Q.	Rev. Mr. Mireault.	do	Chicoutimi	20 00	
1626	304	Lepron, Joseph.....	85	L'Avenir.....	Drummond.	Q.	J. Fraser.	do	5th Batt.	20 00	
1627	305	Lepine, André.....	83	L'Avenir.....	Drummond.	Q.		do	4th Batt.	20 00	
1628	311	Lefebvre, Charles Nicolas.....	80	Ste. Gene- viève.....	Champlain.....	Q.	Lt.-Col. Massicotte.	do	14th Batt.	20 00	
1629	327	Leclerc, Joseph.....	81	Ste. Marie.....	Rance.....	Q.		do	1st Batt.	20 00	
1630	338	Leeman, James A.....	86	Kingston.....	Frontenac.....	Q.		do	Lennox	20 00	
1631	366	Lomonde, Joseph.....	79	St. Jean Bte	Rouville.....	Q.	G. Cheval, M. P.	do	Chambly	20 00	
1632	413	Lesnot, J. B.....	80	Verchères.....	Verchères.....	Q.		do	Verchères	20 00	
1633	465	Leclair, dit Clai- ric, Alexis.....	80	Ste Ursul.....	Maskinongé.	Q.	A. Royer, M. P.	do	13th Batt.	20 00	
1634	472	Lebrun, Louis.....	79	Maskinongé.....	Maskinongé.	Q.	A. Boyer, M. P.	do	5th Batt.	20 00	
1635	550	Legault, dit Deslan- riers, Joseph.....	77	Montreal.....	City.....	Q.	Lt. Col. d'Orsormens	do	3rd Batt.	20 00	
1636	634	Legros, dit St. Pierre, Michel.....	86	St. Marc.....	Verchères.....	Q.		do	3rd Batt.	20 00	
1637	641	Leblanc, Jean Bte.....	79	L'Inrésent'n	St. Hyacinth	Q.		do	St. Denis	20 00	
1638	756	Lefrançois, Pierre.....	82	Chateau Rocher	Montm'ncy	Q.	H. Cottier, J. P.	Sergeant	1st Batt	20 00	Dead.
1639	814	Leclair, Peter.....	83	Port Nelson.	Halton	Q.		Private	44th Regt.	20 00	D. ad.
1640	847	Legault, dit Deslan- riers, Jean Marie.....	82	Lachine.....	Jacq. Cartier	Q.	R. Laflamme, M. P.	do	Longue P'te		Disallowed
1641	819	Lefebvre, François.....	92	Lachine.....	Jacq. Carrier	U.S.	R. Laflamme, M. P.	do	3rd Batt	20 00	Left limits.
1642	889	Lefort, Joseph.....	83	Rouse's Pt.	New York	Q.		do	3rd Batt	20 00	
1643	890	Lefort, Jean Bte.....	81	St. Victoire.	Richelieu	Q.		Sergeant	4th Batt	20 00	
1644	895	Leclerc, Alexis.....	86	Trois Pist's	Tamprcouata	Q.		Private	1st Batt	20 00	
1645	952	Leblanc, Jacques.....	74	Réanour	Nicolet	Q.		do	J. Denis	20 00	
1646	969	Lebrun, Louis.....	80	St. Hugues.....	Bogal	Q.		do	Lavaltrie	20 00	
1647	979	Lesage, Jean Bte.....	80	Lavaltrie.....	Berthier	Q.		do	3rd Batt	20 00	
1648	1069	Ledoux, François.....	81	N. Brookfield	Massachusetts	U.S.	L. Delorme, M. P.	do	Lincolin	20 00	
1649	1092	Lecord, Wm. Edwin	78	Homer.....	Lincolin	Q.		do	Ct. Goyette	20 00	
1650	1103	Lemaitre, Michel.....	82	St. Cesaire.....	Rouville	Q.		do	Verchères	20 00	
1651	1106	Levesque, François.....	80	St. Jean Bte	Rouville	Q.		do	Chambly	20 00	
1652	1121	Lebis, Louis.....	79	Pte. St. Chas	Jacq. l'artier	Q.	G. L. Rolland.....	do	1st Batt	20 00	
1653	1139	Leclerc, Joseph.....	82	St. Charles.....	Bellechasse.	Q.		do	1st Batt	20 00	

27
*

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1654	1143	Levac, Martin.....	85	Ste. Justine de Newton	Vaudreuil	Q.	R. Harwood, M.P.	Private	Vaudreuil	20 00		Dead.
1655	1164	Létourneau, Pierre.....	81	St. Rémi.....	Napierville	Q.	S. Coupal, M.P.	do	Voligeurs	20 00		
1656	1238	Leduc <i>alias</i> Duc, Firmin.....	80	St. Paul de la Croix.....	Témiscouata	Q.	J. B. Pouliot, M.P.	do	5th Batt.	20 00		
1657	2332	Levesque, Jean R.....	85	Rouse's Pte.	New York	U.S.	J. U. Tremblay	do	2nd Batt.		Disallowed	Left limits.
1658	2333	Lepine, <i>dit</i> Sauvage, J. Bie.....	84	St. François Xavier	Marquette	Q.	L. Schmidt	Corporal	3rd Batt.	20 00		
1659	2335	Lepire, Thomas.....	80	St Ambroise	Quebec	Q.		Private	1st Batt.	20 00		
1660	2347	Lefebvre, <i>dit</i> Basile, Jean Bie.....	82	Ste. Martine	Chateaugay	Q.		do	Voligeurs	20 00		
1661	2416	Lebean, Jacques.....	90	St. Laurent	Jacq. Cartier	Q.	A. Letours, N.P.	do	Descamb'lt	20 00		
1662	2426	Letourneau, Alexis.....	90	St. Felix de Valois.....	Joliette	Q.		do	2nd Batt.	20 00		
1663	2427	Leroux, <i>dit</i> Rousson, Pierre.....	84	St. André	Ottawa	Q.		do	2nd Batt.	20 00		
1664	1305	Legault, <i>dit</i> Deslauriers, J. Bie.....	88	Ste. Justine de Newton	Vaudreuil	Q.	J. P. Lantier, M.P.	do	2nd Batt.	20 00		
1665	1306	Levac, François.....	87	St. Ignace.....	Soulanges	Q.	J. P. Lantier, M.P.	do	Vaudreuil	20 00		
1666	1374	Lemonde, Michel.....	84	St. Jean Bte	Rouville	Q.		Corporal	Chambly	20 00		
1667	1381	Lessard, George.....	92	St. Sauveur	Quebec	Q.	J. B. Hamel, N.P.	Private	2nd Batt.	20 00		
1668	1413	Lewis, Jas. Samuel.....	81	Tusend Cen	Norfolk	Q.		do	4th Batt.	20 00		
1669	2466	Lemay, Isidore.....	81	Lotbinière.....	Lotbinière	Q.	Lt.-Col. Jackson	Boatman	Leeds	20 00	Disallowed	Not enrolled.
1670	2479	Lewis, Ira.....	84	Addison.....	Brockville	Q.		Private	10th Regt.	20 00	Disallowed	Regular.
1671	2488	Leonard, Thoms.....	81	Hazelock.....	King's	Q.	Geo. Ross, M.P.	Sergeant	5th Batt.	20 00		Dead.
1672	1981	Leith, Alexander.....	84	Sorel.....	Kiclietou	Q.		do	8th Batt.	20 00		
1673	969	Lescadre, Etienne.....	88	St. Léon.....	Maskinongé	Q.		do				
1674	1357	LeBlanc, Jean.....	86	St. Sève.....	St. Maurice	Q.	C. Lajoie, M.P.	do		20 00		
1675	1465	Legault, <i>dit</i> DesLaniers, Joseph.....		Ste. Scholastique	Two M'tains	Q.		do	2nd Batt.	20 00		
1676	1309	Levesque, Eloi.....	85	St. Pacôme.....	Kamouraska	Q.		do	2nd Batt.	20 00		

1677	1602	Léveillé, dit Tru- chon, Joseph.....	81	St. Sauveur.....	Two M'tains	Q.	do	Deschamb'tt Berthier.....	20 00	.....	.....
1678	1612	Lévesque, Joseph.....	89	Ste. Elizabeth Joliette.....	Joliette.....	Q.	do	.....	20 00	.....	.....
1679	1611	Legault, dit Deslau- riers, Pierre.....	85	Ste. Martine Chateauguay.....	Chateauguay.....	Q.	Private	Longue Pt.....	20 00	Disallowed	Already Pen- sioned.
1680	1650	Lennon, Charles.....	77	Maitland Augusta.....	Augusta.....	O.	do	Leeds.....	20 00	.....	.....
1681	1658	Lester, Henry.....	88	Harley Brant.....	Brant.....	O.	Qr. Mr. Sgt.	Oxford.....	20 00	.....	Services not proved.
1682	1678	Lepage, Michel.....	87	Ottawa Cartleton.....	Cartleton.....	O.	Private	Glengarry.....	.....	.....	Dead.
1683	1699	Learn, Benjamin.....	86	Mulgrave.....	Welland.....	O.	Sergt. Major	Lincoln.....	.....	.....	.....
1684	1745	Lecterc, dit Fran- çois, Joseph.....	77	St. Roch.....	Quebec.....	Q.	Private	2nd Batt.....	.....	.....	Dead.
1685	1818	Leamy, dit Delorme, François.....	83	St. Jacques.....	Montréal.....	Q.	do	Col. Meilleur.....	20 00	.....	.....
1686	1858	Lebeuf, Paul.....	82	Beauharnois Beauharnois.....	Beauharnois.....	Q.	do	Voligeurs.....	20 00	.....	.....
1687	725	Lecours, Charles.....	80	St. Hyacinth St. Hyacinth.....	St. Hyacinth.....	Q.	do	Chambly.....	20 00	.....	.....
1688	1885	Lefebvre, dit Rigoche, Geoffroie.....	78	St. Rémi.....	Napierville.....	Q.	do	Voligeurs.....	20 00	.....	.....
1689	1889	Leclaire, Michael.....	103	Martintown Glengarry.....	Glengarry.....	O.	do	Glengarry.....	20 00	.....	.....
1690	1930	Lecomte, Gabriel.....	83	Petite Rivière Vaudreuil.....	Vaudreuil.....	Q.	do	Vaudreuil.....	20 00	.....	.....
1691	1939	Leboeuf, Julien.....	83	St. Ours.....	Richelieu.....	Q.	do	St. Ours.....	20 00	.....	.....
1692	1987	Lecours, Joseph.....	80	St. Henri.....	Lévis.....	Q.	do	1st Batt.....	20 00	.....	.....
1693	2021	Légaré, Pierre.....	80	St. Jacques l'Achigan.....	Montréal.....	Q.	do	Rv. du Chêne.....	20 00	.....	.....
1694	2072	Leduc, Charles.....	103	St. Timothy Beauharnois.....	Beauharnois.....	Q.	do	Beauharnois.....	20 00	.....	.....
1695	2080	Legault, François.....	85	St. Timothy Beauharnois.....	Beauharnois.....	Q.	do	Lachine.....	20 00	.....	.....
1696	2121	Lebuis, Augustin.....	80	Ste. Aime du Bout del'Isle.....	Jaçq. Cartier City.....	Q.	do	Cap. Mackay Longue Pt.....	20 00	.....	.....
1697	2144	Lemai, François.....	83	Vaudreuil.....	Vaudreuil.....	Q.	do	Vaudreuil.....	20 00	.....	.....
1698	2045	Leger, dit Parisien, Charles.....	82	St. Elzéar.....	Beauce.....	Q.	do	3rd Batt.....	20 00	.....	.....
1699	2172	LeBlond, Joseph.....	87	St. George, Henryville.....	Iberville.....	Q.	do	Lacadie.....	20 00	.....	.....
1700	2173	L'Ecuyer, Pierre.....	87	St. George, Henryville.....	Iberville.....	Q.	do	Prince E'w'd 1st Batt.....	20 00	See No. 1707.	.....
1701	2363	Levasseur, Augustin.....	84	Bloomfield.....	P. Edward.....	O.	Private	.....	20 00	.....	.....
1702	2183	Levassur, Eliphant.....	84	Bloomfield.....	P. Edward.....	O.	do	.....	20 00	.....	.....
1703	3082	LeBlanc, Franc.....	86	Stanford.....	Arthabaska.....	Q.	do	.....	20 00	.....	.....
1704	2189	Leavens, Daniel.....	86	Bloomfield.....	P. Edward.....	O.	do	.....	20 00	.....	.....
1705	3117	Lefebvre, Joseph.....	81	Rigaud.....	Vaudreuil.....	Q.	do	.....	20 00	.....	.....
1706	2500	Lewis, Levi.....	77	London.....	Middlesex.....	O.	do	.....	20 00	.....	.....
1707	2368	Levasseur, Augustin.....	81	St. Anne des Monts.....	Gaspé.....	Q.	do	.....	20 00	.....	.....
1708	2507	Letourneau, Benoit J. Lévis.....	.....	St. Joseph.....	Lévis.....	Q.	do	.....	20 00	.....	.....
1709	2526	Letang, dit Burnet François.....	98	St. Timothy Beauharnois.....	Beauharnois.....	Q.	do	.....	20 00	.....	.....
1710	2531	Le Bean, dit Maim, Pierre.....	82	St. Roch de l'Achigan.....	Montréal.....	Q.	do	.....	20 00	.....	.....
1711	2532	Lessard, Louis.....	82	St. Athanase Iberville.....	Iberville.....	Q.	do	.....	20 00	.....	.....
1712	2591	Létonneau, Joseph.....	80	St. Constant Laprairie.....	Laprairie.....	Q.	do	.....	20 00	.....	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1713	2534	Lecuyer, Joseph	82	Vaudreuil	Vaudreuil	Q.		Private	Vaudreuil	20 00		Dead.
1714	3003	Lee, John	92	No adress.								
1715	2537	Letendre, Jean Bte.	83	Stanford	Arthabaska	Q.		Corporal	Chasseurs	20 00		
1716	3025	Leary, John	79	St. Thomas	Elgin	Q.		Private	Lincoln	20 00		
1717	2561	Leonard, Paul	96	St. Augustin	Two M'tains	Q.		do	Rv. du Chêne	20 00		
1718	3139	Lepage, Louis	90	St. Stanislas				do		20 00		
1719	2589	Le Blanc, Bazile	82	St. Robert	Beauharnois	Q.		do	Glengarry	20 00		
1720	3153	Leclair, Ant.	79	St. Esprit	Richelieu	Q.		do	Richelieu	20 00		
1721	2636	Lefebvre, Jacques	84	St. Remi	Montcalm	Q.	H. Hurteau, M.P.	do	3rd Batt.	20 00		
1722	3047	Le Blanc, Marc	87	St. Césaire	Napierville	Q.		do	4th Batt.	20 00		
1723	2689	Leduc, Etienne	83	St. Ours	Rouville	Q.	Hon. W. Chaffers.	do	3rd Batt.	20 00		
1724	2766	Leclair, François	80	Ottawa	Carleton	Q.		do	Volligeurs	20 00		
1725	2958	Ledoux, Noël	83	Richmond	Minnesota	U.S.	A. & H. Sibley	Corporal	15th Batt.	20 00		Disallow'd
1726	2941	Léger, Fidèle	83	Richmond	Richmond	Q.		Bugler	1st Batt.	20 00		Left Limits.
1727	2868	Leclair, Antoine	84	Tedish, West	Westmorel'd	N.B.		Private	Ct Chapman	20 00		
1728	2937	Leprohon, L. C. Phil	83	St. Ignace	Soulanges	Q.		do	2nd Batt.	20 00		
1729	2877	Ledoux, dté Tinette, André	80	Joliette	Joliette	Q.		Ensign	5th Batt.	20 00		
1730	3064	Lemeux, Michel	88	Worcester	Mass	U.S.		Private	Volligeurs	20 00		Disallow'd
1731	2926	Leary, Peter	80	Napierville	Napierville	Q.	L. G. Morisson	do	1st Batt., E.M	20 00		Left Limits.
1732	600	L'Enseigne, Augustin	82	Packenham	Luanark	Q.		do	103rd Regt	20 00		Serv in Imp. Cps
1733	18	L'Homme, Joseph	82	St. Louis	Lothinière	Q.		do	1st Batt.	20 00		
1734	148	L'Italian, François	84	Notre Dame des Anges	Missisquoi	Q.		do	Chambly	20 00		
1735	510	Limoges, Charles	85	Ste. Anne de laPoc'ti're	Kamouraska	Q.	G.A.P. Pelletier, M.P	do	3rd Batt.	20 00		
1736	567	L'Italian, Joseph	85	St. Janvier	Terrebonne	Q.	D. Des Roches	do	2nd Batt.	20 00		
1737	570	Link, John	89	St. Epiphane	Témiscouata	Q.		do	2nd Quebec	20 00		
1738	922	Limoges, Vital	83	Ernest'n Sta	Lennox	Q.		do	Glengarry	20 00		
1739	1281	Limoges, Louis	85	Terrebonne	Terrebonne	Q.	R. Masson, M.P.	do	1st Batt.	20 00		Dead.
1740	1617	Livernoche, Jos.	81	St. Maurice	Champlain	Q.	W. Genest, J.P.	do	1st Batt.	20 00		
1741	1902	Lirette, Hubert	82	Riv. du Loup	Maskinonge	Q.		do	Cap Perrault	20 00		
1742	2980	Lindsay, Thomas	80	Cocagne	Kent	N.B.		do	Col. Bliss	20 00		
					Hastings	O.		do	Glengarry	20 00		

1743	2493	Livernois, dit Benoit, Antoine	81	Lowell	U.S.	J. W. Parmenter	do	Cap. Jeanneau	Disallowed	Left Limits.
1744	1062	Lloyd, John G.	83	Leeds Tnsbp	O.	Leeds	do	Leeds	20 00	
1745	202	Loughlen, Jacob	83	Colebrook	O.	Addington	Sergeant	Aj Fitzgerald	20 00	
1746	345	Loucks, John W.	79	Williamsburg	O.	Dundas	do	Dundas	20 00	
1747	367	Longtin, Pierre	77	Ste. Marie de Monoir	Q.	Rouville	Private	5th Batt.	20 00	
1748	389	Longpré, Jérôme	80	Ste. Adèle	Q.	Terrebonne	do	2nd Batt.	20 00	
1749	476	Loranger, Jean Bte. R.	79	Riv. du Loup	Q.	Maskinonge	do	8th Batt.	20 00	
1750	494	Lock, John	78	Briston's	Q.	Dundas	do	Dundas	20 00	
1751	501	Lock, James	82	Corners	O.	Dundas	do	Dundas	20 00	
1752	588	Loucks, Jacob	87	Corners	O.	Dundas	do	Dundas	20 00	
1753	644	Loyer, Louis	81	Smirlville	O.	Dundas	do	2nd Batt.	20 00	
1754	803	Loisel, alias Vinet, Jean	88	St. Vincent de Paul	Q.	Laval	do	5th Batt.	20 00	
1755	927	Longchamp, Antoine	88	Ste. Philomène	Q.	Chateaugay	do	Voligeurs	20 00	
1756	1030	*Loucks, William	93	St. Isidore	Q.	Dorchester	do	2nd Batt.	20 00	
1757	2375	Longtin, Jean Bte.	80	North Williamsburg	O.	Dundas	Sergeant	Dundas	20 00	
1758	1459	Loiselle, dit Linot, Michel	84	St. Philippe	Q.	Lepraire	Private	Chasseurs	20 00	
1759	1530	Longpré Allard Laurent	84	Burlington	U.S.	Vermont	do	4th Batt.		Disallowed
1760	1631	Longpré Laurent	84	Longue Pnt.	Q.	Hochelega	do	3rd Batt.		Dead.
1761	1750	Lozeau, Jean Bte.	80	St. Jérôme	Q.	Terrebonne	do	Voligeurs		Disallowed
1762	1801	Logan, James	83	Varenes	Q.	Verchères	do	Verchères	20 00	Procured a substitute.
1763	1972	Lovewell, William W.	86	Prt. Matit'nd	O.	Haldimand	do	Lincoln		Dead.
1764	2014	Loree, James	84	Coaticooke	Q.	Stanstead	Sergeant	2nd Batt.		Dead.
1765	2390	Lothrop, Major Galen	84	Garafraza	Q.	Wellington	do	York	20 00	
1766	2647	Lorain, Jean Bte.	84	Westbury	Q.	Compton	do	2nd Batt.	20 00	
1767	2619	Loret, Joseph	85	Lac Ange Gardin	Q.	Two Mount's	Corporal	1st Batt.	20 00	
1768	2807	Lower, Henry	83	Maple Vail	Q.	Rouville	Private	2nd Batt.	20 00	
1769	2456	Lozney, John	80	St. Cornwall	O.	Stornont	do	3rd Batt.	20 00	
1770	2932	Lowrey, Ephraim	80	Branford	O.	Stornont	do	Glenarry	20 00	
1771	958	Lusier, Jérôme	85	St. Aimé	Q.	Richelieu	do	York	20 00	
1772	1216	Lusier, Michel	81	Verchères	Q.	Verchères	do	5th Batt.	20 00	
1773	1337	Luke, Jacob V.	81	Philipsburg	Q.	Missisquoi	Ord. Sergt.	4th Batt.	20 00	
1774	2195	Lucas, Dennis	84	Odesa	O.	Lennox	do	Lennox	20 00	
1775	2998	Lussier, Basile	86	Dover, South	O.	Keat	do	Chasseurs	20 00	
1776	705	Lypps, Henry	92	Cotchester	O.	Essex	do	Col. Baby	20 00	
1777	1807	Lynch, Toussaint	78	St. Hubert	Q.	Chambly	Corporal	Chambly		Dead.
1778	51	Maille, Pierre	83	Buckingham	Q.	Ottawa	Private	2nd Batt.	20 00	
1779	52	Martin, Henry	83	St. Sebastien	Q.	Iberville	do	Front. Lt. In	20 00	
1780	131	Martin, Joseph	81	Ste. Genevieve	Q.	Jaqc. Cartier	Sergeant	5th Batt.	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1781	209	Martin, Michel.....	79	St. Roch.....	Quebec.....	Q.	H. Hurteau, M.P.....	Private.....	6th Batt.....	20 00		
1782	236	Malo, Joachim.....	87	L'Assompt'n.....	L'Assompt'n.....	Q.		do.....	3rd Batt.....	20 00		
1783	250	Martin, Benjamin.....	77	Kankakee.....	Illinois.....	U.S.		do.....	4th Batt.....	20 00		Disallow'd Left limits.
1784	281	Mathen, Charles.....	82	St. Joseph.....	Beauce.....	Q.	C. H. Poyer, M.P.....	Corporal.....	1st Batt.....	20 00		
1785	289	Maillon, François.....	85	St. Jules.....	St. Hyacinth.....	Q.	L. DeLorme, M.P.....	Private.....	2nd Batt.....	20 00		
1786	312	Massicotte, Augustin.....	82	St. Prosper.....	Champlain.....	Q.	Lt.-Col. Massicotte.....	do.....	4th Batt.....	20 00		
1787	313	Massicotte, Abraham.....	82	Ste. Geneviève.....	Champlain.....	Q.		do.....	4th Batt.....	20 00		
1788	424	Manceau, Charles.....	81	Baie du Febyre.....	Yamaska.....	Q.	C. Gill, M.P.....	do.....	5th Batt.....	20 00		
1789	431	Mathieu, François.....	85	St. François.....	Beauce.....	Q.	C. H. Poyer, M.P.....	Gunner.....	1st Batt.....	20 00		
1790	444	Marcoux, Michel.....	85	St. Jean Bte.....	Rouville.....	Q.	G. Cheval, M.P.....	Sergeant.....	2nd Batt.....	20 00		
1791	531	Mathon, Maurice.....	88	St. Pie.....	Bagot.....	Q.		Private.....	Col Gauthier.....	20 00		
1792	572	Marrois, François.....	79	Montreal.....	Hochelaga.....	Q.	L. A. Jetté, M.P.....	do.....	Terrebonne.....	20 00		
1793	613	Massé, François.....	79	St. Pie.....	Bagot.....	Q.	J. A. Mousseau, M.P.....	do.....	3rd & 5th Bt.....	20 00		Services not proved.
1794	662	Mailloux, Antoine.....	84	Stony Point.....	Essex.....	O.		do.....	Col. Proctor.....	20 00		
1795	704	Marantelle, Antoine.....	84	Colchester.....	Essex.....	O.	W. McGregor, M.P.....	do.....	Col. Baby.....	20 00		
1796	896	Mathurin, Jean Bte.....	83	St. Thomas.....	Montmagny.....	Q.		Sergeant.....	4th Batt.....	20 00		
1797	909	Martin, Jonathan.....	79	Picton.....	Prince Ed'rd.....	Q.		Private.....	Prince Ed'rd.....	20 00		
1798	189*	Manseau, Charles.....	87	St. Felix de Valois.....	Prince Ed'rd.....	Q.		do.....	3rd Batt.....	20 00		
1799	1080	Maheu, Alexis.....	83	Pte. du Lac.....	Joliette.....	Q.	C. Lajoie, M.P.....	Drill Sergt.....	4th Batt.....	20 00		
1800	1110	Marcoux, Pierre.....	81	St. Charles.....	St. Maurice.....	Q.		Private.....	1st Batt.....	20 00		
1801	1162	Massicotte, Jean Bte.....	82	St. Stanislas.....	Bellechasse.....	Q.		do.....	Three Rivers.....	20 00		
1802	1181	Mabey, Pinkney.....	86	Guyshoro.....	Champlain.....	Q.		do.....	Norfolk.....	20 00		
1803	1182	Matthews, John.....	84	Lynedock.....	Norfolk.....	O.		do.....	Norfolk.....	20 00		
1804	1190	Markle, Abraham.....	78	Drumbo.....	Oxford.....	O.		do.....	Lincoln.....	20 00		Services not proved.
1805	1233	Marchand, François.....	80	St. Arsene.....	Témiscouata.....	Q.	J. B. Poniot, M.P.....	do.....	3rd Batt.....	20 00		
1806	2340	Matte, Jean.....	80	St. Alban.....	Portneuf.....	Q.	A. DeSt George, M.P.....	Boatman.....	Not enrolled.....	20 00		Disallow'd Left limits.
1807	2371	Macklem, James.....	86	Lexington.....	Michigan.....	U.S.		Sergeant.....	Ct. P. Rob'on.....	20 00		Disallow'd Left limits.
1808	2421	Massicotte, Jean Bte.....	84	Three Rivers.....	St. Maurice.....	Q.	E. Gerin.....	Private.....	Three Rivers.....	20 00		
1809	1274	Marchand, Joseph.....	82	Batisan Bridge.....	Champlain.....	Q.	H. Montplaisir, M.P.....	do.....	1st Batt.....	20 00		

1810	1811	1812	1813	1814	1815	1816	1817	1818	1819	1820	1821	1822	1823	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844	1845	1846	1847	1848	1849	1850									
Malette, Pascal.....	Mainville, Louis.....	Maheu, Barthélemi.....	Mainville, dit Breton, Pierre.....	Malette, Jean Bte.....	Mainville, dit Deschênes, Jean Bte.....	Marcotte, Henri.....	Maheu, Antoine.....	Mallet, Joseph.....	Marois, Pierre.....	Marcoux, Germain.....	Maron, Joseph.....	Maheux, Michel.....	Mathews or Mathers, Aucef.....	Martin, Moses.....	Mailhot, Modeste.....	Mainville, Jean Bte.....	Mathieu, Joseph.....	Marantelle, Bonj'n.....	Maybee, Abraham P.....	Martel, François de Sales.....	Marin, François.....	Martel, François.....	Mailloux, Paul.....	Martin, Olivier.....	Maine, Jean Bte.....	Marchal, François.....	Maintesse, Louis.....	Marineau, François.....	Maheu, Joseph.....	Macfarlane, Malcolm.....	Marcoux, Joseph.....	Mallet, Hyacinthe.....	Martin, John.....	Madwashington, John.....	Marégo, Joseph.....	Malloy, Hugh.....	Mallet, Théodore.....	Marier, Antoine.....	Martin, Guillaume.....	Martel, Louis.....									
89	84	80	82	80	83	89	83	80	84	82	81	83	83	78	81	85	83	85	77	83	82	80	86	84	79	81	87	80	82	78	82	97	84	82	55	84	80	80	80	80	89								
Detroit.....	Detroit.....	St. Stanislas.....	Kostka.....	St. Jean Bte.....	St. Laurent.....	Sorel.....	Portneuf.....	St. Martine.....	Rigaud.....	Montreal.....	Bécancourt.....	St. Jacques.....	St. Jacques.....	Oakville.....	Martin, Moses.....	Mailhot, Modeste.....	Mainville, Jean Bte.....	Mathieu, Joseph.....	Marantelle, Bonj'n.....	Maybee, Abraham P.....	Martel, François de Sales.....	Marin, François.....	Martel, François.....	Mailloux, Paul.....	Martin, Olivier.....	Maine, Jean Bte.....	Marchal, François.....	Maintesse, Louis.....	Marineau, François.....	Maheu, Joseph.....	Macfarlane, Malcolm.....	Marcoux, Joseph.....	Mallet, Hyacinthe.....	Martin, John.....	Madwashington, John.....	Marégo, Joseph.....	Malloy, Hugh.....	Mallet, Théodore.....	Marier, Antoine.....	Martin, Guillaume.....	Martel, Louis.....								
Michigan.....	Michigan.....	Beauharnois.....	Rouville.....	Jacq. Cartier.....	Richelieu.....	Portneuf.....	Châteauguay.....	Vaudreuil.....	City.....	Nicolet.....	Montcalm.....	Montcalm.....	Halton.....	Ontario.....	Lothbinière.....	City.....	St. Victoire.....	Essex.....	N'tumber'd.....	Vaudreuil.....	City.....	Yamaska.....	Huntingdon.....	Three Rivers.....	St. Johns.....	St. Timothy.....	Beauharnois.....	Iberville.....	Maskinongé.....	Maskinongé.....	St. Simon.....	Bagog.....	Shefford.....	Shefford.....	West Lake.....	Sanguen.....	Iberville.....	Caladon Est.....	Rigand.....	Joliette.....	St. Augustin.....	Two Mountain.....	Ottawa.....						
U.S.....	U.S.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....	Q.....					
Peltier & Belanger.....	Peltier & Belanger.....	Bourgeois & Mercier.....	A. Lecours, M.P.....	A. DeSt. George, M.P.....	R. Harwood, M.P.....	J. A. Blondin.....	D. McCraney, M.P.....	Rev. F. Casgrain.....	Mr. Mathieu.....	J. C. Patterson, M.P.P.....	R. Harwood, M.P.....	Rev. A. I. Tortel.....	Rev. Veers.....	L. W. A. Genest.....	F. Marchand, M.P.P.....	J. U. Robillard, M.P.....	Major Lambert.....	A. Luginan.....	J. P. Noyes.....	J. P. Noyes.....	Rev. S. Belanger.....	Lennox.....	Indian.....	2nd Batt.....	Glenarry.....	Vaudreuil.....	Longue P'te.....	5th Batt.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....				
Sergeant.....	Private.....	do.....	do.....	do.....	Private.....	do.....	do.....	Sergeant.....	Private.....	Private.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....			
4th Batt.....	4th Batt.....	Chasseurs.....	Chambly.....	Voligeurs.....	4th Batt.....	Voligeurs.....	Vaudreuil.....	Three Rivers.....	1st Batt.....	3rd Batt.....	3rd Batt.....	Lincoln.....	Essex.....	1st Batt.....	5th Batt.....	3rd Batt.....	Cl. St. Georg.....	Vaudreuil.....	2nd Batt.....	Yamaska.....	Chasseurs.....	Cl. Anderson.....	Kent.....	Vaudreuil.....	Col. Kitson.....	4th Batt.....	St. Hyacinth.....	Light Inf'ry.....	3rd Batt.....	Vaudreuil.....	Lennox.....	Indian.....	2nd Batt.....	Glenarry.....	Vaudreuil.....	Longue P'te.....	5th Batt.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....	J. Woods.....			
Disallow'd.....	Disallow'd.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	20 00.....	
Left limits.....	Left limits.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....	Not enrolled.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1851	2605	Major dit' Beutraun								\$ cts.		
1852	3161	St. Luc.	83	Montreal	City	Q.	Jos. Thibault	Private	5th Batt.	20 00		Services not proved.
1853	2610	Marchand, Pierre	91	Stanford	Arthabaska.	Q.		do	8th Batt.	20 00		Services not proved.
1854	2627	Massé, Prudent	80	Monoir	Rouville	Q.	G. Cheval, M.P.	do	Chambly		Disallow'd	Servin an I. Corps
1855	2627	Martin, Pierre	82	St. Laurent	Jacq. Cartier	Q.		do	Deschamb'l	20 00		
1856	3161*	Marceau, Antoine	88	Prescott	Prescott	Q.	John Grey	do	Glengarry	20 00		Left limits.
1857	2778	Mailhot, Valentin	81	Srattleboro.	Vermont	U.S.		do	1st Batt.		Disallow'd	
1858	2855	Martin, Frank	81	Mille Roches	Stormont	O.		do	2nd Batt.	20 00		
1858	2889*	Marchand, Francis	103	Lochiel	Glengarry	O.	A. MacNab	do	Glengarry	20 00		
1859	2908	Malloy, John	90	Credit	Peel	O.	Hon. M. C. Cameron	do	Glengarry	20 00		
1860	2911	Magna, Pierre Marie	77	Saratoga								
1861	2258	Magnant, Joseph	89	Springs	New York	U.S.	H. Vassal		1st Batt.		Disallow'd	Left limits.
1862	40*	Melancon, Joseph	82	St. George de	Iberville	Q.		do	Berthier	20 00		Services not proved.
1863	188	Mercier, Augustin	81	Henryville	Joliette	Q.		do	3rd Batt.	20 00		
1864	3010	Meloche, François	81	St. Come	Joliette	Q.		do	1st Batt.	20 00		
1865	219	Merkley, Christopher	76	St. Anne	Montmorenc'	Q.	Lt.-Col. D'Ursonnens	do	Essex	20 00		
1866	224	Mernard, Etienne	84	Montreal	City	Q.		Lieutenant	Dundas	20 00		
1867	410	Meyers, Benjamin	89	Morrisburgh	Dundas	O.	G. Cheval, M.P.	Private	Verchères	20 00		
1868	2753	Merier, Nicholas	84	M't Brydges	Rouville	Q.	Thos. Gordon, J.P.	do	Lincoln	20 00		
1869	645	Meunier, dit' Lapiere, François	79	Fairfield	Middlesex	U.S.		do	1st Batt.		Disallow'd	Left limits.
1870	789	Ménard, Ambroise	85	St. Jean Be.	Rouville	Q.		do	Chambly	20 00		
1871	937	Melancon, Simon	84	Iberville	Iberville	Q.	C. Laioie, M.P.	do	Chambly	20 00		
1872	2241	Merritt, David	81	St. Barnabe	St. Maurice	Q.	Capt. W. H. Patters'n	do	4th Batt.	20 00		
1873	2297	Meyers, John W.	80	Smithville	Lincoln	O.	James Brown, M.P.	do	Lincoln	20 00		
1874	2370	Merritt, John	76	Sidney	Hastings	O.		Lieutenant	P. Edward	20 00		
1875	2443	Merleau, Joseph	78	Ridgeville	Welland	Q.	J. P. Lanier, M.P.	Private	Lincoln	20 00		
1876	1414	Merrill, Charles	80	Côteau L'd.	Soulanges	Q.		do	Vaudreuil	20 00		
1877	2462	Metler, Daniel	81	Waterford	Norfolk	O.		do	1st Niagara	20 00		
1878	1514	Ménard, Alexis	83	N. Pelham	Welland	O.	F. Bourassa, M.P.	do	Lincoln	20 00		
1879	3059	Meunier François	85	Lacolle	St. Johns	Q.	L. Deforme, M.P.	do	2nd Batt.	20 00		
					St. Hyacinth	Q.		do	1st Batt.	20 00		

1880	1799	Ménard, Jr. Belterose, Pierre	86	St. Michel Napierville.	Q.	do	do	Col. Robert 3rd Batt.	20 00	Disallow'd	Left limits.
1881	1824	Mélançon, David	83	St. Jacques Montcalm	Q.	do	do	5th Batt.	20 00	do	do
1882	1914	Ménard, Hyacinthe	90	St. Eugene Prescott	Q.	Private	do	1st Batt	20 00	do	do
1883	2145	Métivier, André	84	St. Anne de Drummond	Q.	Rev. Towner, P.P.	do	do	20 00	do	do
1884	2303	Mercier, François	84	St. Anne de Beaupré.	Q.	do	do	Capt. Plamondon	20 00	do	do
1885	2700	Méthot, Joseph	83	Champlain New York.	U.S.	do	do	do	20 00	do	do
1886	2731	Meyers, Tob. Walter	78	Sidney Hastings	Q.	do	do	Hastings	20 00	do	do
1887	2967	Mercier, Joseph	80	St. Denis St. Hyacinth	Q.	do	do	Verchères	20 00	do	do
1888	2811	Merritt, John	78	Smithville Lincoln	O.	do	do	Lincoln	20 00	do	do
1889	2873	Mead, Curtis	76	Brookville Brookville	O.	do	do	do	20 00	do	do
1890	195	Milette, Jean Bte	81	To'nsnip Ely Shefford	Q.	do	do	2nd Batt.	20 00	do	do
1891	642	Millet, Claude	90	Ste. Victoire Richelieu	Q.	M. Mathieu Bourgeois & Mercier	Sergeant	Richelieu	20 00	do	do
1892	665	Michand, Joseph	90	Ste. Hélène Bazot	Q.	do	Private	Missisquoi	20 00	do	do
1893	712	Mitchell, Archibald	79	W. Shefford Shefford	Q.	do	do	Glengarry	20 00	do	do
1894	1032	Miller, Henry	80	Dunbar Dundas	O.	W. Gibson, M.P.	do	Dundas	20 00	do	do
1895	1033	Miller, John	77	Morrisburgh Dundas	O.	do	do	do	20 00	do	do
1896	1203	Milot, Joseph	80	Ste. Monique Nicole	Q.	W. Gibson, M.P.	do	do	20 00	do	do
1897	2295	Michand, Romain	77	St. Hilaire Madawaska	N.B.	Rev. J. Bazage	Private	3rd Batt.	20 00	Not paid	Amount voted having been exhausted.
1898	2303	Miller, Jean	85	Ste. Rose Laval	Q.	J. A. Ouzmet, M.P.	do	Cl. Colborne	20 00	do	do
1899	2306	Michand, Laurent	82	St. Anne Madawaska	N.B.	do	do	3rd Batt.	20 00	Not paid	Amount voted having been exhausted.
1900	1364	Miller, Jacob	86	Lansing York	O.	G. Snider, M.P.	do	York	20 00	do	do
1901	1382	Migneault, Charles	85	Ste. Luce Rimouski	Q.	R. Fiset, M.P.	do	1st Batt	20 00	do	do
1902	1425	Mills, John	79	Simcoe Norfolk	O.	do	do	4th Batt.	20 00	do	do
1903	1620	Miller, Samuel	78	Caintown Leeds	O.	do	do	Leeds	20 00	do	do
1904	1740	Mingue, Dominique, alias Lagassé	94	Madawaska Madawaska	N.B.	S. A. Babin	do	6th Batt.	20 00	do	do
1905	1764	Mitchell, Ira	78	Elgin Leeds	O.	do	do	Leeds	20 00	do	do
1906	1787	Milre, Jean	78	St. Martin Laval	Q.	J. A. Ouzmet, M.P.	do	Montreal	20 00	do	do
1907	1951	Middough, Peter	77	St. David's Lincoln	O.	do	do	do	20 00	Disallow'd	Not enrolled.
1908	2022	Michaud, Henry	85	St. Charles Baïromé	Q.	Hon. F. Geoffrion	Private	3rd Batt.	20 00	do	do
1909	2043	Mitchell, Darnis	79	Vachell York	O.	A. H. Dymand, M.P.	do	York	20 00	do	do
1910	2495	Mingle, John	84	St. Ann's Monck	O.	do	do	Lincoln	20 00	do	do
1911	2754	Miller, Jacob	84	Milhaven Addington	O.	do	do	Midland	20 00	do	do
1912	3094	Misner, Peter	85	Troy Wentworth	O.	do	do	Lincoln	20 00	do	do
1913	2794	Miller, James	77	Lansing York	O.	do	do	Essex	20 00	do	do
1914	2220	Minot, David	84	Acton, West Alton	O.	do	do	1st Lt. Inf.	20 00	do	do
1915	2919	Mitivier, Jean Bte	83	St. Antoine Huntingdon	Q.	do	do	2nd Batt	20 00	do	do
1916	80	Mott, Reuben	84	Lyn Leeds	O.	Jas. Cumming	do	Leeds	20 00	do	do
1917	163	* Moser, Thos. F.	87	Newmarket York	O.	do	do	Lennox	20 00	do	do
1918	164*	Morden, Jos. W.	78	Napanee Lennox	O.	do	Private	do	20 00	do	do
1919	204	Morrisset, Jean Bte	82	St. Moïse Rimouski	Q.	R. Fiset, M.P.	do	1st Batt	20 00	do	do
1920	258	Morrissette, Jean Bte	80	St. Zepherin de Courval Yamaska	Q.	C. Gill, M.P.	do	3rd Batt.	20 00	do	do

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1921	267	Montminy, Etienne	77	St. Joseph Castleton	Lévis	Q.	L. H. Fréchette, M.P.	Private	1st Batt	\$ 20 00		
1922	290	Moore, James	89	Northumbria land	Verchères	Q.	J. L. Biggar, M.P.	do	Col. Peters	20 00		
1923	358	Monjeau, Joseph	82	St. Julie	Verchères	Q.	A. Lussignan	do	4th Batt	20 00		
1924	393	Moreau, Jean Bte., dit Duplessis	87	Point Gati- neau	Ottawa	Q.	L. P. Sylvain	do	Berthier	20 00		
1925	576	Moreau, Joseph	82	Penetanguishene	Simcoe	Q.		do	4th Batt	20 00		
1926	587	Mosley, Lucius	80	Morrisburgh	Dundas	Q.		do	Dundas	20 00		
1927	595	Morin, Laurent	79	Napierville	Napierville	Q.	S. Coupal, M.P.	do	4th Batt	20 00		
1928	598	Montminy, Jean	85	Napierville	Napierville	Q.	S. Coupal, M.P.	do	1st Batt	20 00		
1929	735	Montpetit dit Potvin, Pierre	80	Ile Perrot	Vaudreuil	Q.	L. Turcotte	do	Vaudreuil	20 00		
1930	779	Montminy, Michel	78	Lévis	Lévis	Q.	D. Thompson, M.P.	do	1st Batt	20 00		
1931	844	Moore, Daniel	79	Gainsboro'	Lincoln	Q.	D. Thompson, M.P.	do	2nd Batt	20 00		
1932	845	Moore, John	37	Gainsbord'	Lincoln	Q.	D. Thompson, M.P.	do	4th Batt	20 00		
1933	846	Montgomery, John	87	Barrie	Simcoe	Q.	G. Snider, M.P.	Sergeant	York	20 00		
1934	916	Mallory, Joseph	82	West Win- chester	Dundas	Q.		Private	Dundas	20 00		
1935	933	Morrill, Joseph	82	Danville	Richmond	Q.		do	No. 4 Batt	20 00		
1936	964	Montambeau, Michel	83	Biconcourt	Nicolet	Q.		do	5th Batt	20 00		
1937	977	Morin, Joseph	78	Lavaltrie	Berthier	Q.		do	Lavaltrie	20 00		
1938	1065	Montminy, Jean	82	St. Charles	Bellechasse	Q.		do	1st Batt	20 00		
1939	1088	Morin, Joseph	82	St. Justin	Maskinongé	Q.	A. Boyer, M.P.	do	5th Batt	20 00		
1940	1096	Monfette, Antoine	83	St. Croix	Lothbinière	Q.		do	1st Batt	20 00		
1941	1168	Morin, Joseph	80	L'Islet	L'Islet	Q.		do	6th Batt	20 00		
1942	1173	Morden, Joseph	82	North Port	Prince Edw.	Q.		do	Prince Edw.	20 00		
1943	1186	Moote, Richard	81	Beachville	Oxford	Q.	J. A. Skinner, M.P.	do	Lincoln	20 00		
1944	2393	Morbleau, André	80	St. Johns	St. Johns	Q.	F. Marchand, M.P.P.	do	Voltegeurs	20 00		
1945	1278	Morreau, Gabriel	79	Batisseau	Champlain	Q.	H. Montplaisir, M.P.	do	8th Batt	20 00		
1946	1284	Mondore, Jean	88	St. David	Yamaska	Q.		do	5th Batt	20 00		
1947	1340	Moore, Hiram	80	Phillips' b'gh.	Missisquoi	Q.		Sergeant	4 Townships	20 00		
1948	1441	Morin, Jean Ste.	80	St. Cécilestin	Nicolet	Q.	J. Gaudel, M.P.	Private	5th Batt	20 00		

1949	1494	Monet, Francois.....	83	Point aux Trembles	Hochelaga...	Q.	do	Longue P'te	20 00	.....
1950	1522	Monpétit, d'z Potevin, Joseph.....	85	St. Etienne	Beauharnois...	Q.	Sergeant	Vaudreuil	20 00	.....
1951	1654	Morin Charles.....	80	N.D.deBuckland	Bellechasse...	Q.	Private	1st Batt	20 00	.....
1952	1746	Monmillon, Louis.....	82	Chateaug'ay	Chateaug'ay	Q.	do	Cap. Ringen	20 00	.....
1953	1756	Morin, Louis.....	81	St. Lambert	Levis.....	Q.	do	2nd Batt.....	20 00	.....
1954	1826	Moyen, Francois.....	80	St. Sauveur	Quebec.....	Q.	do	Voligeurs...	20 00	.....
1955	2042	Morton, Samuel.....	86	Vachell	York.....	O.	do	York.....	20 00	.....
1956	2052	Moster, Nicholas.....	86	Wolf Island	Frontenac...	O.	do	Frontenac...	20 00	.....
1957	2055	Monro, Robert.....	78	Victoria	Norfolk.....	O.	do	Norfolk.....	20 00	.....
1958	2180	Morisseau, Louis.....	86	Waterloo	Stefford.....	Q.	do	St. Denis...	20 00	.....
1959	2668	Moss, Thomas.....	84	Moulinette	Stormont...	Q.	do	Stormont...	20 00	.....
1960	2710	Monté, Jean Be.....	83	Ecorse	Michigan.....	U.S.	do	Quebec.....	20 00	Disallow'd
1961	2727	Moor, William.....	80	Glenwillow	Middlesex...	O.	do	Greenville...	20 00	Disallow'd
1962	2765	Movissette, Jean Be.	83	White Bear	Minnesota...	U.S.	do	3rd&5th Batt	20 00	Left limits.
1963	2780	Montplaisir, Pascal..	82	Cap de la Magdaine	Champlain...	Q.	do	3rd Batt.....	20 00	Left limits.
1964	2805	Montreuil, Jacques...	89	St. Johns	St. Johns...	Q.	do	1st Batt.....	20 00	Services not
1965	3073	Moor, Peter.....	85	Box Grove	York.....	O.	do	Voligeurs...	20 00	proved.
1966	2814	Morden, John R.....	81	Durham	Grey.....	O.	do	Prince' d'w	.....	Services not
1967	2831	Mosher, Henry.....	78	Prescott	Prescott.....	O.	do	Col. Pearson	.....	stioned.
1968	3168	Moses, Jacob.....	83	Toronto	Toronto.....	O.	Private	York.....	20 00	Services not
1969	2961	Morin, Sulpice.....	83	L'Assompt'n	L'Assompt'n	Q.	do	Leads.....	20 00	proved.
1970	2661*	Moore, William.....	1970	Elizabeth't'n	Durham.....	O.	do	Lacadie.....	20 00	Services not
1971	2857	Morin, Paul.....	86	Lacadie	St. Johns...	Q.	do	Glangary...	20 00	proved.
1972	2949	Morin, Francois.....	72	Lapointe	Wisconsin...	U.S.	do	Chambly...	20 00	Left limits.
1973	812	Monat, Joseph.....	88	St. Alexandre	Iberville.....	Q.	Sergeant	Chambly...	20 00	Left limits.
1974	2912	Monreau, Paul.....	85	Oswego	New York...	U.S.	Private	Col. J. Tal-	.....	Left limits.
1975	2211	Moote, Adaz.....	84	Dunville	Monck.....	O.	do	4th Lincoln.	.....	Amount voted
1976	1027	Munro, John.....	80	Morrisburgh	Dundas.....	O.	do	Col. Rob son	20 00	having been
1977	1078	Munro, Pierre Bazile	89	St. Romuald	Levis.....	Q.	Sergeant	4th Batt...	20 00	exhausted.
1978	1411	Muma, George.....	78	Bloomsburgh	Norfolk.....	O.	Private	York.....	20 00	.....
1979	1703	Manroe, William.....	84	Billy's B'ge	Carleton...	O.	do	Glangary...	20 00	.....
1980	2056	Mudge, Elijah.....	83	Delhi.....	Norfolk.....	O.	do	Wxford.....	20 00	.....
1981	3069	Munro, William.....	81	Notfield	Glangary...	O.	do	Glangary...	20 00	Disallow'd
1982	2682	Munro, David.....	80	Notfield	Glangary...	O.	do	Glangary...	20 00	Amount voted
1983	2887	Muller, Charles.....	80	Trois Riv's	St. Maurice.	Q.	do	4th batt...	20 00	having been
1984	2878	Munro, John.....	85	Fox Harbour	Cumberland	N.S.	do	Cumberland	20 00	exhausted.
1985	1679	Myers, Godfrey.....	79	Corwall	Stormont...	O.	do	Stormont...	20 00	.....
1986	1701	McArthur, Donald...	84	7 Junc't Gore	Russell.....	O.	Sergeant	Glangary...	20 00	.....
1987	1897	McArthur, John.....	81	Marintown	Glangary...	O.	Private	Glangary...	20 00	.....
1988	2099	McAlister, Robert P.	78	Mohawk	Brant.....	O.	do	1st Batt...	20 00	.....
1989	2113	McAffee, Daniel.....	84	Galt	Waterloo...	O.	Sergeant	Lincoln...	20 00	.....
1990	127	McCaig, John B.....	86	Mount Joy	Soulanges...	Q.	Corporal	Vaudreuil...	20 00	.....
1991	160	McCrae, Alex.....	83	Somerset	Megantic.....	Q.	do	Disallow'd	20 00	Not enrolled.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
1992	344	McCarthy, John.....	86	Cobourg.....	Northmbrld.	O.	J. L. Biggar, M.P.....	Private	Northmbrld	20 00		
1993	364	McCrea, James.....	88	Maitland.....	Grenville.....	O.	Dr. Brouse, M.P.....	do	Grenville	20 00		
1994	1213	McCarthy, Charles.....	88	Drumbo.....	Oxford.....	O.	H. Muma.....	do	Col. Bishop.	20 00		
1995	1331	McCall, Daniel.....	79	St. Williams.....	Norfolk.....	O.		do	Norfolk	20 00		
1996	1463*	McCrimmon, Duncan.....	83	Pte. Traverse P. Edward.....	P. Edward.....	O.		do	Cl. Roberts n	20 00		
1997	2679	McCue, Peter.....	77	Rockport.....	Leeds.....	O.		do	Leeds	20 00		
1998	3089	McGully, Wm. C.....	94	Kingston.....	Leeds.....	N.B.	J. Brat.....	Sergeant	Capt. Powell	20 00	Not paid.	Amount voted having been exhausted.
1999	34	McDonnell, Peter.....	81	Oxford Tasp.....	Kent.....	O.	D. Cattenagh.....	do	Lincoln	20 00		
2000	681	McDonnell, Angus.....	81	Laggan.....	Glengarry.....	O.		Private	Glengarry	20 00		
2001	785	McDonnell, Angus.....	82	Laggan.....	Glengarry.....	O.		do	Glengarry	20 00		
2002	822	McDoff, Charles.....	81	St. Julie.....	Verchères.....	Q.		do	Boucherville	20 00		
2003	995	McDonnell, Alex.....	82	Cornwall.....	Stormont.....	O.		do	Stormont	20 00		
2004	996	McDonnell, Allen.....	84	Cornwall.....	Stormont.....	O.	R. S. Macdonald, M.P.....	do	Stormont	20 00		
2005	998	McDonnell, Angus.....	81	Cornwall.....	Stormont.....	O.	R. S. Macdonald, M.P.....	do	Stormont	20 00		
2006	999	McDonald, Ronald.....	86	Cornw'li.sp.....	Stormont.....	O.	R. S. Macdonald, M.P.....	Sergeant	Stormont	20 00		
2007	1000	McDonald, James.....	80	Cornw'li.Tsp.....	Stormont.....	O.	R. S. Macdonald, M.P.....	Private	Stormont	20 00		
2008	1002	McDonald, Donald.....	85	Cornw'li.Tsp.....	Stormont.....	O.	R. S. Macdonald, M.P.....	do	Stormont	20 00		
2009	1003	McDonell, Allen.....	86	Cornw'li.Tsp.....	Stormont.....	O.	R. S. Macdonald, M.P.....	do	Stormont	20 00		
2010	1005	McDonell, Archd.....	85	Kenyon Tsp.....	Glengarry.....	O.		do	Stormont	20 00		
2011	1006	McDonald, Ronald.....	90	Leicester Tsp.....	Glengarry.....	O.		do	Stormont	20 00		
2012	1008	McDonnell, John.....	82	Kenyon Tsp.....	Glengarry.....	O.		Sergeant	Stormont	20 00		
2013	1012	McDonald, Angus.....	81	Cornwall.....	Stormont.....	O.		Private	Stormont	20 00		
2014	1048	McDonald, John.....	79	Meaford.....	Grey.....	O.	R. S. Macdonald, M.P.....	do	Glengarry	20 00		
2015	3148	McDonald, Alex.....	77	Cornwall.....	Cornwall.....	O.		do	Lennox	20 00		
2016	1191	McDavid, James.....	77	Dundas.....	Wentworth.....	Q.	W. D. Webster.....	do	Can. Dragns	20 00		
2017	2146*	McDonnell, Alex. H.....	78	Alumette Id.....	Pontiac.....	Q.		do	Stormont	20 00		
2018	2224	McDonnell, John.....	89	Collingwood.....	Simcoe.....	O.		do	Stormont	20 00		
2019	1307	McDermid, Hugh.....	88	Owen Sound.....	Grey.....	O.	G. Sneider, M.P.....	Ensign	Stormont	20 00		
2020	1608	McDonell, Peter.....	80	Aldbrough.....	Elgin.....	O.		Private	Lincoln	20 00		
2021	1609	McDonell, Allan.....	89	Notfield.....	Glengarry.....	O.	E. H. Tiffany.....	Sergeant	Glengarry	20 00		
2022	1666	McDonald, John.....	88	Rome Plain.....	Norfolk.....	O.		Private	Lincoln	20 00		
2023	1711	McDougald, Donald.....	87	River Raisin.....	Glengarry.....	O.		Sergeant	Glengarry	20 00		
2024	1716	McDougald, Alex.....	80	Glen Norm'n.....	Glengarry.....	O.		Private	Glengarry	20 00		Services not proved.

2025	McDonald, Angus.....	82	N. Lancaster	Glengarry	O.	do	Glengarry	20 00	.....
2026	McDonald, John.....	83	N. Lancaster	Glengarry	O.	do	Glengarry	20 00	.....
2027	McDonald, John.....	79	Pigeon Hill	Missisquoi	Q.	do	4th Batt.	20 00	.....
2028	McDonald, Alex.....	100	Lancaster	Glengarry	O.	D. McGruer	Norfolk	20 00	.....
2029	McDonald, Wm.....	100	Canfield	Haldimand	O.	do	Glengarry	20 00	.....
2030	McDonald, Ronald.....	80	Glengary	Glengarry	O.	D. McGruer	2nd Batt.	20 00	.....
2031	McDonald, Ronald.....	80	Lancaster	Glengarry	O.	D. McGruer	.....	20 00	.....
2032	McDonnell, Alex.....	82	Munro' Mills	Glengarry	O.	D. McGruer	Glengarry	20 00	.....
2033	McDonald, Arch.....	80	N. Lancaster	Glengarry	O.	do	Glengarry	20 00	.....
2034	McDonald, James.....	85	St. Raphael	Glengarry	O.	D. McGruer	Glengarry	20 00	.....
2035	McDonald, Hugh.....	84	Lancaster	Glengarry	O.	do	Glengarry	20 00	.....
2036	McDonald, Donald.....	80	Williamston	Glengarry	O.	D. McGruer	do	20 00	.....
2037	McDonnell, Alex.....	91	Sum'erton	Glengarry	O.	do	Glengarry	20 00	.....
2038	McDonald, William.....	100	Campfield	Haldimand	O.	W. D. Webster	3rd Batt.	20 00	.....
2039	McDonald, John.....	80	St. Raphael	Glengarry	O.	D. McGruer	Glengarry	20 00	.....
2040	McDermond, Sidney.....	74	Port Burwell	Elgin	O.	do	14th Batt.	20 00	.....
2041	McDonnell, William.....	83	Williamst'n	Glengarry	O.	D. McGruer	do	20 00	.....
2042	McDermond, Thos.....	83	Portburwell	Elgin	O.	do	do	20 00	.....
2043	McDonnell, Angus.....	81	Munro' Mills	Glengarry	O.	Sergeant	Glengarry	20 00	.....
2044	McDonnell, Allen.....	83	Lancaster	Glengarry	O.	Private	Glengarry	20 00	.....
2045	McDonnell, Alex.....	87	Williamst'n	Glengarry	O.	do	Glengarry	20 00	.....
2046	McDonnell, Archibald.....	86	N. Lancaster	Glengarry	O.	do	Glengarry	20 00	.....
2047	McDougal, Angus.....	78	Lancaster	Glengarry	O.	Sergeant	Glengarry	20 00	.....
2048	McDonald, Donald.....	83	St. Andrews	Cornwall	O.	Private	Stormont	20 00	.....
2049	McDonald, Angus.....	80	St. Andrew	Stormont	O.	do	Lincoln	20 00	.....
2050	McDonald, James.....	80	St. Andrew	Stormont	O.	do	Glengarry	20 00	.....
2051	McDonnell, Duncan.....	89	Lancaster	Glengarry	O.	D. McGruer	do	20 00	.....
2052	McDonald, John.....	84	Williamst'n	Glengarry	O.	D. McGruer	do	20 00	.....
2053	McDonald, Alex.....	81	Mt. Pleasant	Michigan	U.S.	do	do	20 00	Disallowed
2054	McDonald, Lachlan.....	83	Cornwall	Stormont	O.	do	Stormont	20 00	Disallowed
2055	McFarland, Duncan.....	76	Niagara	Lincoln	O.	Private	3rd Batt.	20 00	.....
2056	McFarlane, John.....	82	Wallace	Cumberland	N.S.	do	Cap Marquet	20 00	.....
2057	McGillivray, Peter.....	95	Smiths Falls	Lanark	O.	do	Glengarry	20 00	.....
2058	McGillis, Finlay.....	88	N. Lancaster	Glengarry	O.	Corporal	Glengarry	20 00	.....
2059	McGillis, Angus.....	83	N. Lancaster	Glengarry	O.	Private	Glengarry	20 00	.....
2060	McGregor, James.....	87	Williamst'n	Glengarry	O.	do	8th Batt.	20 00	.....
2061	McGee, Francis.....	91	Ottawa	Carleton	O.	Dr. St. Jean, M.P.	1st Lincoln	20 00	.....
2062	McIntee, James.....	83	Tap. Louth	Lincoln	O.	Sergeant	Glengarry	20 00	.....
2063	McIntosh, Angus.....	82	Lochiel	Glengarry	O.	Private	Dundas	20 00	.....
2064	McImoye, James D.....	80	Edwardsbu'	Grenville	O.	do	Stormont	20 00	.....
2065	McIntosh, William.....	87	Monckland	Stormont	O.	do	Cumberland	20 00	.....
2066	McIver, John.....	83	Wallace	Cumberland	N.S.	do	Stormont	20 00	.....
2067	McIntosh, Alexander.....	78	Belleville	Hastings	O.	do	York	20 00	.....
2068	McKay, Peter.....	80	Sombra	Lambton	O.	do	19th Batt.	20 00	.....
2069	McKay, William.....	81	Beamsville	Lincoln	O.	do	5th Batt.	20 00	.....
2070	McKay, André.....	86	St. Eugene	Prescott	O.	do	Vaudreuil	20 00	.....
2071	McKee, William.....	78	Riv. Bear tle	Soulanges	O.	J. P. Lantier, M.P.	Glengarry	20 00	.....
2072	McKenzie, William.....	81	Riv. Raisin	Glengarry	O.	D. McGruer	Glengarry	20 00	.....
2073	McKercher, John.....	82	St. Hermas	Two Mount's	Q.	J. Proulx	Deschambart	20 00	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2074	3094	McKenzie, John.....	81	Wallace.....	Cumberland	N.S.	.....	Private.....	Cumberland	\$ cis.	Not paid.....	Amount voted having been exhausted.
2075	363	McEathron, John.....	81	Brockville.....	O.	O.	.....	Private.....	Dundas	20 00	.....	.....
2076	395	McEwen, William.....	78	North Gower.....	Carleton	O.	.....	do.....	Cornwall	20 00	.....	.....
2077	528	McEown, Wm. H.....	77	Clear Creek.....	Norfolk	O.	D. Thompson, M.P.	do.....	Lincoln	20 00	.....	.....
2078	365	McLean, William.....	84	Lyn.....	Leeds	O.	.....	do.....	Dundas	20 00	.....	.....
2079	578	McLennan, Alexander.....	79	Laggan.....	Glenarry	O.	.....	do.....	Glenarry	20 00	.....	.....
2080	582	MacLeod, Alexander.....	80	Laggan.....	Glenarry	O.	.....	do.....	Glenarry	20 00	.....	.....
2081	2255	McLeod, Duncan.....	82	Fitzroy Harbour.....	Carleton	O.	.....	do.....	Glenarry	20 00	.....	.....
2082	2264*	McLeod, Malcolm.....	87	Chatham.....	Kent	O.	Donald McLeod.....	do.....	Glenarry	20 00	.....	Services not prov'd.
2083	1623	McLennan, Hugh.....	83	Will'mst' wh.....	Glenarry	O.	.....	do.....	Charlottetown	20 00	.....	.....
2084	1717	McLennan, Robert.....	80	Lancaster.....	Glenarry	O.	.....	Corporal.....	Glenarry	20 00	.....	.....
2085	2162	McLennan, Neil.....	81	River Raisin.....	Glenarry	O.	D. McGruer.....	Private.....	Glenarry	20 00	.....	.....
2086	462	McMasters, Jacob.....	80	Belleville.....	Hastings	O.	L. Wallbridge.....	do.....	Hastings	20 00	.....	.....
2087	580	McMillan, John.....	80	Laggan.....	Glenarry	O.	.....	do.....	Glenarry	20 00	.....	.....
2088	3143	McMillan, John.....	78	Alexandria.....	Glenarry	O.	.....	do.....	Montreal	20 00	.....	.....
2089	1831	McMillan, Donald.....	86	Glen Norm'n.....	Glenarry	O.	D. McGruer.....	do.....	Glenarry	20 00	.....	.....
2090	1098	McMartin, William.....	82	London.....	Middlesex	O.	.....	do.....	1st Batt.	20 00	.....	.....
2091	997	McMillan, Donald.....	78	Cornwall.....	Stormont	O.	R. S. Macdonald, M.P.	do.....	Stormont	20 00	.....	.....
2092	2684	McMillan, Alpin.....	83	Ramsay's Corners.....	Russell	O.	.....	do.....	Glenarry	20 00	.....	.....
2093	2825	McMullin, Henry.....	79	Harold.....	Hastings	O.	.....	do.....	Hastings	20 00	.....	.....
2094	208	McNaughton, Donald.....	78	Lachine.....	Jacques Cartier.....	Q.	.....	do.....	Montreal	20 00	.....	.....
2095	2827	McNish, Joseph.....	77	Brockville.....	Brockville	O.	J. D. Buell, M.P.	do.....	Leeds	20 00	.....	.....
2096	1702	McNaughton, John.....	79	Ottawa.....	Carleton	O.	.....	Corporal.....	Glenarry	20 00	.....	.....
2097	1719	McNeil, John.....	83	Sandfield.....	Glenarry	O.	D. McGruer.....	Private.....	Glenarry	20 00	.....	.....
2098	3088	McNab, Welwood.....	79	Wallace.....	Cumberland	N.S.	.....	do.....	Cumberland	20 00	.....	.....
2099	1001	McPhal, Donald.....	87	Cornwall.....	Stormont	O.	.....	Ensign.....	Glenarry	20 00	.....	.....
2100	2360	McPearson, Thomas.....	79	Merrickville.....	Grenville	O.	.....	Private.....	Grenville	20 00	.....	.....
2101	2429	McPherson, John.....	84	Welland P't Monck.....	Monck	O.	.....	Sergeant.....	Lincoln	20 00	.....	.....
2102	135†	McQueen, James.....	81	Fingal.....	Kigin	O.	C. Macdougall, M.P.	Captain.....	Norfolk	20 00	.....	.....

2103	464	McTaggart, James	86	Belleville	O.	Hastings	Private	Hastings	20 00		
2104	2739	McWilliams, James	90	Ameliasburg	O.	P. Edward	do	Stormont	20 00		
2105	1833	McRae, John	84	St. Raphael	O.	Glengarry	do	Glengarry	20 00		
2106	2236	Nadeau, Alexis	79	St. François du Lac	O.	Yamaska	do	Yamaska	20 00		Services not proved.
2107	3164	Nawash, James		Toronto	Q.	Toronto	Indian				
2108	2962	Nadeau, Alexander	84	St. Johns	Q.	St. Johns	Ensign	Chambly	20 00		
2109	534	Nellis, John A.	80	York	Q.	Haldimand	Sergeant	Lincoln	20 00		
2110	603	Nelson, Alphy	84	St. Victoire	Q.	Richelieu	Private	3rd Batt.	20 00		
2111	611*	Neddo, John	98	T'p Portland	O.	Frontenac	do	Montreal	20 00		
2112	1135	Néron, Alexis	80	St. François Xavier	Q.	Charlevoix	Sergeant	3rd Batt.	20 00		
2113	3050	Nelson, Daniel	77	Smithville	O.	Lincoln	Private	Lincoln	20 00		
2114	696	Nerbonne, Jacq.	85	St. Alexandre	Q.	Iberville	do	Grenadiers	20 00		
2115	1836	Nelles, Abraham	80	Waterford	O.	Norfolk	Sergeant	2nd Batt.	20 00		
2116	2948	Nevier, Alexis	78	Lapointe	U.S.	Wisconsin	Private	1st Batt.	20 00		Disallow'd
2117	339	Nevener, John Thos.	90	St. Germain	Q.	Drummond	Orderly	Meurons			Served in an Imperial Corps.
2118	607*	Nicholson, Robert	84	Merrickville	O.	Grenville	Private	Grenville	20 00		Disallow'd
2119	2286	Nicks, Daniel	75	T'p Percy	O.	N'thumb'rd	do				Disallow'd
2120	2536	Niquette, Jean Bte.	81	St. Jean	Q.	Chateauguy	do	3rd Batt.	20 00		
2121	2617	Niding, J. R.	83	Laprairie	Q.	Laprairie	do	Voltigeurs	20 00		
2122	552	Noel, Jean Bte.	81	de Tilly	Q.	Lotbinière	do	1st Batt.	20 00		
2123	554	Noel, Joseph	83	St. Antoine	Q.	Lotbinière	do	Montreal	20 00		
2124	951*	Noel, Jean Bte.	82	de Tilly	Q.	Lotbinière	do	1st Batt.	20 00		
2125	2001	Noel, Alexis	79	St. Joseph	Q.	Lévis	do				
2126	2163	Nolan, William	89	Kensyffch Village	Q.	Drummond	do	8th Batt.	20 00		
2127	2859	Normandin, Pierre	77	Will'msto'n	Q.	Glengarry	do	Vaudreuil	20 00		
2128	3076	Norton, William	80	St. Genevieve	Q.	Champlain	do	Three Rivers	20 00		
2129	123	Oakes, Sarrat	84	Vernonville	O.	N'thumb'rd	do	Rt. J't Inf'y	20 00		Services not proved.
2130	3189	O'Gunsault, Frs.	19	New Sarum	Q.	Elgin	Private	Middlesex	20 00		
2131	350	Oliver, Frederick	84	Pierreville	Q.	Yamaska	Indian	CapMailory	20 00		
2132	368	Oliver, William	81	Napanee	Q.	Lennox	Private	Lennox	20 00		
2133	1772	Oliver, Jacob	79	Ayre's Flats	Q.	Stanstead	do	Voltigeurs	20 00		Served in an Imperial Corps.
2134	1783	Oles, John	78	Shannonville	O.	Hastings	do	Fencibles			Not paid.
2135	384	Onderkirk, Henry	78	Langford	O.	Brant	do	Lincoln	20 00		Amount voted having been exhausted.
2136	2867	O'Neil, Hugh	83	Raymond	O.	Muskoka	do	Leeds	20 00		
2137	3101	Onaquat-Kawa, Jos.	82	Hastings	O.	Hastings	do	2nd Batt.	20 00		
2138	2188	Orser, Elijah	80	Leake Two Mountains	Q.	Two Moun-tains	Indian	Cl. Salaberry			Amount voted having been exhausted.
2139	438	Ossant, Pierre	84	Pictou	O.	P. Edward	Private	Glengarry	20 00		
2140	1380	Ostram, Luke	89	Ottawa	O.	Carleton	Corporal	Sorel	20 00		
2141	1614	Oser, Isaac	85	Belleville	O.	Hastings	Private	Hastings	20 00		
				Wilmur	O.	Addington	Corporal	Lt.-Col. Corbett	20 00		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2142	1791	Ostrander, James.....	83	Brampton.....	Peel.....	Q.	A. Singleton.....	Sergeant.....	2nd Batt.....	20 00		
2143	1944	Osser, David.....	77	Codrigton.....	Northumber land.....	Q.		do.....	P. Edward.....	20 00		
2144	3017	Ostrander, Thadens.....	82	Luton.....	Elgin.....	Q.		Private.....	Voyageurs.....	20 00		
2145	142	Ouellet, Alexis.....	81	St. Louise.....	L'Islet.....	Q.	C. A. P. Pelletier, M. P.....	do.....	2nd Batt.....	20 00		
2146	151	Ouellet, J. Charles.....	89	St. Paschal.....	Kamouraska.....	Q.	C. A. P. Pelletier, M. P.....	do.....	4th Batt.....	20 00		
2147	152	Ouellet, Charles.....	95	Riv. Ouelle.....	Kamouraska.....	Q.	C. A. P. Pelletier, M. P.....	do.....	4th Batt.....	20 00		
2148	153	Ouellet, André.....	80	St. Paschal.....	Kamouraska.....	Q.	C. A. P. Pelletier, M. P.....	do.....	1st Batt.....	20 00		
2149	374	Ouellet, Paul.....	87	St. Angele.....	Rimouski.....	Q.	R. Fiset, M. P.....	do.....	3rd Batt.....	20 00		
2150	377	Ouellet, Gabriel.....	81	St. Colomban.....	Two Moun- tains.....	Q.	Prevost & Mathien.....	do.....	3rd Batt.....	20 00		
2151	1230	Ouellet, François.....	82	Isle Verte.....	Temiscouata.....	Q.	J. B. Pouliot, M. P.....	do.....	5th Batt.....	20 00		
2152	1838	Ouellet, Paschal.....	79	Hull.....	Ottawa.....	Q.	P. St. Jean, M. P.....	do.....	Deschamb'l't.....	20 00		
2153	2557	Ouellet, Jean Bte.....	84	St. Augustin.....	Two Moun- tains.....	Q.		do.....	Deschamb'l't.....	20 00		
2154	2562	Ouellet, Alexis.....	88	St. Augustin.....	Two Moun- tains.....	Q.		do.....	Cap. St. Onge.....	20 00		
2155	2575	Ouellet, Louis.....	85	Arthabaska- ville.....	Arthabaska.....	Q.		do.....	5th Batt.....	20 00		
2156	2351	Ousterbant, Henry.....	79	St. Cathe- rines.....	Lincoln.....	Q.		do.....	Lincoln.....	20 00		Disallow'd
2157	2912	Quimette, Antoine.....	81	Oswego.....	New York.....	U.S.		do.....	Lobiniere.....	20 00		Left limits.
2158	183	Paquette François.....	79	St. Roch.....	Quebec.....	Q.		do.....	1st Batt.....	20 00		
2159	198	Payson, Lt.-Col. E.....	78	Roach's Pte.....	York.....	Q.		Sergeant.....	Col. Devlin.....	20 00		Disallow'd
2160	294	Paré, Etienne.....	86	Ste. Anne.....	M'ntm'rency.....	Q.		Corporal.....	Beaufort.....	20 00		Served in an Im- perial Corps.
2161	325	Palmer, Lewis.....	80	Ridgeway.....	Weland.....	Q.		Sergeant.....	Lincoln.....	20 00		
2162	478	Pailé Régis.....	82	Riv. du Loup.....	Maskinongé.....	Q.	A. Boyer, M. P.....	Private.....	4th Batt.....	20 00		
2163	509	Paquette Paul.....	83	St. Janvier.....	Terrebonne.....	Q.	D. Desroches.....	Sergeant.....	Deschamb'l't.....	20 00		
2164	597	Paré, Lewis.....	82	Napierville.....	Napierville.....	Q.	S. Coupal, M. P.....	Private.....	Volteigeurs.....	20 00		
2165	617	Paquet, Pierre.....	81	St. Jean, l.O.....	M'ntm'rency.....	Q.		do.....	5th Batt.....	20 00		
2166	639	Paradis, Ignace.....	80	Ste. Famille, I.O.....	M'ntm'rency.....	Q.		do.....	1st Batt.....	20 00		
2167	695	Paquet, Pierre.....	82	St. Roch.....	Quebec.....	Q.		do.....	5th Batt.....	20 00		
2168	716	Paquette, François.....	80	Ste. Therese.....	Terrebonne.....	Q.		do.....	3rd Batt.....	20 00		
2169	722	Patrice, François.....	90	St. Martin.....	Laval.....	Q.	Lt.-Col. Belanger.....			20 00		Disallow'd Not enrolled.

2170	805	Payette, Jean	81	Ste. Anne Stukely	Shefford	Q.	Disallowed	20 00	3rd Batt	Procured a sub- stitute. Services not proved.
2171	867	Palmer, James S.	84	Hillier	P. Edward	O.	do	20 00	Lennox	
2172	2217	Palmer, James	78	Danforth	York	O.	do	20 00	York	
2173	888	Paterson, James	77	Colbourne	North mbrld	O.	do	20 00	Lennox	
2174	926	Patry, Antoine	88	St. Isidore	Dorchester	Q.	do	20 00	2nd Batt	
2175	994	Page, Lewis C	79	Lachevati re	Portneuf	Q.	do	20 00	6th Batt	
2176	1126	Page, François	80	St. Hermas	Two M'tains	Q.	do	20 00	do	
2177	1155	Paté, Barthelemi	86	Ste. Anne de la Pérade	Champlain	Q.	do	20 00	6th Batt	
2178	1176	Parks, Nathaniel	83	D' morestv'le	P. Edward	O.	do	20 00	Lennox	
2179	1221	Parrott, Jonathan	81	Odessa	Lennox	O.	do	20 00	Lennox	
2180	2251	Patry, François	81	St. Joseph	Lévis	Q.	do	20 00	1st Montreal	
2181	2259	Parish, Joel	79	Farmersville	Temiscouata	O.	do	20 00	Leeds	
2182	2282	Paré, Augustin	81	Isle Verte	Iberville	Q.	do	20 00	1st Batt	
2183	2283	Patenande, François	90	St. Gregoire	iberville	Q.	do	20 00	Chambly	
2184	2318	Paquette, François	88	Montreal	City	Q.	do	20 00	Montreal	
2185	1280	Pagé, Joseph	81	St. Maurice	Champlain	Q.	do	20 00	Three Rivers	
2186	1354	Paol, Paschal Louison	78	Sorel	Richelieu	Q.	do	20 00	Sorel	
2187	1455	Pagé, Jean Bte	84	St. Hermas	Two M'tains	Q.	do	20 00	4th Batt	
2188	2458	Patenande, Charles	84	St. Remi	Napierville	Q.	do	20 00	Chasseurs	
2189	2470	Palmer, John	80	Whitby	Whitby	Q.	do	20 00	York	
2190	1507	Paquette, Pierre	83	St. Sauveur	Quebec	Q.	do	20 00	6th Batt	
2191	1515	Pagé, Jean Bte	84	Lacolle	St. John	Q.	do	20 00	1st Batt	
2192	1520	Parré, Isaac	84	Ecorse	Michigan	U.S.	do	20 00	Cl. St. George	
2193	1598	Parent, Pierre	81	Windor	Essex	O.	do	20 00	Col. Baby	
2194	1690	Patenande, Alexis	84	Longueuil	Chambly	Q.	do	20 00	Rouchery Ile	
2195	1735	Parent, Louis	86	St. Michel	Yamaska	Q.	do	20 00	Yamaska	
2196	1775	Pariseau, Michel D.	89	Roucherville	Chambly	Q.	do	20 00	Bouchery Ile	
2197	1840	Patenande, Joseph	95	Montreal	City	Q.	do	20 00	3rd Batt	
2198	1991	Pageau, François	85	St. Ambroise	Quebec	Q.	do	20 00	2nd Batt	
2199	1993	Pageau, Jean Bte	83	St. Ambroise	Quebec	Q.	do	20 00	2nd Batt	
2200	2016	Patenande, Albert	81	Lowell	Mass	U.S.	do	20 00	Chasseurs	
2201	2124	Pattison, John	83	Fenwick	Welland	O.	do	20 00	Volunteers	
2202	2169	Parent, Joseph	82	Hull	Ottawa	O.	do	20 00	5th Batt	
2203	2186	Parliament, George	95	Ameliasb'gh	P. Edward	O.	do	20 00	1st Batt	
2204	2863	Pace, Edward	84	Pugwash	Cumberland	N.S.	do	20 00	Capt. Albro	
2205	2576	Paquet, Jean Bte	83	Ste. Helene de Chester	Arthabaska	Q.	do	20 00	1st Batt	
2206	3152	Parizeau, Joseph D.	88	St. Roch	L'Assompt'n	Q.	do	20 00	St. Denis	
2207	2600	Paquin, Amable	81	St. Bruno	Chambly	Q.	do	20 00	5th Batt	
2208	2979	Parks, James C	80	Chapman	Hastings	O.	do	20 00	Hastings	
2209	2711	Paquet, Laurent	84	Plummet	Michigan	U.S.	do	20 00	1st Batt	
2210	2966	Parent, Michael	80	Beaufort	Quebec	Q.	do	20 00	Cap. Morco x	
2211	2940	Patenande, Amb	80	St. Jean Bte	Rouville	Q.	do	20 00	Cap. Careau	
2212	2184	Peterson, Chris	72	E. Water'n	New York	U.S.	do	20 00	Col. Richard	
2213	22*	Perrussé, Luc	79	Leclercville	Lotbinière	Q.	do	20 00	1st Batt	
2214	57	Petit, Charles	80	Scotland	Brant	O.	do	20 00	1st Batt	
2215	105	Pelther, François	83	St. Sulpice	L'Assompt'n	Q.	do	20 00	1st Batt	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2216	144	Perrault, Isaac.....	83	St. Pacôme.	Kamouraska	Q.	C. A. P. Pelletier, M. P.	Private	5th Batt.....	\$ 20 00		
2217	402	Peterson, Jacob.....	86	Picton.....	P. Edward	Q.	W. Ross, M. P.	Sergeant	Lennox.....	20 00		
2218	416	Pettier, André.....	81	Contrecoeur.	Verchères...	Q.	.....	Private	Gen. Brock.	20 00		
2219	460	Petion, Elijah.....	77	Gower.....	Grenville.....	Q.	Dr. Brouse, M. P.	do	Leeds.....	20 00		
2220	557	Perry, Daniel.....	79	Whitby.....	Ontario.....	Q.	W. Kerr, M. P.	do	2nd Batt.....	20 00		
2221	601	Pérusse, Louis.....	83	Lothbière.....	Lothbière.....	Q.	.....	do	1st 3att.....	20 00		
2222	609	Pellerin, Damase.....	86	St. François	Montmagny...	Q.	.....	do	4th Batt.....	20 00		
2223	693	Pettier, Jean Bte.....	91	Sorel.....	Richelieu.....	Q.	.....	Corporal	St. Ours.....	20 00		
2224	752	Perrier, Pierre.....	80	Ste. Anne.....	Jaçq. Cartier	Q.	R. Laflamme, M. P.	Private	5th Batt.....	20 00		
2226	831	Perry, Ebenezer.....	86	Wyoming.....	Lambton.....	Q.	.....	do	1st Lennox...	20 00		
2227	938	Pellerin, Paul.....	86	Cobourg.....	N'thumb'ld.	Q.	.....	do	Voligeurs...	20 00		
2228	967	Pépin, dit Lachine,	78	Yamachiche	St. Maurice...	Q.	.....	do	4th Batt.....	20 00		
		Joseph.....		St. François	M'ntm'rency	Q.	.....	do	1st Batt.....	20 00		
2229	991	Petit, dit Beauchemin,		St. Hughes...	Bagot.....	Q.	.....	do	Verchères...	20 00		
		François Xavier.....	79	St. Justin.....	Maskinongé.	Q.	A. Boyer, M. P.	do	Cl Henders'n	20 00		
2230	1089	Perreault, Pierre.....	86	Ste. Anne de	Champlain...	Q.	.....	do	4th Batt.....	20 00		
2231	1154	Perreault, Louis.....	83	la Peisade.	.....	Q.	.....	do	.....	20 00		
2232	1197	Pepin, Olivier.....	80	St Pierre les	Nicolet.....	Q.	.....	do	5th Batt.....	20 00		
2233	1224	Pelletier, Etienne.....	87	Becquets.....	Kamouraska	Q.	J. B. Pouliot, M. P.	Corporal	3rd Batt.....	20 00		
2234	1231	Pelletier, Abraham.....	86	St. André.....	Témiscouata	Q.	J. B. Pouliot, M. P.	Sergeant	4th Batt.....	20 00		
2235	2341	Penner, Charles.....	86	Cacouna.....	Frontenac...	Q.	Jno. Penner.....	Drill Sergt.	M'treal. Cav.	20 00		
2236	2355	Pental, Antoine.....	80	Kingston.....	Champlain...	Q.	.....	Private	Cap C'rbaire	20 00		Disallow'd Not enrolled.
2237	1322	Pelletier, Antoine.....	84	Ste. Julienne	L'Assompt'n	Q.	.....	do	3rd Batt.....	20 00		
2238	3110	Pelletier, dit Antaya,		Ottawa.....	City.....	Q.	Joseph Tassé	do	1st Batt.....	20 00		Dead.
		Antoine.....	89	Oakland.....	Brant.....	Q.	Wm. D. Webster	do	Gore.....	20 00		Disallow'd Left limits.
2239	1424	Petrie, John.....	84	Minette.....	New York...	U.S.	S. Shibley, M. P.	do	Voligeur...	20 00		Disallow'd Left limits.
2240	2469	Perry, Abraham.....	100	Poplar Grove	.....	U.S.	.....	Corporal	.....	20 00		Disallow'd Left limits.
2241	1655	Perry, Francis.....	85	.....	.....	U.S.	.....	do	.....	20 00		Disallow'd Left limits.
2242	1697	Pesant, dit Sans Car-		Sault au Re-	Hochelega...	Q.	.....	do	2nd Batt.....	20 00		
		tier, François.....	78	collet.....	.....		.....	do	.....	20 00		

2243	1708	Pelletier, Celestin...	81	Cap St. Ignace.	Q.	Wm. D. Webster.	Private	3rd Batt.	20 00	Disallow'd	Short service.
2244	1773	Perley, Chs. Strange	79	Burford	Q.	A. Gordon, M.P.	do	Gore	20 00		
2245	2650	Perrault, Louis	80	St. Hyacinth	Q.	L. Lafontaine, M.P.P.	do	Lavaltrie	20 00		
2246	1935	Perkins, John	77	Blooming'n	Q.	A. Duncas	do	Cl. W. Robi'n	20 00		
2247	2085	Pennock, Aaron	94	Lyn	Q.	Dr. H. Prevost	do	2nd Batt.	20 00		
2248	2116	Pelletier, Clément...	75	St. Michel	Q.	Dr. St. Jean, M.P.	do	3rd Batt.	20 00		
2249	3131	Pelletier, Jean Ete...	78	Archange	Q.	C. Gill, M.P.	Private	Deschambal	20 00	Disallow'd	Short service.
2250	2506	Perreault, Dominique	80	Hebertville	Q.	F. X. Girard, M.D.	do	1st Batt.	20 00		
2251	2525	Perros, Simon	85	St. Anne	Q.	C. MacDougall, M.P.	do	4th Batt.	20 00		
2252	2546	Perreault, Joseph	77	Laperade	Q.	D. Mills, M.P.	do	Col. Therien	20 00		Services not proved.
2253	3006	Pettit, Elias	81	Wentworth	Q.	Hon. F. Geoffrion	Ensign	3rd Batt.	20 00		
2254	2625	Peloquin, dit Crédit	73	Sorel	Q.		Private	Lincoln	20 00		
2255	3091	Pennock, Nathaniel	80	Harrow	Q.		Private	Leeds	20 00	Disallow'd	Not enrolled
2256	2784	Pelletier, Germain	86	St. Octave de Métis	Q.		do	3rd Batt.	20 00	Not paid.	Amount voted having been exhausted.
2257	9*	Phedi, alias Lavigne, Jean, Ete.	83	Longueuil	Q.		do	Vercheres	20 00		
2258	64	Phillips, James	87	Castleton	Q.		do	Lennox	20 00		
2259	2302	Phillips, Othniel	87	Aylmer	Q.		do	Lincoln	20 00		
2260	1562	Phillips, John	91	Dawn Mills	Q.		Ord. Sergt.	Oxford	20 00		
2261	1779	Phaneuf, Hyacinthe	83	Bevel	Q.		Sergeant	S. Denis	20 00		
2262	1803	Phelps, Solomon	75	Mohawk	Q.		Private	Cap. Service	20 00	Disallow'd	Not enrolled.
2263	81	Pickard, Archibald	82	Edmonville	Q.		Private	Dundas	20 00		
2264	179	Pillar, John	80	Russell	Q.		do	2nd Batt.	20 00		
2265	223	Pichette, Augustin	82	St. Césaire	Q.		do	3rd Batt.	20 00		
2266	288	Pin, dit Bason, Jos.	80	St. Hyacinth	Q.		do	2nd Batt.	20 00		
2267	348	Piche, Adrien	86	St. Basile	Q.		do	1st Batt.	20 00		
2268	390	Pilon, Louis	85	Ste. Adèle	Q.		do	8th Batt.	20 00		
2269	405	Pilote, Nicolas	80	St. Fidèle	Q.		do	Fencibles	20 00		
2270	482	Picard, dit Camus	84	St. Ursule	Q.		do	Berthier	20 00		
2271	512	Pilon, Paul	80	St. Jeanville	Q.		do	St. Ours	20 00		
2272	549	Piché, François	87	St. Damase	Q.		do	3rd Batt.	20 00		
2273	562	Pichette, dit Dupre, François	79	St. Roch	Q.		do	5th Batt.	20 00		
2274	677	Pilon, Jean Ete	83	Lenoraie	Q.		do	Beauharnois	20 00		
2275	801	Pilon, André	80	Pte. Claire	Q.		Sergeant	4th Batt.	20 00		
2276	808	Pinsonnault, Paul	81	Sherington	Q.		Private	Belœil	20 00		
2277	876	Pilote, Felix	81	Baté St. Paul	Q.		do	Lennox	20 00		
2278	1056	Pigeon, Augustin	80	Belœil	Q.		do	3rd Batt.	20 00		
2279	1069	Pierson, James	92	Hillier T'nsp	Q.		do	3rd Batt.	20 00		
2280	2455	Pin, Simon	85	Putnam	U.S.		do	Oxford	20 00	Disallow'd	Left limits.
2281	1803	Pilon, Pierre	86	Montreal	Q.		do	3rd Batt.	20 00		
2282	1657	Pisley, Robert	78	London	Q.		Sergeant	Oxford	20 00		

List of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2283	1913	Piercy, Michel.....	80	Bell Rock.....	Frontenac.....	Q.	.....	Corporal.....	Addington.....	\$ 20 00	.....	.....
2284	1969	Piper, Thomas.....	81	Otterville.....	Oxford.....	Q.	James Brown, M.P.....	do.....	.....	20 00	.....	.....
2285	2216	Pipher, William.....	82	Leimonville.....	York.....	Q.	E. Brook, M.P.....	do.....	Fenwick.....	20 00	.....	.....
2286	2087	Pion, Jean Bte.....	82	Sherbrooke.....	Sherbrooke.....	Q.	.....	do.....	4th Batt.....	20 00	.....	.....
2287	2539	Picotte, Augustin.....	82	St. Roch.....	.....	Q.	.....	do.....	.....	20 00	.....	.....
2288	2813	Picard, Jean Bte.....	81	l'Assomption.....	.....	Q.	.....	do.....	3rd Batt.....	20 00	.....	.....
2289	2927	Pilon, Alexandre.....	81	W. Arichat.....	Richmond.....	N.S.	.....	do.....	3rd Batt.....	20 00	.....	.....
2290	362	Plass, John Fred.....	89	St. Andrews.....	Argenteuil.....	Q.	Major S. Macdonald.....	do.....	Pte. Claire.....	20 00	.....	Services not proved.
2291	2423	Plouf, Pierre.....	81	Sorel.....	Richelieu.....	Q.	.....	do.....	St. Ours.....	20 00	.....	.....
2292	1294	Plante, Jean Bte.....	84	Plantagenet.....	Prescott.....	Q.	.....	Sergeant.....	Ct. Vignau.....	20 00	.....	.....
2293	2083	Plante, Pierre.....	80	St. Denis.....	St. Hyacinth.....	Q.	.....	Private.....	St. Denis.....	20 00	.....	.....
2294	2097	Plourde, Andre.....	80	Ste. Agathe.....	Lotbinière.....	Q.	.....	do.....	1st Batt.....	20 00	.....	.....
2295	2946	Plamondon, Phil.....	84	Montreal.....	City.....	Q.	.....	Sergeant.....	8th Batt.....	20 00	.....	.....
2296	2858	Plante, Joseph.....	82	Quebec.....	Quebec.....	Q.	.....	Private.....	1st Batt.....	20 00	.....	.....
2297	14*	Powles, Seth.....	80	Bourbonnais.....	Illinois.....	U.S.	.....	do.....	Volunteers.....	.....	Disallow'd	Left limits.
2298	298	Poisson, Joseph.....	81	Mohawk R.....	Hastings.....	Q.	Wm. Plumer.....	do.....	3rd Quebec.....	20 00	.....	Services not proved.
2299	432	Poulin, Alexis.....	82	Gentilly.....	Nicolet.....	Q.	F. Forther.....	do.....	4th Batt.....	20 00	.....	.....
2300	503	Ponpard, Jean Bte.....	82	St. Victor de Tring.....	Beauce.....	Q.	C. H. Pozer, M.P.....	do.....	1st Batt.....	20 00	.....	.....
2301	691	Poubriand, Jean.....	80	St. Remi.....	Napierville.....	Q.	Hon. J. O. Bureau.....	do.....	4th Batt.....	20 00	.....	.....
2302	736	Poirier, Michel, dit Lafleur.....	80	Sorel.....	Richelieu.....	Q.	J. Barthe, M.P.....	do.....	St. Ours.....	20 00	.....	.....
2303	807	Poisson dit Lasaline, Jacques.....	82	Ile Perrot.....	Vaudreuil.....	Q.	.....	do.....	Vaudreuil.....	20 00	.....	.....
2304	882	Potvin, Archange.....	82	Sherrington.....	Napierville.....	Q.	L. D. Lafontaine, M.P.....	do.....	1st Batt.....	20 00	.....	.....
2305	1440	Poirier, Pierre.....	84	Bas St. Paul.....	Charlevoix.....	Q.	.....	do.....	3rd Batt.....	20 00	.....	.....
2306	3109	Poirier dit Delage, J.....	78	St. Monique.....	Nicolet.....	Q.	F. Gaudet, M.P.....	do.....	4th Batt.....	20 00	.....	.....
2307	1685	Poirier, Augustin, dit Desloges.....	92	Ottawa.....	City.....	Q.	Joseph Tassé.....	do.....	Vaudreuil.....	20 00	.....	Services not proved.
2308	1827	Potras, Bazile.....	79	Vaudreuil.....	Vaudreuil.....	Q.	R. Harwood, M.P.....	do.....	Vaudreuil.....	20 00	.....	Disallow'd
2309	1846	Poudret dit Augustine, Lavique.....	85	St. Sauveur.....	Quebec.....	Q.	J. E. Hamel, N.P.....	do.....	.....	.....	.....	Not enrolled.
2310	1925	Poirier, Jean Bte.....	89	Côte St. Louis.....	Two M'tains.....	Q.	.....	Private.....	Riv. du Chêne.....	20 00	.....	.....
			81	Vaudreuil.....	Vaudreuil.....	Q.	R. Harwood, M.P.....	do.....	Vaudreuil.....	.....	.....	Dead.

2311	1979	Poulin, François.....	Beauport.....	Quebec.....	Q.	J. B. Delage, N.P.....	Corporal.....	6th Batt.....	20 00	
2312	1989	Poniet, Charles.....	St. Anselme.....	Dorchester.....	Q.	E. T. Brooks, M.P.....	Private.....	1st Batt.....	20 00	
2313	2006	Poirier, Joseph.....	Sherbrooke.....	Sherbrooke.....	Q.		Sergeant.....	Pte. Claire.....	20 00	
2314	1999	Poupard, Jacques.....	Laprairie.....	Laprairie.....	Q.		Private.....	4th Batt.....	20 00	
2315	2037	Poulin, Joseph.....	St. Pie.....	Bagot.....	Q.	Bourgeois & Mercier.....	do.....	St. Denis.....	20 00	
2316	2078	Poirier, Hyacinthe.....	St. Timothy.....	Beauharnois.....	Q.	J. U. Robillard, M.P.....	do.....	Voligeurs.....	20 00	
2317	2535	Poirier, Joseph.....	St. Timothy.....	Beauharnois.....	Q.	Peter Smith.....	do.....	Vaudreuil.....	20 00	
2318	2687	Powers, George.....	Bedford.....	Missisquoi.....	Q.		Private.....	4 Townships.....	29 00	
2319	2611	Pool, Timothy.....	E. Hawksby.....	Hawkesbury.....	Q.		do.....	Argenteuil.....	20 00	
2320	2781	Poisson, Charles.....	L'Ange Gar- dien.....	Rouville.....	Q.	Hon. W. Chaffers.....	do.....	Voligeurs.....	20 00	
2321	3080	Poupard, Alexis.....	Laprairie.....	Laprairie.....	Q.	Rev. N. Gravel.....	do.....	Boucherville.....	20 00	
2322	3103	Poirier, Hubert.....	Grand-Anse.....	Gloucester.....	N.B.		do.....	Major Bliss.....	20 00	Not paid.
2323	2957	Poirier, François.....	Charlebourg.....	Quebec.....	Q.		do.....	Voligeurs.....	20 00	Amount voted having been exhausted.
2324	1667	Portance, Bazile.....	Montreal.....	City.....	Q.	Rev. J. H. St. Jacques.....	do.....	Lavaltrie.....	20 00	Services not proved.
2325	41	Pruddhomme, Joseph.....	St. Come.....	Joliette.....	Q.		do.....	3rd Batt.....	20 00	Services not proved.
2326	132	Primard, J. Jacques.....	Montreal.....	City.....	Q.	Bedard & Marin.....	do.....	5th Batt.....	20 00	
2327	266	Provost, Pierre.....	St. Sauveur.....	Ferreboune.....	Q.	R. Masson, M.P.....	do.....	Lennox.....	20 00	
2328	352	Pringle, David B.....	Robila.....	Lennox.....	Q.		do.....	2nd Batt.....	20 00	
2329	400	Provencher, Lewis.....	Nicolet.....	Nicolet.....	Q.	A. Boyer, M.P.....	do.....	4th Batt.....	20 00	
2330	477	Pratt, François.....	Riv. du Loup.....	Maskinongé.....	Q.		do.....	Chasseurs.....	20 00	
2331	649	Prigent, alias La- moureux, J. B.....	St. Louis de Gonzague.....	Beauharnois.....	Q.	R. Laflamme, M.P.....	do.....	Deschamb't.....	20 00	
2332	786	Proulx, John B.....	St. Eustache.....	TwoMount'n.....	Q.		do.....	1st Batt.....	20 00	
2333	875	Prudhomme, Jean.....	St. Roch.....	Quebec.....	Q.		do.....	Lavaltrie.....	20 00	
2334	973	Prudhomme, Louis.....	St. Côme.....	Berthier.....	Q.		do.....	3rd Batt.....	20 00	
2335	1211*	Prudhomme, Joseph.....	St. Louis.....	Joliette.....	Q.		do.....	3rd Batt.....	20 00	
2336	1247	Proulx, Pierre.....	St. David.....	Yamasha.....	Q.		do.....	Beauport.....	20 00	
2337	2274	Proteau, Jacques.....	Charlebourg.....	Quebec.....	Q.	Hon. A. H. Paquet.....	do.....	Lavaltrie.....	20 00	
2338	2406	Pruddhomme, Joseph.....	Joliette.....	Joliette.....	Q.		Sergeant.....	5th Batt.....	20 00	
2339	1343	Pratt, Theodore.....	St. Damien de Stanb'ge.....	Missisquoi.....	Q.		Private.....	5th Batt.....	20 00	
2340	1578	Primerman, Peter.....	St. Armand Station.....	Missisquoi.....	Q.		do.....	Ft. Lt. Inf'ty.....	20 00	
2341	1606	Prejent, Joseph.....	St. Louis de Gonzague.....	Beauharnois.....	Q.		do.....	C't. Lasiger'e.....	20 00	
2342	3099	Pratt, Joshua.....	Armada.....	Michigan.....	U.S.		do.....	Ft. Lt. Inf'ty.....	20 00	Disallow'd Left limits.
2343	1618	Protot, André.....	St. Burno.....	Chambly.....	Q.		do.....	1st Batt.....	20 00	
2344	1971	Preston, Benjamin.....	T'p Murray.....	Nort'umb'nd.....	Q.	Jas. Brown, M.P.....	Bugler.....	Three Rivers.....	20 00	
2345	893	Purvis, George.....	Lyn.....	Brockville.....	Q.		Private.....	Leeds.....	20 00	
2346	2287	Purdy, Benjamin.....	Bowmanton.....	Durham.....	O.	W. Kerr, M.P.....	Corporal.....	Col. J. Peters.....	20 00	
2347	2388	Purdy, James.....	79 Vernonville.....	Nort'umb'nd.....	O.	W. Kerr, M.P.....	Private.....	Col. J. Peters.....	20 00	
2348	1870	Purdy, Jesse.....	Elginburgh.....	Frontenac.....	O.		do.....	York.....	20 00	
2349	2151	Purdy, James.....	Edystone.....	Nort'umb'nd.....	O.		do.....	Nort'umb'nd.....	20 00	
2350	2570	Provost, Alexis.....	St. Jean Chrysostr'm.....	Chateauguy.....	Q.	S. J. Demers.....	do.....	Voligeurs.....	20 00	
2351	2571	Primeau, Baptiste.....	Helena.....	Huntington.....	Q.	J. Scriver.....	do.....	Voligeurs.....	20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2352	2594	Prateau, Nicholas.....	78	Chambly Basin.....	Chambly.....	Q.	C. G. Scheffer, M.P.....	Corporal.....	Chambly.....	20 00		
2353	2674	Proser, Jesse.....	84	Lunenburg.....	Stormont.....	O.		Private.....	Stormont.....	20 00		
2354	2972	Prestley, George.....	77	Curran.....	Prescott.....	O.		do.....	Stormont.....	20 00		
2355	107	Quesnel dit LaJoie, Antoine.....										
2356	286	Query, Louis.....	82	L'Assompt'n St. Hyacinth.....	L'Assompt'n St. Hyacinth.....	Q.	H. Hurteau, M.P.....	Corporal.....	1st Batt.....	20 00		
2357	1214	Quesy dit Leblond, Joseph.....				Q.	L. Delorme, M.P.....	Private.....	4th Batt.....	20 00		
2358	2316	Quenneville, Francis.....	80	Three Rivers Valleyfield.....	Three Rivers.....	Q.	J. G. Gerin.....	do.....	Three Rivers.....	20 00		
2359	1954	Quenneville, Jean Bte.....	79	Ripon.....	Beauharnois.....	Q.		do.....	Vaudreuil.....	20 00		
2360	2767	Quanty, Frederick.....	94	Thomhill.....	Ottawa.....	Q.		do.....	York.....	20 00		
2361	3015	Quackenbush, Isaac.....	81	Komoka.....	Middlesex.....	O.		do.....	PrinceE'w'd.....	20 00		
2362	694	Randall, Benjamin.....	85	Battersea.....	Frontenac.....	O.		do.....	L'Assompt'n.....	20 00		
2363	1208	Ratelle, Nicholas.....	89	St. Alexis.....	Montcalm.....	Q.		do.....	L'Assompt'n.....	20 00		
2364	1215	Racine, Francois.....	79	St. Basile.....	Chambly.....	Q.		do.....	Volteigeurs.....	20 00		
2365	2483*	Rathburn, Wm. H.....	77	Upper Gage town.....	Queens.....	O.		do.....	Light Infantry.....	20 00		Disallow'd Served in an Imperial Corps.
2366	1509	Rand, Arlemas Dodge.....	81	Sawyerville.....	York.....	O.	W. Sawyer.....	do.....	Light Infantry.....	20 00		
2367	1590	Racette, Joseph.....	80	St. Jean de Matha.....	Joliette.....	Q.	F. B. Godin.....	do.....	Volteigeurs.....	20 00		
2368	1730	Raymond, André.....	80	Canrobert.....	Rouville.....	Q.	Rev. P. L. Paré.....	do.....	Lincoln.....	20 00		
2369	1781	Ramsay, John.....	77	Flamboro W.....	Wentworth.....	O.		do.....		20 00		
2370	1795	Raymond dit Toulouse, Jean Bte.....										
2371	1861	Ratté, Laurent.....	80	A change.....	Napierville.....	Q.		do.....	4th Batt.....	20 00		
2372	1649*	Ratté, Charles.....	83	Berthier.....	Montmagny.....	Q.		do.....	1st Batt.....	20 00		
2373	2170	Rawn, Jacob.....	83	St. Luc.....	Champlain.....	O.	H. Montplaisir, M.P.....	do.....	1st Batt.....	20 00		
2374	2649	Rackenback, Paul.....	80	North Bruce.....	Bruce.....	Q.		do.....	1st Batt.....	20 00		
2375	2922	Raiche, Antoine.....	81	Laprairie.....	Laprairie.....	Q.		do.....	Volteigeurs.....	20 00		
				de Germain ham.....								
				Milton.....	Drummond.....	Q.		do.....	5th Batt.....	20 00		
2376	2951	Racey, Thomas.....			Halton.....	O.		Lieutenant.....	Lincoln.....	20 00		

2377	162	Raiche, Amable.....	79	Tynwick.....	Arthabaska..	Q.	Rev. D. Matté.....	Driver.....	.....	.....	Services not proved.
2378	436	Racine, Michel.....	92	St. Urbane.....	Charlevoix..	Q.	J. Tremblay, ex-M.P.	Private.....	.....	20 00	Services not proved.
2379	519	Rambeau, Hilaire.....	82	Matane.....	Rimouski.....	Q.	R. Fiset, M.P.....	.....	.....	20 00	Services not proved.
2380	661	Rabidon, Gustave.....	96	Ecorse.....	Michigan.....	U.S.	J. A. Ouellette.....	do.....	Disallow'd	.....	Left limits.
2381	886	Raté Ignace.....	83	St. Raphaël.....	Bellechasse..	Q.	do.....	do.....	.....	20 00	.....
2382	77	Reynolds, David.....	84	M't Rydges.....	Middlesex....	Q.	Edward Handy.....	do.....	.....	20 00	.....
2383	85	Renaud, F. Xavier.....	78	St. Roch.....	Quebec.....	Q.	L. H. Fréchette, M.P.	do.....	.....	20 00	.....
2384	399	René François.....	83	Nicolet.....	Nicolet.....	Q.	do.....	do.....	.....	20 00	.....
2385	714	Reginald, Pierre.....	82	St. Jérôme.....	Terrebonne..	Q.	do.....	do.....	.....	20 00	.....
2386	833	Renaud, Charles.....	82	St. Jérôme.....	Terrebonne..	Q.	R. Masson, M.P.....	do.....	.....	20 00	.....
2387	913	Redmond, Marcus.....	79	West Winchester.....	Dundas.....	Q.	do.....	do.....	.....	20 00	.....
2388	2226	Reneault, Pierre.....	79	Hemmingf'd.....	Huntingdon..	Q.	J. Scriver, M.P.....	do.....	.....	20 00	.....
2389	1315	Renaud, Pierre.....	77	Lavaltrie.....	Berthier.....	Q.	Lavaltrie.....	do.....	.....	20 00	.....
2390	1367	Reynolds, Benjamin.....	80	Norham.....	Northumber-land	Q.	do.....	do.....	.....	20 00	.....
2391	2612	Renaud, Louis.....	92	St. André.....	Argenteuil...	Q.	do.....	do.....	.....	20 00	.....
2392	3011	Resier, Joseph.....	82	Bedford.....	Missisquoi...	Q.	do.....	do.....	.....	20 00	.....
2393	602	Rheume, Joseph.....	86	St. Roch.....	Quebec.....	Q.	do.....	do.....	.....	20 00	.....
2394	1917	Rheume, Alexis.....	85	Eboulam'nts.....	Charlevoix..	Q.	L. C. Clément.....	do.....	.....	20 00	.....
2395	39	Richard, Jerome.....	84	Contrecoeur.....	Verchères...	Q.	Dr. A. Geoffroy.....	Corporal.....	.....	20 00	.....
2396	46	Richard, Louis.....	79	Longueuil.....	Chambly.....	Q.	do.....	Private.....	.....	20 00	Services not proved.
2397	331	Richard, Jean Bte.....	80	Montreal.....	City.....	Q.	do.....	do.....	.....	20 00	.....
2398	971	Rivert, Louis.....	77	Lavaltrie.....	Berthier.....	Q.	do.....	do.....	.....	20 00	.....
2399	988	Richard, Basile.....	81	St. Hugues.....	Bégot.....	Q.	do.....	do.....	.....	20 00	.....
2400	1101	Riendeau, Antoine.....	85	West Farnham.....	Missisquoi...	Q.	do.....	do.....	.....	20 00	.....
2401	1124	Riché, Basil.....	81	St. Hermas.....	Two Mount-ains.....	Q.	do.....	do.....	.....	20 00	.....
2402	1151	Rikely, Jacob.....	78	Parma.....	Lennox.....	Q.	S. Shibley, M.P.....	do.....	.....	20 00	.....
2403	3163	Richardson, Elias.....	85	West Derby.....	Vermont.....	U.S.	do.....	do.....	.....	20 00	.....
2404	2404	Richards, John.....	84	Picton.....	P. Edward...	Q.	W. Ross, M.P.....	Sergeant.....	.....	20 00	Disallow'd
2405	1329	Rivais, Alexis.....	84	St. Liguori...	Montcalm...	Q.	do.....	Private.....	.....	20 00	.....
2406	2294	Richard, François.....	92	St. Edouard.....	Napierville..	Q.	L. D. Lafontaine, M.P.	do.....	.....	20 00	.....
2407	1309	Richard, Francis.....	82	Port Burwell.....	Elgin.....	Q.	do.....	do.....	.....	20 00	.....
2408	816'	Rivais, Charles.....	83	St. Julienne.....	Montcalm...	Q.	do.....	do.....	.....	20 00	.....
2409	1817	Richard, François.....	81	St. Jacques...	Montcalm...	Q.	T. E. Ecrement.....	do.....	.....	20 00	.....
2410	1821	Rivest, Jean Baptiste	82	St. Jacques...	Montcalm...	Q.	do.....	do.....	.....	20 00	.....
2411	2004	Ricard, Etienne.....	90	St. Michel.....	Archange.....	Q.	do.....	Sergeant.....	.....	20 00	.....
2412	2199	Richard, Paschal.....	85	St. Sauveur...	Napierville..	Q.	J. B. Hamel, N.P.....	Private.....	.....	20 00	.....
2413	2522	Rivest, François.....	83	St. Paul de Lavaltrie...	Quebec.....	Q.	do.....	do.....	.....	20 00	.....
2414	3036	Richard, René.....	78	St. John.....	Joliette.....	Q.	G. Baby, M.P.....	do.....	.....	20 00	.....
2415	2896	Ripuel, Joseph.....	82	St. John.....	St. John.....	Q.	F. Marchand, M.P.P.	do.....	.....	20 00	.....
2416	2823	Richard, Damase.....	87	St. Jacques...	Montcalm...	Q.	do.....	do.....	.....	20 00	.....
2417	2924	Richard, Laurent.....	85	Richibucto...	Kent.....	N.B.	do.....	do.....	.....	20 00	.....
						N.B.	do.....	do.....	.....	20 00	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2418	2205	Rice, David.....	80	Ingersoll.....	Oxford.....	Q.	Hon. W. B. Chaffers.....	Private.....	Lincoln.....	.....	.....	Services not proved.
2419	72	Rotot, Pierre.....	77	Montreal.....	City.....	Q.	Hon. A. H. Paquet.....	Lieutenant.....	Chasseurs.....	20 00	.....	.....
2420	111	Roy, François.....	80	St. Norbert.....	Berthier.....	Q.	Hon. A. H. Paquet.....	Private.....	Berthier.....	20 00	.....	.....
2421	113	Roy, Gabriel.....	82	St. Norbert.....	Berthier.....	Q.	Hon. A. H. Paquet.....	do.....	Berthier.....	20 00	.....	.....
2422	115	Robillard, Pierre.....	83	St. Norbert.....	Berthier.....	Q.	Hon. A. H. Paquet.....	Corporal.....	5th Batt.....	20 00	.....	.....
2423	161*	Roux dit Sanscha- rtin, Antoine.....	83	Somerset.....	Mégantic.....	Q.	E. Richard, M.P.....	Private.....	5th Batt.....	20 00	.....	.....
2424	173	Robidas, François.....	88	Yamachiche.....	St. Maurice.....	Q.	.....	Sergeant.....	4th Batt.....	20 00	.....	.....
2425	207	Robidoux, Jean Bte.....	79	Maiden.....	Esses.....	Q.	.....	Private.....	Capt. Bondy.....	20 00	.....	.....
2426	216	Roy dit Desjardins, J.....	80	St. Simon.....	Rimouski.....	Q.	Rev. F. M. Fournier.....	do.....	3rd Batt.....	20 00	.....	.....
2427	245	Robert, François.....	79	Hemmingfrd.....	Huntingdon.....	Q.	J. Scriver, M.P.....	do.....	Beauharnois.....	20 00	.....	.....
2428	257	Rousseau, François Jean.....	85	St. Zephirin de Courval.....	Yamaska.....	Q.	C. Gill, M.P.....	do.....	5th Batt.....	20 00	.....	.....
2429	292	Rolland, Lenoir G.....	82	St. Henri.....	Hochelaga.....	Q.	G. L. Rolland.....	do.....	1st Batt.....	20 00	.....	.....
2430	299	Roberge, Pierre.....	88	Gentilly.....	Nicolet.....	Q.	F. Fortier.....	do.....	1st Batt.....	.....	.....	Dead.
2431	379	Rowse, Henry.....	80	St. Roch.....	Richelieu.....	Q.	L. Barthe, M.P.....	do.....	3rd Batt.....	20 00	.....	.....
2432	419	Roy, Pierre.....	82	Contrecoeur.....	Verchères.....	Q.	.....	do.....	St. Ours.....	20 00	.....	.....
2433	433	Roy, Pierre.....	82	St. Victor de Tring.....	Beauce.....	Q.	C. H. Pozer, M. P.....	Sergeant.....	1st Batt.....	.....	.....	Dead.
2434	434	Rodrigue, Olivier.....	80	St. François.....	Beauce.....	Q.	C. H. Pozer, M. P.....	Private.....	1st Batt.....	20 00	.....	.....
2435	451	Rose, Charles.....	80	Merrickville.....	Grenville.....	Q.	.....	do.....	Grenville.....	20 00	.....	.....
2436	480	Roy, François.....	80	Riv. du Loup.....	Maskinongé.....	Q.	A. Boyer, M.P.....	do.....	Cl. Archam- bault.....	20 00	.....	.....
2437	506	Rombough, Jacob.....	81	Centreville.....	Addington.....	Q.	C. Warner.....	Sergeant.....	1st Regt.....	20 00	.....	.....
2438	511	Roture, Antoine.....	83	St. Janvier.....	Terrebonne.....	Q.	D. Desroches.....	Private.....	3rd Batt.....	20 00	.....	.....
2439	541	Royer, François.....	84	Lennoxville.....	Sherbrooke.....	Q.	E. T. Brooks, M.P.....	do.....	6th Batt.....	20 00	.....	.....
2440	544	Rousseau, Benjamin.....	78	St. Apollin- aire.....	Lotbinière.....	Q.	.....	do.....	1st Batt.....	20 00	.....	.....
2441	545	Rousseau, Pierre.....	80	St. Antoine de Tilly.....	Lotbinière.....	Q.	.....	do.....	5th Batt.....	20 00	.....	.....
2442	674	Robillard, alias Lam- bert, Maurice.....	80	Lanoraie.....	Berthier.....	Q.	Hon. A. H. Paquet.....	do.....	Berthier.....	20 00	.....	.....
2443	717	Rose, Samuel Ellett.....	82	Wallbridge.....	Hastings.....	Q.	.....	do.....	Lennox.....	20 00	.....	.....
2444	728	Roe, William.....	80	Newmarket.....	York.....	Q.	A. H. Dymond, M.P.....	do.....	York.....	20 00	.....	.....

Number	Name	Rank	Service	Pay	Remarks	Other	Pay	Remarks	Other
2445	Roy, Amable	81	St. Antoine	Verchères	Q.	C. S. Germain	20 00	St. Denis	Services not proved.
2446	Rougier, Pierre	83	Iberville	Iberville	Q.	do	20 00	Chambly	do
2447	Roby, dit Sanschagrin, Joseph	82	St. Simon	Bagot	Q.	A. Lusignan	20 00	1st Batt.	do
2448	Robitaille, Joseph	77	St. Hyacinth	St. Hyacinth	Q.	L. Delorme, M.P.	20 00	3rd Batt.	do
2449	Robbin, Levy	84	Green Point	P. Edward	Q.	do	20 00	P. Edward	do
2450	Robbin, Stephen	79	Adolphus'n	Lennox	Q.	do	20 00	Lennox	do
2451	Roberge, Pierre	83	St. Hénédine	Dorchester	Q.	F. Rouleau, M.P.	20 00	1st Batt.	do
2452	Roy, François	80	St. Marg'rite	Dorchester	Q.	F. Rouleau, M.P.	20 00	4th Batt.	do
2453	Roy, Joseph	83	St. Justin	Maskinonge	Q.	A. Boyer, M.P.	20 00	4th Batt.	do
2454	Robideux, Etienne	81	W. Farnham	Missisquoi	Q.	do	20 00	Lt. Col. Pinsonnault	do
2455	Ronzal, François	83	Montreal	City	Q.	do	20 00	3rd Batt.	Dead.
2456	Robin, Jacob	80	Demorestville	P. Edward	Q.	W. Ross, M.P.	20 00	P. Edward	do
2457	Rousseau, Jean Bte.	88	St. David	Yamaska	Q.	do	20 00	5th Batt.	Dead.
2458	Rosbeck, Nicholas	77	Gananogue	Leeds	Q.	do	20 00	Lt. Col. Breckenridge	Services not proved.
2459	Tochette, Michel	80	Sorel	Richelieu	Q.	I. Barthe, M.P.	20 00	Sorel	do
2460	Robins, Job	85	Wellandport	Lincoln	Q.	do	20 00	Lincoln	do
2461	Rose, François	90	Vaudreuil	Vaudreuil	Q.	R. Hawood, M.P.	20 00	Cl. Langdon	do
2462	Rondeau, François	84	Fond du Lac	Wisconsin	U.S.	D. Babcock	20 00	3rd Batt.	Disallowed
2463	Robert, Etienne	82	Three Rivers	Three Rivers	Q.	do	20 00	Three Rivers	do
2464	Rodier, Joseph	79	St. Jean Bte.	Hochelega	Q.	E. Rodier	20 00	4th Batt.	do
2465	Roy, Charles	91	Bertonville	Missisquoi	Q.	do	20 00	St. Hyacinth	do
2466	Roy, Alexis	77	St. Lin.	L'Assompt'n	Q.	H. Hurteau, M.P.	20 00	Voltigeurs	do
2467	Robidou, Régis	82	St. Marcel	Richelieu	Q.	do	20 00	5th Batt.	do
2468	Robilliard, André	82	Lavaltrie	Berthier	Q.	Hon. A. H. Paquet	20 00	Lavaltrie	do
2469	Robert, François	80	St. Patrice	de Sherbington	Q.	do	20 00	Lavaltrie	do
2470	Rougeau dit Berger, Jean Baptiste	78	St. Edouard	Napierville	Q.	L. D. Lafontaine, M.P.	20 00	1st Batt.	Amount voted having been exhausted.
2471	Routhier, Charles	82	St. Eugene	Prescott	Q.	do	20 00	Voltigeurs	do
2472	Robert, Louis	82	St. Alexander	Iberville	Q.	do	20 00	3rd Batt.	do
2473	Rose, Peter	82	Nelson	Halton	Q.	do	20 00	Chasseurs	do
2474	Itoy, Pierre	81	St. Anselme	Dorchester	Q.	do	20 00	Niagara	do
2475	Rousseau, Jean Bte.	90	Beauharnois	Beauharnois	Q.	do	20 00	1st Batt.	do
2476	Rose, Samuel	85	Lennox	Michigan	U.S.	F. Marchand, M.P.P.	20 00	Voligeurs	Dead.
2477	Roman, Gabriel	81	St. John	St. John	Q.	do	20 00	Col. Graham	Disallowed
2478	Rose, John	78	Summerst'n	Glenarry	Q.	do	20 00	Feloel	do
2479	Roy, Jacques	85	St. Hyacinth	St. Hyacinth	Q.	do	20 00	Glenarry	do
2480	Robin, Rev. Philip	78	Mill Bridge	Hastings	Q.	Sergeant	20 00	St. Hyacinth	do
2481	Ross, Robert	78	Leaky	York	Q.	Private	20 00	Lennox	do
2482	Robert dit Faches, L.	103	Ste. Adèle	Terrebonne	Q.	do	20 00	2nd Batt.	do
2483	Roy, Jean Bte	84	St. Charles	Borromée	Q.	do	20 00	Capt. Doré	do
2484	Robidoux, Pierre	80	Templeton	Ottawa	Q.	do	20 00	3rd Batt.	do
2485	Rochebrune dit Larocque, Louis	91	Ripsaud	Vaudreuil	Q.	Dr. St. Jean, M.P.	20 00	Lt. Col. McKay	do
2486	Rodrigue, John	80	Ottawa	Garleton	Q.	R. Harwood, M.P.	20 00	Vaudreuil	do
					Q.		20 00	Glenarry	do

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2487	2641	Roux, Frudent.....	81	St. Héleine de Chester	Arthabaska..	Q.	W. Laurier, M.P.	Private	1st Batt.....	20 00		
2488	3104	Ross, Donald.....	89	Wallace	Cumberland	N.S.	B. S. Seaman.....	do	1st Batt.....	20 00		
2489	2646	Roger, François.....	79	Milton Corners	Shefford.....	Q.	Hon. L. S. Huntington	do	Chambly.....			Services not provided.
2490	2648	Rousseau, J. B.....	80	Laprairie	Laprairie.....	Q.		do	Volteigneurs	20 00		
2491	3141	Ross, Gordon.....	80	Eamers' Corners	Cornwall.....	O.		do	Stormont.....	20 00		
2492	2652	Rorison, James M	87	Brockville	Leeds.....	O.		Sergeant.....	Frontenac.....	20 00		
2493	2663	Robideau, Joseph.....	85	Cornwall.....	Cornwall.....	O.	John Bergin.....	Private.....	Stormont.....	20 00		
2494	2981	Rogers, James.....	81	Tweed	Hastings.....	O.		do	P. Edward.....	20 00		
2495	2663	Ross, Michael.....	85	Aultsville	Stormont.....	O.		do	Stormont.....	20 00		
2496	2692	Rorison, Robert D	80	Westport	Leeds.....	O.		do	Leeds.....	20 00		
2497	2989	Robichon, Robert D	83	Three Rivers	St. Maurice..	Q.		do	Three Rivers	20 00		
2498	2717	Robbins, Henry.....	82	Moore	Lambton.....	O.		do	Lt. Cl. Kirby	20 00		Services not provided.
2499	3012	Robillard, J. B.....	80	Clarence Creek	Russell.....	O.		do	Vaudreuil.....	20 00		
2500	2860	Roy, François.....	91	St. Isidore.	Dorchester..	Q.		do	6th Batt.....	20 00		
2501	2965	Robert, Joseph.....	87	St. Denis	St. Hyacinth	Q.		do	Chambly.....	20 00		
2502	2871	Root, Daniel.....	86	Pittsferry	Frontenac.....	Q.		do	Leeds.....	20 00		
2503	2959	Rousseau, Joseph.....	86	Kingscy	Drummond.....	Q.		do	Boucherville	20 00		
2504	2884	Rouiller dit Boucher, Joseph	78	St. John	St. John.....	Q.	F. Marchand, M.P.	Sergeant	Guides.....			Vide No. 326.
2505	2950	Rossignol, Antoine.....	82	Springfield.	Elgin.....	O.	W. H. Grave.....	Private	James Glen.	20 00		Left limits.
2506	2888	Rodrigue, François.....	82	Fairfield	Maine.....	U.S.		do	1st Batt.....	20 00		Disallow'd
2507	1137	Roby dit Sanschagrin, André.....		St. Raphaël.	Bellechasse..	Q.		do	4th Batt.....	20 00		
2508	928	Royer, Lazare V.....	84	Ste. Claire.	Dorchester..	Q.	F. Rouleau, M.P.	Sergeant	1st Batt.....	20 00		
2509	273	Ryder, Cornelius.....	80	Kingston	Frontenac.....	O.		Private	Leanox.....	20 00		
2510	2287	Ryan, John.....	79	Courtland	Norfolk.....	O.		do	1st Batt.....	20 00		Disallow'd
2511	2127	Rymal, Joseph.....	78	Hamilton	Wentworth..	O.	Jos. Rymal, M.P.	do	1st Batt.....	20 00		Already pension'd.
2512	2701	Ryerse, George T.....	81	Port Ryerse.	Norfolk.....	O.		Ensign.....	Lincoln.....	20 00		
2513	2910	Ryerson, George.....	85	Toronto	Toronto.....	O.		1st Lieut.....	Norfolk.....	20 00		
2514	949	Ruel, François.....	80	St. Joseph.	Levis.....	Q.		Corporal.....	4th Batt.....	20 00		

2515	1128	Rutter, Alexander...	79	Hillicr.....	P. Edward...	O.	Private	Lennox	Disallow'd	Services not provided.
2516	1355*	Russell, John.....	81	Sarnia.....	Lambton.....	O.	Private	Lennox	Served in an Im- perial Corps.	
2517	1847	Rush, James Cobus ..	81	Rednersville.....	P. Edward.....	O.	do	5th Batt.....		
2518	2605	Ruel, Antoine.....	89	St. Laurent.....	Montm'ncy.....	Q.	do	1st Batt.....		
2520	2605	Ruel, Jean.....	80	St. Henri.....	Lévis.....	Q.	do	3rd Batt.....		
2521	249	Savoie, Ambroise.....	80	St. Barthe- lémy.....	Berthier.....	Q.	do	2nd Batt.....		
2521	279	Samson, Etienne.....	82	St. Evariste.....	Beauce.....	Q.	Sergeant.....	Vaudreuil.....	Dead.	
2522	321	Sauvé, Pierre.....	84	St. Polyc'rpe.....	Soulanges.....	Q.	Private	3rd Batt.....		
2523	337	Sarrazin, Joseph.....	80	Ste. Elizabeth.....	Joliette.....	Q.	do	3rd Batt.....		
2524*	334	Sausés, François.....	81	Ste. Agathe.....	Terrebonne.....	Q.	do	4th or 5th Bt.		
2525	401	Sasseville, François..	90	St. Hyacinth.....	St. Hyacinth.....	Q.	Corporal.....	St. Ours.....		
2526	421	Saint Onges, Antoine	95	Contrecoeur.....	Verschères.....	Q.	Private	1st Batt.....	Disallow'd	Procured a sub- stitute.
2527	555	Salois, Pierre.....	79	St. Bonaven- ture d'Upt'n.....	Drummond.....	Q.	do	Boucherville.....		
2528	12*	Sabourin <i>alias</i> Lo- perche, Joseph.....	85	St. Hubert.....	Chamby.....	Q.	do	Chamby.....		
2529	1127	Sauvé, Luc.....	77	St. Hermas.....	Two M'tains.....	Q.	do	Guides.....		
2530	2392	Sarazin <i>dit</i> D'Epel- teau, Pierre.....	84	Malmaison.....	Missisquoi.....	Q.	do	5th Batt.....		
2531	2438	Sauvé <i>dit</i> Laplante, Joseph.....	83	St. Placide.....	Two M'tains.....	Q.	do	Vaudreuil.....		
2532	317	Sauvé, Jean Bte.....	80	St. Polyc'rpe.....	Soulanges.....	Q.	do	2nd Batt.....		
2533	1389	Sauveur, Singelais ..	94	N. D. de La- terrière.....	Chicoutimi.....	Q.	do	Middlesex.....		
2534	1431	Saxton, Jno. Haines ..	79	Port Rowan.....	Norfolk.....	O.	do	Vaudreuil.....		
2535	2459	Sabourin, François..	90	Gloucester.....	Dalton.....	O.	do	Lennox.....		
2536	3056	Sager, John.....	81	Dresden.....	Oxford.....	O.	do	Norfolk.....		
2537	2478	Sage, Comfort.....	78	West Oxford.....	Oxford.....	O.	do	F. L. Inf'ry.....		
2538	53*	Salsbury, Henry.....	82	St. Armand Centre.....	Missisquoi.....	Q.	do	Col. Desc't.....		
2539	1695	Savard, Jean Bte.....	82	St. Eustache.....	Two Mount's.....	Q.	Corporal.....	Vaudreuil.....		
2540	1684	Sagala, Vierre.....	77	Vaudreuil.....	Vaudreuil.....	Q.	Private	Yamaska.....		
2541	1736	Salvas, Joseph.....	80	St. Michel.....	Yamaska.....	Q.	do	2nd Patt.....		
2542	1918	Savard, François.....	81	St. Jean Chrysosto'e.....	Lévis.....	Q.	do	Guides.....	Dead.	
2543	1924	Sarazin, <i>dit</i> Depel- teau, Pierre.....	81	Bedford.....	Missisquoi.....	Q.	do	York.....	Disallow'd	Already pen- sioned.
2544	2499	Saunders, John.....	82	Durham.....	Drummond.....	Q.	do	Vaudreuil.....		
2545	2541	Sabourin, Frs.....	82	Rigaud.....	Vaudreuil.....	Q.	do	Col. Desc't.....		
2546	2632	Sauvé, Louis.....	87	St. Zotique.....	Soulanges.....	Q.	do	Northern'd.....		
2547	2759	Savoie, Beloni.....	84	Bucktonche.....	Kent.....	N.B.	do	Salaberry.....		
2548	3181	Siskoistotha, Jos.....	79	Caughna'ga.....	Laprairie.....	Q.	Indian.....	Salaberry.....		
2549	3187	Sakakemu, Pierre.....	78	Caughna'ga.....	Laprairie.....	Q.	Indian.....	Salaberry.....		
2550	3027	Sauvé, <i>dit</i> Laplante Joseph.....	82	St. Ignace.....	Soulanges.....	Q.	Private	Lotbinière.....		
2551	2939	Savary, Augustin J.....	81	Ste. Rosalie.....	Ragot.....	Q.	do	F. L. Inf'ry.....		
2552	119	Shermahorn, Asa.....	77	Napance.....	Lennox.....	O.	Orderly.....	Lennox.....		
2553	201	Scott, Samuel.....	87	Yarker.....	Aldington.....	O.	Sergeant.....	Addington.....		
2554	307	Scott, William.....	80	Napance.....	Lennox.....	O.	Private	Addington.....		
2555	738	Schryver, George.....	82	Napance.....	Lennox.....	O.	do	Lennox.....		

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2556	767	Scott, William.....	80	Clarence'lle.	Missisquoi	Q.	.....	Private	F. L. Infantry	20 00	.....	.....
2557	911	Schwersafer, G. Fre.	80	Moorewood.....	Dundas	Q.	.....	do	Dundas	20 00	Disallow'd	Left limits.
2558	1031	Scott, William.....	81	Madrid.....	New York	U.S.	W. Gibson, M.P.	do	Op. J Macd'll	20 00	.....	Dead.
2559	1586	Scovell, Samuel.....	78	Waterford.....	Norfolk	Q.	.....	do	2nd Batt.	20 00	.....	.....
2560	2077	Scott, André.....	90	St. Timothé.	Beauharnois	Q.	.....	do	Volunteers	20 00	.....	.....
2561	2135	Scott, Thomas.....	84	Clarence'lle.	Missisquoi	Q.	W. Donahue, M.P.	do	1st Batt.	20 00	.....	.....
2562	2854	Scott, William.....	79	Morrisburgh	Dundas	Q.	.....	do	Glengarry	20 00	.....	.....
2563	1513	Scrivner, William.....	79	Lacolle.....	St. John.	Q.	F. Bourassa, M.P.	do	2nd Batt.	20 00	.....	.....
2564	259	Seaman, Smith.....	90	Rockport.....	Leeds	Q.	.....	do	Lennox	20 00	.....	.....
2565	423	Semreville, Louis.....	79	Bate du	.....	Q.	.....	do	3rd Batt.	20 00	.....	Dead.
2566	723	Senn, Jacob.....	80	York.....	Yamaska	Q.	C. Gill, M.P.	do	Lincoln	20 00	Disallow'd	Left limits.
2567	780	Searle, Benjamin.....	78	Ste. Anne.....	Illinois.	U.S.	.....	do	4th Batt	20 00	.....	.....
2568	963	Sexton, George.....	84	Warkworth.....	Northum'nd.	Q.	.....	Ord. Sergt.	Durham	20 00	.....	.....
2569	1187	Secord, Ass.....	80	Mohawk.....	Brant	Q.	W. Paterson, M.P.	Private	Gore	20 00	.....	.....
2570	1201	Sellars, Robert.....	83	Kingston.....	Frontenac	Q.	.....	do	5th Batt.	20 00	.....	.....
2571	2328	Selleck, Ira.....	78	Prescott.....	Prescott	Q.	G. B. Shaver	do	Grenville.	20 00	.....	.....
2572	2401	Sequin, François.....	79	Rigaud.....	Vaudreuil	Q.	R. Harwood, N.P.	do	Lotbinière	20 00	.....	.....
2573	2432	Seetey, David.....	80	N. Augusta.....	Grenville	Q.	.....	do	Lieut.-Col.	20 00	.....	.....
2574	1302	Seguin, Joachim.....	80	Ste. Justine	Vaudreuil	Q.	J. P. Lantier, M.P.	do	Ethbridge.	20 00	.....	.....
2575	1777	Sénécal, Louis.....	80	Varenes.....	Verchères	Q.	Hon. F. Geoffrion	Corporal	Vaudreuil	20 00	.....	.....
2576	1959	Sears, James.....	82	Ruthven.....	Essex	Q.	.....	Private	Boucherville	20 00	.....	.....
2577	2551	Seguin, Antoine.....	81	Rigaud.....	Vaudreuil	Q.	.....	do	Lennox	20 00	Not paid	Amount voted
2578	2643	Seguin, Joseph.....	88	Vanki's Hill	Prescott	Q.	R. Harwood, M.P.	do	Lotbinière	20 00	.....	having been
2579	3142	Sevigne, Etienne.....	83	N. Shikley.....	Shefford	Q.	.....	do	Lotbinière	20 00	.....	exhausted.
2580	2654	Selmsier, Philip.....	83	Corn'all Top	Stormont	Q.	.....	do	Stormont	20 00	.....	.....
2581	2865	Sellars, William.....	84	Toledo.....	Ohio	U.S.	.....	Bagier	1st Batt.	20 00	Disallow'd	Left limits.
2582	353	Shermahorn, Amos.....	80	Napanee.....	Lennox	Q.	S. Shibley, M.P.	Private	Lennox	20 00	.....	.....
2583	406	Shamicour, Francis.....	81	Smith's Falls	Lanark	Q.	J. McKeachine	do	Leeds	20 00	.....	.....
2584	489	Shaver, John.....	81	Iroquois.....	Dundas	Q.	J. N. Tuttle	do	Dundas	20 00	.....	.....
2585	496	Shaver, Michel.....	78	Winchester	Dundas	Q.	J. N. Tuttle	do	Dundas	20 00	.....	.....
2586	497	Shaver, James.....	81	Springs.....	Dundas	Q.	J. N. Tuttle	do	Dundas	20 00	.....	.....

2587	500	Shaver, Henry	88	Iroquois	Dundas	O.	J. N. Tuttle	do	Dundas	20 00	
2588	589	Shaver, William	78	Winchester Springs	Dundas	O.	W. Gibson, M.P.	do	Dundas	20 00	
2589	625	Shufelt, Thomas	85	Brome	Brome	Q.		do	2nd Batt	20 00	
2590	718	Shook, Jacob	80	Brampton	Peel	O.		do	Lennox	20 00	
2591	798	Shuter, Conrad	80	Newburgh	Addington	O.		do	Lincoln	20 00	
2592	853	Sharon, Hugh	79	Frome	Elgin	O.	G. E. Casey, M.P.	do	Glengarry	20 00	
2593	1174	Shorts, Jacob	88	Green Point	Prin. Edw'd	O.		do	1st Leeds Bt.	20 00	
2594	2261	Shipman, Daniel H.	79	Elizabeth'n	Leeds	O.	J. D. Baell, M.P.	do	Lincoln	20 00	Disallowed
2595	2309	Sharon, Thomas	77	Frome	Elgin	O.	J. E. Casey, M.P.	do	4th Batt	20 00	Disallowed
2596	2326	Shufelt, Samuel	84	E. Kingston	New Ham'ire	U.S.	O. Boucher	do	York	20 00	Left limits.
2597	1372	Shaver, Isaac	83	Windham	Norfolk	O.		do	Norfolk	20 00	
2598	1433	Shoemaker, Peter	86	Prt. Rowan	Norfolk	O.		do	Dundas	20 00	
2599	1443	Shaver, Kijah	78	Kemptville	Gravelle	O.	W. H. Brouse, M.P.	do	Montre' L.I.	20 00	
2600	1447	Shufelt, Joseph	82	Sutton	Brome	Q.	A. Broder	Corporal	Dundas	20 00	
2601	1506	Shaver, William	80	S. Mountain	Dundas	U.	T. L. Biggar, M.P.	do	Prin. Edw'd	20 00	
2602	1561	Shear, David	78	Brighton	Northum'nd	O.		do	Glengarry	20 00	
2603	1569	Shelp, Christopher	85	Russel Tap	Russell	O.		do	Leeds	20 00	
2604	1805	Sheldon, Horrace F.	82	Portland	Leeds	O.		do	Can. Fenc'ls	20 00	
2605	1816	Shirbert, Gabriel	82	St. Roch, Que	Quebec	Q.	Lt. Col. Joseph Laurin	do	1st Town'ps	20 00	Served in an Imperial Corps.
2606	1851	Shibley, Henry	84	Yarker	Addington	O.		do	York	20 00	
2607	1872	Shibley, David	79	Delta	Leeds	O.	S. W. Shibley	do	Addington	20 00	
2608	1990	Shupe, Adam	81	Galt	Waterloo	O.	M. Spinger	do	Flank Co.	20 00	
2609	2036	Sharp, Lucas	79	Ernestown	Lennox	O.		do	Stormont	20 00	
2610	2157	Shaver, John	80	Delhi	Norfolk	O.		do	3rd Batt	20 00	
2611	2685	Shaver, Jacob	80	Lunenburg	Stormont	O.		do	Gen. Brock	20 00	Disallowed
2612	2696	Sharon, Gabriel	85	Marltonowa	Glengarry	O.		do	Tecumseh	20 00	Left limits.
2613	2819	Shupe, Adam	82	Moline	Michigan	U.S.	R. McKenzie	do	2nd Batt	20 00	Amount voted having been exhausted.
2614	3192	Shawantsee	92	Sarnia	Lambton	N.S.		do	Bouch' rville	20 00	
2615	2842	Shea, William	80	River John	Pictou	O.		do	1st Batt	20 00	
2616	3079	Sheli, Henry C.	80	Markham	York	O.	C. A. P. Pelletier, M.P.	Sergeant	3rd Batt	20 00	
2617	10*	Sicotte, Constant	86	Longueuil	Chambly	Q.	H. Hurteau, M.P.	Private	3rd Batt	20 00	Dead.
2618	150	Sirois, John	78	Ste. Anne	Kamouraska	Q.		do	3rd Batt	20 00	
2619	232	Simard, Louis	77	St. Lin	P. Assompt'n	Q.		do	3rd Batt	20 00	
2620	394	Sivignie, François	88	St. Esprit	Montcalm	Q.	P. A. Tremblay, Ex M.P.	do	3rd Batt	20 00	
2621	435	Simard, Uiric	81	St. Urbain	Charlevoix	Q.	S. Shibley, M.P.	do	3rd Batt	20 00	
2622	708	Sills, William Bell	81	Sillsville	Lennox	O.		do	1st Batt	20 00	
2623	883	Simard, Thimothé	81	Raie St. Paul	Charlevoix	Q.	Rev. L. Marceau, P	Sergeant	4th Batt	20 00	
2624	906	Simard, Germain	80	St. Lite des Caps	Hastings	O.		do	Beaufort	20 00	Dead.
2625	1194	Sills, William	84	Phillipston	Mont'mr'ncy	O.	W. Ross, M.P.	do	Glengarry	20 00	Not paid
2626	2339	Simard, Basile	80	Ste. Anne de Beaupré	Mont'mr'ncy	O.		do	York	20 00	Am't voted having been exhausted.
2627	1348	Simpson, Obed	80	Tps. Hillier	P. Edward	O.		do	Corpl. Mayo	20 00	Disallowed
2628	1811	Silverthorne, Joseph	89	Cooksville	Peel	O.		do	Chambly	20 00	Not enrolled.
2629	2723	Simpson, James	91	Barrie	Simcoe	O.	A. C. Singleton	Private	Gen. Brock	20 00	
2630	2786	Simpson, Jacob	76	Hillier	P. Edward	O.		do		20 00	
2631	1656	Sicard, Philibert	87	Canrob'rt	Rcuville	O.		do		20 00	
2632	3169	Silversmith, Od	92	Tuskarora	Braut	O.		Indian		20 00	

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2633	3033	Sicard de Carrufel, D	89	St. Etienne des Grés...	St. Maurice.	Q.		Private	Lieut.-Col. Henderson	\$ cts.		
2634	590	Slater, James	78	Inkerman	Dundas	O.		do	Dundas	20 00		
2635	2232	Sliter, David	78	Warburton	Leeds	O.		do	Leeds	20 00		
2636	1417	Slight, William	78	Waterford	Norfolk	O.		do	Norfolk	20 00		
2637	2083	Sliter, Hill	80	Streets Cor's	Leeds	O.		do	Leeds	20 00		
2638	16	Smith, Samuel	86	Odesa	Lennox	O.		do	Lennox	20 00		
2639	396	Smith, Walton	86	Collfield	Pontiac	O.		do	2nd Batt	20 00		
2640	515	Smith, James	78	SouthGower	Grenville	Q.		do	Grenville	20 00		
2641	1014	Smith, Jacob	86	Tps. Fredericksburgh	Lennox	O.		do	Addington	20 00		
2642	1179	Smith, Silas	87	Winona	Wentworth	O.		do	1st Batt	20 00		
2643	1245	Smith, Lyman	85	Tps. Hillier	P. Edward	O.		do	Lennox	20 00		
2644	2396	Smith, Christopher	76	Bomanton	Northbr'd	O.		do	Lennox	20 00		
2645	1336	Smith, John	84	St. Arme's St	Missisquoi	Q.		do	Missisquoi	20 00		
2646	1438	Smith, Amos Lucas	79	Stirling	Hastings	O.	M. Powell, M.P.	do	Lennox	20 00		
2647	1565	Smith, John	79	Acton West	Wellington	O.	D. Stipson, M.P.	do	Lincoln	20 00		
2648	1677	Smuck, Peter	86	St. Thomas	Elgin	O.		do	Lincoln	20 00		
2649	1842	Smades, Elijah B	72	Prescott	Grenville	O.		do	Dragoons	20 00		
2650	1869	Smith, Daniel	82	Tps. Oxford	Oxford	O.		do	Lincoln	20 00		
2651	1891	Smith, Duncan	79	Riv. Kasin	Glengarry	O.	D. McGuer	do	Glengarry	20 00		
2652	2114	Smith, Francis	79	Ringwood	York	O.		do	1st Batt	20 00		
2653	2117	Smith, Lewis	85	Canfield Stn	Haldimand	O.		do	Voyageurs	20 00		
2654	2651	Sybe, William	81	Gloucester	Carleton	O.		do	Stormont	20 00		
2655	2709	Smith, John G.	81	Frankford	Hastings	O.		do	Hastings	20 00		
2656	2724	Smith, John Wilcox	75	Grumby	Lincoln	O.		do	Hastings	20 00		
2657	3049	Smith, Henry	75	Logierait	Lambton	O.		do	Hastings	20 00		Disallowed. Not enrolled. Services not proved.
2658	3075	Smith, Silas	85	Sunprairie	Wisconsin.	U.S.	Wm. Reeves, N.P.	do	Leeds	20 00		Disallowed. Left limits.
2659	2219	Smoke, John	84	Seneca	Haldimand	O.		do	Cap. Mortous	20 00		
2660	88	Snider, Martin	78	Eglington	York	O.	G. Snider, M. P.	do	York	20 00		
2661	680	Snider, John B	86	Verona	Addington	O.		do	Lennox	20 00		
2662	925	Snider, Jacob	85	Eglington	York	O.	G. Snider, M. P.	1st Sergeant	York	20 00		Dead.

2663	2367	Snider, John	78	Rednersville	P. Edward	O.	E. C. Ketcheson	Private	20 00	.....	Services not proved.
2664	1725	Snyder, David	83	Riv. Raisin	Glengarry	O.	D. McGruer	do	20 00	.....
2665	2688	Sneingers, Fred	81	Newington	Stormont	O.	C. Archibald, M.P.	Private	20 00	.....
2666	2771	Snyder, Philip	87	Waterdown	Wentworth	O.	J. L. Biggar, M.P.	do	20 00	.....
2667	2772	Snider, Frederick G.	83	Ancaster	Wentworth	O.	J. L. Biggar, M.P.	do	20 00	.....
2668	3113	Snider, James	78	Windsor	Essex	O.	J. L. Biggar, M.P.	do	20 00	.....
2669	3178	Snake, Thomas	84	Longwood	Middlesex	O.	J. L. Biggar, M.P.	do	20 00	.....
2670	3021	Snyder, Adam	80	Preston	Waterloo	O.	J. L. Biggar, M.P.	do	20 00	.....
2671	29	Soulard, Jean	90	St. Augustin	Portneuf	O.	J. L. Biggar, M.P.	do	20 00	.....
2672	1063	Soucy, Michel	85	St. André	Kamouraska	O.	J. L. Biggar, M.P.	do	20 00	.....
2673	1420	Sovereign, Novrance	80	Ro'nd Plains	Norfolk	O.	J. L. Biggar, M.P.	do	20 00	.....
2674	2449	Sove, Baptiste	83	E. Hawkesry	Prescott	O.	J. L. Biggar, M.P.	do	20 00	.....
2675	2484	Sorel, Jacques	79	St. Edouard	Napierville	O.	J. L. Biggar, M.P.	do	20 00	.....
2676	1521	Soulière, François	80	Ryegate	Essex	O.	J. A. Onellette	do	20 00	.....
2677	1573	Somborger, John	79	Pigeon Hill	Missisquoi	O.	J. A. Onellette	do	20 00	.....
2678	1672	Soper, Samuel	79	Rockwood	Wellington	O.	J. A. Onellette	do	20 00	.....
2679	1980	Sovereign, Fred	88	Delhi	Norfolk	O.	J. A. Onellette	do	20 00	.....
2680	1981	Sovernen, Henry B.	87	Delhi	Norfolk	O.	J. A. Onellette	do	20 00	.....
2681	3183	Sonorese, Natis	80	C'gnawaga	Laprairie	O.	J. E. Pinsonnault	Indian	20 00	.....	Dead.
2682	3185	Sopaino, Jacques	84	C'gnawaga	Laprairie	O.	J. E. Pinsonnault	do	20 00	.....
2683	3001	Soulière, Jean Bte.	87	Sandwich E.	Essex	O.	J. E. Pinsonnault	Sergeant	20 00	.....	Services not proved.
2684	610	Spencer, James	80	Napanee	Lennox	O.	J. L. Biggar, M.P.	Private	20 00	.....
2685	868	Spencer, Jas. Potter	79	Cherry Valley	P. Edward	O.	J. L. Biggar, M.P.	do	20 00	.....
2686	1559	Spung, John	84	Brighton	Northbrld	O.	J. L. Biggar, M.P.	do	20 00	.....
2687	2899	Spencer, Robert	76	Dr'm'dville	Welland	O.	J. L. Biggar, M.P.	do	20 00	.....
2688	1298	Squier, Gibbs	78	C'nscon Vil	P. Edward	O.	J. L. Biggar, M.P.	do	20 00	.....
2689	197	Stafford, Ralph	82	Fingal	Elgin	O.	J. L. Biggar, M.P.	do	20 00	.....
2690	349	Stoliker, John	77	Tnep Leeds	Leeds	O.	J. L. Biggar, M.P.	do	20 00	.....
2691	487	Strader, John	87	Iroquois	Dundas	O.	J. L. Biggar, M.P.	do	20 00	.....
2692	516	Stoner, Abram	85	Dunbarton	Ontario	O.	J. L. Biggar, M.P.	do	20 00	.....
2693	703	Stébéne, Jean Bte.	80	Roxton Fond	Shefford	O.	J. L. Biggar, M.P.	do	20 00	.....
2694	781	Stewart, John	83	Tnep Harw'h	Kent	O.	J. L. Biggar, M.P.	do	20 00	.....
2695	2210	Stewart, Benjamin	81	Rainham C.	Haldimand	O.	J. L. Biggar, M.P.	do	20 00	.....
2696	652	Stringer, Henry	80	St. Thomas	Elgin	O.	J. L. Biggar, M.P.	do	20 00	.....
2697	1064	Stiver, John H.	84	Burtonville	York	O.	J. L. Biggar, M.P.	do	20 00	.....
2698	1239	Stoner, Peter	84	Scarboro	York	O.	J. L. Biggar, M.P.	do	20 00	.....
2699	2289	Stoddard, Arrin	84	Chaubury	Leeds	O.	J. L. Biggar, M.P.	do	20 00	.....
2700	2358	Stevens, Richard	85	Thamesville	Kent	O.	J. L. Biggar, M.P.	do	20 00	.....
2701	3086	Stenson, James	81	St. Andrews	Charlotte	N.B.	J. L. Biggar, M.P.	do	20 00	.....	Amount voted having been exhausted.
2702	2431	Stiles, Martin	79	Holly	Michigan	U.S.	J. L. Biggar, M.P.	Sergeant	20 00	.....	Left limits.
2703	1189	Strowbridge, Benj	79	Langsford	Brant	O.	J. L. Biggar, M.P.	Private	20 00	.....
2704	1273	Strater, Henry	84	Brint's/Cor	Dundas	O.	J. L. Biggar, M.P.	do	20 00	.....
2705	2996	Stafford, Joseph	86	Thamesville	Bothwell	O.	J. L. Biggar, M.P.	do	20 00	.....
2706	1415	Stockwell, Isaac	82	Simcoe	Norfolk	O.	J. L. Biggar, M.P.	do	20 00	.....
2707	1064	Steves, Joshua	84	Guelph	Wellington	O.	J. L. Biggar, M.P.	do	20 00	.....	Imperial pensioner.

7-5*

23

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2708	1613	Steenburgh, John.....	82	Matilda.....	Dundas.....	O.	J. N. Tuttle.....	Private.....	1st Batt.....	20 00	.....	.....
2709	1646	Strope, Christopher.....	79	Wilmar.....	Addington.....	O.	.....	do.....	Frontenac.....	20 00	Disallowed	Not enrolled.
2710	1739	Storms, John.....	79	Violet.....	Lennox.....	O.	.....	Private.....	.....	.....	.....	.....
2711	1812	Sturges, John McK.....	77	Mohawk.....	Brant.....	O.	.....	.....	Lt.-Col. Crooks.....	20 00	.....	.....
2712	3098	Stewart, George.....	79	Wallace.....	Cumberland.....	N.S.	.....	do.....	1st Batt.....	20 00	.....	.....
2713	1856	Stockwell, John.....	81	Ruthven.....	Essex.....	O.	.....	do.....	Essex.....	20 00	.....	.....
2714	1953	Steele, David.....	82	Humberst'ne.....	Welland.....	O.	.....	do.....	Lincoln.....	20 00	.....	.....
2715	1998	Stevens, David B.....	85	Elgin.....	Leeds.....	O.	.....	do.....	Middlesex.....	20 00	.....	.....
2716	2672	Steenburg, Peter.....	77	South Finch.....	Stormont.....	O.	C. Archibald.....	do.....	Stormont.....	20 00	.....	.....
2717	2685	Stillwill, John.....	79	Osnabruck.....	Stormont.....	O.	C. Archibald.....	do.....	Stormont.....	20 00	.....	.....
2718	2820	Stichel, Peter.....	84	London.....	London.....	O.	.....	Sergeant.....	2nd Batt.....	20 00	.....	.....
2719	804	Stébéne, Louis.....	87	Ely.....	Shefford.....	O.	F. X. David.....	Private.....	Chambly.....	20 00	.....	.....
2720	1021	Sullivan, Michael.....	80	Morrisburgh.....	Dundas.....	O.	W. Gibson, M.P.....	do.....	Dundas.....	20 00	.....	.....
2721	2257	Sunday, John.....	79	Munich.....	Northamb'ld.....	O.	W. Kerr, M.P.....	do.....	Major Hen- derson.....	20 00	.....	.....
2722	3024	Surprenant, J. B.....	80	St. Johns.....	St. Johns.....	Q.	F. Marchand, M.P.P.....	do.....	Lacadie.....	20 00	.....	.....
2723	2136	Suzard, Felix.....	85	St. Georges.....	Missisquoi.....	Q.	W. Donahue, M.P.....	do.....	2nd Batt.....	20 00	.....	.....
2724	3168	Sunday, Chief John.....	85	Toronto.....	Toronto.....	O.	W. Plummer.....	Private.....	Frontenac.....	20 00	.....	Service not proved.
2725	60	Switzer, Daniel.....	78	New Lowell.....	Simcoe.....	O.	.....	Private.....	Leeds.....	20 00	.....	.....
2726	2150	Sweet, Jared Louis.....	84	Haldimand.....	Northamb'ld.....	O.	J. W. Kerr, Cobourg.....	Sergeant.....	Leeds.....	20 00	.....	.....
2727	2737	Sweazy, Andrew.....	79	Elfrida.....	Wentworth.....	O.	Hon. A. H. Paquet.....	Private.....	Lincoln.....	20 00	.....	.....
2728	2354	Sylvester, Pierre.....	80	St. Cuthbert.....	Berthier.....	Q.	.....	do.....	3rd Batt.....	20 00	.....	.....
2729	1397	Syvain, Joseph.....	80	Bearvage.....	Lothbière.....	Q.	C. A. P. Pelletier, M.P.....	do.....	2nd Batt.....	20 00	.....	.....
2730	141	St. Aman, A.....	84	St. Roch.....	L'Islet.....	Q.	Hon. A. H. Paquet.....	do.....	4th Batt.....	20 00	.....	.....
2731	5-2	St. Arneault, Chas.....	78	Ferthier.....	Berthier.....	Q.	.....	do.....	4th Batt.....	20 00	.....	.....
2732	2120	St. Antoine, Chas.....	87	Quebec.....	Quebec.....	Q.	Lt.-Col. Laurin.....	do.....	6th Batt.....	20 00	Disallowed	Left limits.
2733	3114	St. Antoine, Chas.....	83	Faribault.....	Minnesota.....	U.S.	.....	do.....	Gen. Brock.....	.....	.....	.....
2734	2137	St. Amont dit LaJoie, Joseph André.....	80	St. Justine de Newton.....	Vaudreuil.....	Q.	J. P. Lanthier, M.P.....	do.....	Ut M'Donald.....	20 00	.....	.....
2735	2391	St. Cyr, Joseph.....	83	Tnp Cleveland.....	Richmond.....	Q.	J. Picard, M.P.P.....	Sergeant.....	4th Batt.....	20 00	.....	.....
2736	1814	St. Charles, Charles.....	85	Madoc.....	Hastings.....	O.	.....	Corporal.....	2nd Batt.....	20 00	.....	.....

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1876.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2771	1323	Tessier, François.....	79	Ste. Anne de la Pérade.....	Champlain.....	Q.	.....	Private.....	4th Batt.....	20 00	.....	.....
2772	2828	Teater, Isaac.....	85	Clinton.....	Lincoln.....	Q.	.....	do.....	4th Batt.....	20 00	Disallow'd	Not enrolled.
2773	3028	Tellier, Nicolas.....	89	Berthier.....	Berthier.....	Q.	.....	Private.....	St. Denis.....	20 00	Disallow'd	Not enrolled.
2774	2900	Tetreau, Amable.....	89	St. Charles.....	St. Hyacinth.....	Q.	.....	Private.....	St. Denis.....	20 00	Disallow'd	Not enrolled.
2775	3028	Tellier, Joseph.....	87	Berthier.....	Berthier.....	Q.	.....	Private.....	2nd Batt.....	20 00	.....	Dead.
2776	61	Thisdale, Joseph.....	79	St. Clet.....	Soulanges.....	Q.	J. P. Lanthier, M.P.....	Private.....	2nd Batt.....	20 00	.....	.....
1777	237	Therrien, Louis.....	87	St. Lin.....	L'Assompt'n.....	Q.	H. Hurteau, M.P.....	do.....	Deschamb't.....	20 00	.....	.....
2778	300	Thinelle, J. Baptiste.....	83	St. Calixte.....	Montcalm.....	Q.	.....	Corporal.....	3rd Batt.....	20 00	.....	.....
2779	466	Thibeau, Jean.....	81	Kilkenny.....	Maskinonge.....	Q.	Rev. Mr. Mirault.....	Private.....	8th Batt.....	20 00	.....	Dead
2780	474	Thibodeau, Pierre.....	84	St. Ursule.....	Maskinonge.....	Q.	A. Boyer, M.P.....	do.....	Three Rivers.....	20 00	.....	.....
2781	504	Thibodeau, Joseph.....	80	St. Justin.....	Joliette.....	Q.	A. Boyer, M.P.....	do.....	Boucherville.....	20 00	.....	.....
2782	627	Therien, Pierre.....	87	St. Elizabeth.....	Portneuf.....	Q.	A. De St. George, M.P.....	do.....	2nd Batt.....	20 00	.....	.....
2783	687	Thibault, François.....	81	St. Casimir.....	Richelieu.....	Q.	.....	do.....	Hastings.....	20 00	.....	.....
2784	754	Thrasher, Joseph.....	83	St. Corel.....	Forboro.....	Q.	.....	do.....	Newcastle.....	20 00	.....	.....
2785	837	Thompkins, Caleb.....	81	Brighton.....	Nthumbrind.....	Q.	.....	do.....	4th Batt.....	20 00	.....	.....
2786	974	Thyfault, Pierre.....	80	St. Anne.....	Illinois.....	U.S.	.....	do.....	4th Batt.....	20 00	Disallow'd	Left limits.
2787	1259	Thyfault, Pierre.....	80	St. Maurice.....	Champlain.....	Q.	J. A. Ouimet, M.P.....	do.....	Lachine.....	20 00	.....	.....
2788	2245	Thebort, Eustache.....	79	St. Dorothé.....	Laval.....	Q.	.....	do.....	4th Batt.....	20 00	.....	.....
2789	1637	Thibault, J. Baptiste.....	93	St. Jérôme.....	Terbonne.....	Q.	.....	do.....	Leeds.....	20 00	.....	.....
2790	1648	Thompson, James.....	78	Escoit.....	Leeds.....	Q.	.....	do.....	2nd Batt.....	20 00	.....	.....
2791	1732	Thibault, Joseph.....	94	St. Casimir.....	Portneuf.....	Q.	.....	do.....	Dundas.....	20 00	.....	.....
2792	1890	Thibault, Michel.....	87	Montreal.....	City.....	Q.	.....	do.....	York.....	20 00	.....	.....
2793	2656	Thompkins, Jesse.....	76	Mathilda.....	Dundas.....	Q.	.....	do.....	York.....	20 00	.....	.....
2794	2732	Thompson, Arch. D.....	79	Ellesmere.....	York.....	Q.	.....	do.....	York.....	20 00	.....	.....
2795	2742	Thompson, Richard.....	80	Ellesmere.....	York.....	Q.	T. Norris, M.P.....	do.....	Lincoln.....	20 00	.....	.....
2796	842	Thompson, Smith J.....	85	Virgil.....	Niagara.....	Q.	.....	do.....	2nd & 4th Batt.....	20 00	.....	.....
2797	2770	Thompson, William.....	79	Millgrove.....	Wentworth.....	Q.	.....	Ordeley.....	Dundas.....	20 00	.....	Services not proved.
2798	2795	Therien, J. Baptiste.....	70	Vaudreuil.....	Vaudreuil.....	Q.	.....	Private.....	Voltagens.....	20 00	Disallow'd	Left limits.
2799	2899	Thompkins, Nathan.....	79	Chatham.....	Kent.....	Q.	.....	do.....	2nd Lincoln.....	20 00	.....	.....
2800	2796	Thuotte, Joseph.....	88	Fall River.....	Mass.....	U.S.	.....	do.....	Lincoln.....	20 00	.....	.....
2801	2809	Thompson, Benjamin.....	79	Stanford.....	Welling.....	Q.	.....	do.....	Lincoln.....	20 00	.....	.....
2802	1049	Tinlaw James.....	84	St. Catharines.....	Lincoln.....	Q.	.....	Sergeant.....	Lincoln.....	20 00	.....	.....

2803	1945	Tiltsen, John.....	78	Ameliesburg	P. Edward.....	O.	Private.....	Newcastle.....	20 00	
2804	2642	Titly, René Charles.....	81	St. Eugene.....	Prescott.....	O.	do.....	Lotbinière.....	20 00	
2805	3162	Timer, Frederick.....	90	Montreal.....	City.....	Q.	Sergeant.....	6th Batt.....	20 00	
2806	488	Toussant, Ennis.....	79	Iroquois.....	Dundas.....	Q.	Private.....	Dundas.....	20 00	
2807	530	Tougas, Joseph.....	83	St. Sauveur.....	Terrebonne.....	Q.	do.....	Deschamb't.....	20 00	
2808	940	Toupin, Joseph.....	81	Cap de la Magdeleine	ChAMPLAIN.....	Q.	Sergeant.....	4th Batt.....	20 00	
2809	2018	Toupin, dit St. Onge, Antoine.....	78	Beauharnois	Beauharnois.....	Q.	Private.....	Voligeurs.....	20 00	
2810	1580	Tomborger, Jeremiah.....	82	St. Armand	Missisquoi.....	Q.	do.....	4th Batt.....	20 00	
2811	2518	Touche, Charles.....	85	St. Scholas- tique.....	Two Mount- ains.....	Q.	do.....			
2812	2590	Toupin, Michel.....	88	St. Cuthbert	Berthier.....	Q.	do.....	Berthier.....	20 00	Services not proved.
2813	3197	Toungo, Chib John.....	78	Sarnia.....	Lambton.....	Q.	do.....		20 00	
2814	2730	Toffin, John.....	80	Kingsville.....	Essex.....	Q.	do.....		20 00	
2815	73	Tremblay, Etienne.....	91	St. Phil'mène	Char'uguy.....	O.	do.....		20 00	
2816	800	Trotier, Jean Bte.....	82	Pointe Claire	Jac's Cartier	Q.	Sergt.-Major	Voligeurs.....	20 00	
2817	851	Tremblay, Joseph dit Canette.....	79	Chicoutimi	Chicoutimi.....	Q.	Corporal.....	5th Batt.....	20 00	
2818	976*	Tremblay, François.....	84	Bagoiville.....	Chicoutimi.....	Q.	Private.....	1st Batt.....	20 00	Dead.
2819	992	Tremblay, Joseph.....	84	St. Hugues	Bagot.....	Q.	do.....	3rd Batt.....	20 00	
2820	3092	Trepanier, François.....	82	Jale Bizard	Vandreuil.....	Q.	do.....	1st Batt.....	20 00	Not paid.
2821	1061	Troisier, Antoine.....	87	St. Valentin	St. Johns.....	Q.	do.....	Chasseurs.....	20 00	Amount voted having been exhausted.
2822	1789	Trull, John Cacy.....	79	Bowman's	Durham.....	O.	do.....	Major Allen.....	20 00	
2823	1339	Traver, Phillip.....	80	N. Stoubr'ge	Missisquoi.....	Q.	do.....	Col. Luke.....	20 00	
2824	2334	Trudel, Louis.....	87	Quebec.....	Quebec.....	Q.	do.....	1st Batt.....	20 00	
2825	2599	Trudeau, André.....	83	Longueuil	Chambly.....	Q.	Sergeant.....	Boucherville.....	20 00	
2826	2361	Tremblay, Pierre.....	80	St. Hilarion	Charlevoix.....	Q.	Private.....		20 00	Disallow'd
2827	2829	Treanor, John.....	79	N. San Juan	California.....	U.S.	do.....	Lincoln.....	20 00	
2828	1283	Tremblay, Louis.....	82	Eboulent's	Charlevoix.....	Q.	do.....	3rd Batt.....	20 00	
2829	3035	Trohan, Dominique.....	83	St. Johns.....	St. Johns.....	Q.	do.....	Lacadie.....	20 00	
2830	1287	Tremblay, Etienne.....	83	Eboulent's	Charlevoix.....	Q.	Corporal.....	6th Batt.....	20 00	
2831	2860	Tribot, Edouard.....	94	Montreal.....	City.....	Q.	Private.....	Voligeurs.....	20 00	
2832	2106	Trope, John Beriat.....	92	Woodstock	Oxford.....	Q.	do.....	Gore.....	20 00	
2833	2107	Trowbridge, John.....	83	Alverton.....	Wentworth.....	Q.	do.....		20 00	
2834	483	Turgeon, Guillaume.....	78	St. Gervais	Belechasse.....	Q.	Corporal.....	1st Batt.....	20 00	
2835	681	Turgeon, Louis.....	79	St. Roch.....	Quebec.....	Q.	Private.....	1st Batt.....	20 00	
2836	2156	Turotte, Jean Bte.....	78	Wolfe Island	Frontenac.....	O.	do.....	Boucherville.....	20 00	
2837	3172	Tuttee, John.....	78	Tascara	Frontenac.....	O.	Indian.....	Gen. Brock.....	20 00	
2838	2697	Turpin, Eustache.....	84	Hartwell.....	Ottawa.....	Q.	Private.....	Lt.-Col. Ar- chambault	20 00	
2839	499	Twiner, John Charles.....	88	Iroquois.....	Dundas.....	O.	Sergeant.....	Montreal.....	20 00	
2840	3070	Tyo, Francis.....	87	Cornwall.....	Cornwall.....	O.	Private.....	Glengarry.....	20 00	
2841	399*	Umy, Abraham.....	80	Selkirk.....	Haldimand.....	O.	do.....	4th Batt.....	20 00	
2842	732	Umphey, Henry.....	82	Frankville.....	Leeds.....	O.	do.....	Grenville.....	20 00	Services not proved.
2843	818	Ulman, Barnet.....	77	Niagara.....	Niagara.....	O.	Private.....			Disallow'd
2844	4290	Utter, Henry.....	82	Stoney Crk.	Wentworth.....	O.	Private.....	Wentworth.....	20 00	Not enrolled.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2845	2681	Urquhart, James.....	82	Martintown.	Glengarry.....	O.	.....	Corporal.....	2 Glengarry.....	\$ cts.		
2846	84	Vanostrand, Coral's.....	79	Whitchurch	York.....	O.	Jno. Van Nostrand,	Private.....	Col. Chette	20 00		
2847	170	Vauluren, Henry.....	80	Battersea.....	Frontenac.....	O.	Lt. Col. Kirpatrick, M.P.	Corporal.....	Col. Robert- son.....	20 00		
2848	1272	Vaasteenburgh, Thos.....	94	Dixon's Corners.....	Dundas.....	O.	W. Gibson, M.P.....	Private.....	Stormont.....	20 00		
2849	2402	Vallée, Pierre.....	80	Ste. Made- leine.....	Vaudreuil.....	Q.	R. Harwood, M.P.....	do.....	Cap. Barthe.	20 00		
2850	2430	Vaughan, Jacob.....	80	Welland Pt.....	Monck.....	O.	D. R. Murphy.....	Sergeant.....	Lincoln.....	20 03		
2851	2440	Vanderroot, James.....	88	Sidney Tp.....	Hastings.....	O.	.....	Private.....	Hastings.....	20 00		Service not proved.
2852	2442	Vadnais, Joseph.....	87	Canrobert.....	Rouville.....	Q.	.....	do.....	Chambly.....	20 00		
2853	1375	Vanoyck, Gilbert.....	81	Caledon.....	Peel.....	O.	.....	do.....	Lincoln.....	20 00		
2854	1437	Vaughan, John.....	84	Tp. Wolford	Grenville.....	O.	W. H. Brouse, M.P.....	do.....	Leeds.....	20 00		
2855	2453	Vandandaigne dit Gadbois, Jean Bie.....	80	Putnam.....	Connecticut	U.S.	I. Barth, M.P.....	do.....	St. Denis.....	.....	Disallow'd	Left limits.
2856	427	Vallée, Charles.....	80	St. Roch.....	Quebec.....	Q.	.....	do.....	6th Batt.....	20 00		
2857	465	Vallière, Joseph.....	81	Huntersto'n	Maskinonge	Q.	.....	do.....	4th Batt.....	20 00		
2858	467	Vanasse, Pierre.....	87	Maskinonge.	Maskinonge	Q.	A. Boyer, M.P.....	do.....	3rd Batt.....	.....		Services not proved.
2859	591	Van Camp, John.....	81	Inkerman.....	Dundas.....	O.	W. Gibson, M.P.....	do.....	Dundas.....	20 00		
2860	699	Vauvattenburg, P.....	87	Richmond.....	Lennox.....	O.	L. Biggar, M.P.....	do.....	Lennox.....	.....		Dead.
2861	721	Valede, François.....	85	St. Martin.....	Leval.....	Q.	Lt. Col. Belanger.....	do.....	6th Batt.....	20 00		
2862	796	Vauluren, John.....	82	Hartington.....	Addington.....	O.	.....	do.....	Addington.....	20 00		
2863	806	Vallant, Alexis.....	87	Ste Hélène.....	Ragot.....	Q.	.....	Sergeant.....	5th Batt.....	20 00		
2864	850	Vallières, Pierre.....	81	Lachine.....	Jacques Cartier	Q.	.....	Ord. Serg't.....	Boucherville	20 00		
2865	962	Vancott, David.....	85	Stirling.....	Hastings.....	O.	.....	Private.....	Adolphus- town	20 00		
2866	1107	Vanest, James.....	80	Petworth.....	Addington.....	O.	C. Warner.....	do.....	Lennox.....	20 00		
2867	2277	VanEvery, William.....	84	Thornton.....	Simcoe.....	O.	.....	do.....	York.....	20 00		
2868	1643	Varrain dit Lepis- tole, François.....	81	Ste. Martine	Chateauguy	Q.	.....	do.....	3rd Batt.....	20 00		
2869	1758	Vaucamp, Rev. Jesse.....	76	Rymanv'le	Durham.....	O.	H. W. Bark, M.P.....	do.....	Glengarry.....	20 00		
2870	1769	Vannorman, Abram.....	84	Tisonburg.....	Oxford.....	O.	Lt.-Col. Dennison.....	do.....	York.....	20 00		

2871	1857	Vanasse, Charles.....	78	St. Elie de Caxton.....	St. Maurice..	Q.	do	Three Rivers	20 00	
2872	1908	Vanervy, Charles...	78	Harrisburg...	Brant.....	Q.	do	York.....	20 00	
2873	1926	Valois, Jean Bte....	84	Lanorais.....	Berthier.....	Q.	do	Berthier.....	20 00	
2874	1946	Vansicklin, Ferdin'd	77	Brighton.....	N'thumb'nd..	Q.	do	Newcastle...	20 00	
2875	1960	Vanvolkenburg, Paul	77	Moscow.....	Addington...	Q.	do	Lennox.....	20 00	
2876	2075	Valleé, Jean Bte....	85	St. Timothée	Beauharnois..	Q.	do	Vaudreuil...	20 00	
2877	2704	Vansacke, Wm. C....	80	Jerseyville...	Wentworth...	Q.	do	Lincoln.....	20 00	
2878	2705	Vanneer, Zachariah	77	Frankford...	Hastings.....	Q.	do	Three Rivers	20 00	
2879	2715	Vaughn, Daniel.....	80	Monkton.....	Haldimand...	Q.	do	Lincoln.....	20 00	
2880	2729	Vanderoot, David...	77	Dale.....	Durham.....	Q.	do	Lt.-Col. Fer- guson.....	20 00	Services not proved.
2881	2751	Vanastine, Jonas...	79	Napanee.....	Lennox.....	Q.	do	1st Lennox...	20 00	
2882	2792	Vandice, Joseph....	87	Ingersoll.....	Oxford.....	Q.	do	M'desex Bt.	20 00	
2883	2874	Vandette, Simon....	100	Aultsville...	Stormont....	Q.	do	Dundas.....	20 00	
2884	2928	Vantour dit Roman,								
		Robert.....	86	St. Louis....	Kent.....	N.B.	do	Chasseurs...	20 00	
2885	3154	Varain dit Lapistole,								
		Pierre.....	80	St. Lin.....	L'Assompt'n	Q.	do	3rd Batt.....	20 00	
2886	2990	Vanervy, Peter.....	76	Hamilton....	Hamilton....	Q.	do	Lincoln.....	20 00	
2887	307	Vermette, Joseph....	81	St. Scholas- tique	Two Moun- tains	Q.	do			
2888	315	Veillet, John Bte....	78	St. Gene- viève	Champlain..	Q.	do			
2889	322	Vendette, Jacques ...	82	St. Poly- carpe	Soulanges ...	Q.	do			
2890	668	Véronneau dit Denis, J	84	Cédrea.....	Soulanges ...	Q.	do	Vaudreuil...	20 00	
2891	2310	Vernier, Joseph	82	Salsberry de Valleyfield	Beauharnois	Q.	do	Vaudreuil...	20 00	
2892	1466	Vernet, John.....	92	Odessa.....	Lennox.....	Q.	do	Vaudreuil...	20 00	
2893	1994	Vernet, Jean Bte....	80	St. Ambroise	Quebec.....	Q.	do	Montreal...	20 00	
2894	2556	Verdon, Bazile	80	St. Augustin	Two M't'ns	Q.	do	2nd Batt.....	20 00	
2895	3105	Veziua, Louis.....	89	L'Ange Gar- dien.....	M'tmorency..	Q.	do	Riv. d'Chêne	20 00	
2896	3037	Veilleux, Joseph....	84	St. Marie... Dorchester...		Q.	do	M'tmorency	20 00	
2897	241	Villande, Vital.....	80	St. Barthe- lemy	Berthier.....	Q.	do	1st Batt.....	20 00	
2898	729	Vincent, Michel.....	80	St. Hubert... Chambly.....		Q.	do	4th Batt.....	20 00	
2899	874	Vidal, Charles.....	81	St. Hyacinth St. Guillan-	St. Hyacinth	Q.	do	Boucherville	20 00	
2900	905	Vincent, Isaac				Q.	do	3rd Bat t.....	20 00	Disallowed
2901	1045	Vien, Charles.....	94	St. Césaire... Rouville.....	Yamaska.....	Q.	do	1st Batt.....	20 00	Already pen- sioned.
2902	1519	Vigneux, Louis.....	80	Canard River	Essex.....	Q.	do	Chambly.....	20 00	
2903	1639	Villette dit Latour, A	80	St. Jerome... Terrebonne...		Q.	do	Essex.....	20 00	
2904	1763	Viger, Baptiste....	84	Moorestown	Lambton....	Q.	do	Deschamba't	20 00	
2905	1976	Villeneuve, Joseph...	80	Charles'bg.	Quebec.....	Q.	Sergeant	Laprairie...	20 00	
2906	2086	Vincelette, Joseph...	81	St. Johns...	St. Johns...	Q.	Private	6th Batt.....	20 00	
2907	2081	Vian, Alexis.....	82	Valleyfield...	Beauharnois	Q.	Corporal	Chasseurs...	20 00	
2908	2519	Viget, François B....	81	Louguell....	Chambly.....	Q.	Private	3rd Batt.....	20 00	
							Sergeant			

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
2909	2620	Viau dit Jean veau, A.	82	St. J. Baptiste	Hochehags	Q.	.....	Private	5th Batt	\$ cts.	.....	Services not proved.
2910	3198	Vien, Andr.....	86	Keugsey	Drummond	O.	.....	do	5th Batt, E.M	20 00	.....	Services not proved.
2911	3151	Vilandré, Barthelemy	.....	Sorel	Richelieu	Q.	.....	Private	4th Batt	20 00	.....	Dead.
2912	2985	Voisard, Fr.....	.....	Riv. du Loup	Mackinongé	Q.	.....	Private	Montreal	.....	.....	.....
2913	66	Walter, Joseph.....	78	Dartford	North/berl'd.	O.	.....	do	Leeds	20 00	.....	.....
2914	100	Walter, Jacob.....	83	Prescott	Grenville	O.	.....	do	7th Batt	20 00	.....	.....
2915	229	Ward, Abel Russel	79	Smiths Falls	Lenark	O.	.....	do	Lennox	20 00	.....	.....
2916	3066	Wagh, Welwood.....	82	Wallace	Cumberland	N.S.	.....	do	Berthier	20 00	.....	.....
2917	679	Walker, Hudson.....	79	Desert Lake.	Addington	O.	.....	do	1st Batt	20 00	.....	.....
2918	777	Wagner, J. Bte.....	81	St. Gilles	Lotbinière	Q.	.....	do	.....	20 00	.....	.....
2919	1595	Ward, Lewis.....	80	Hart wsmith	Addington	O.	.....	do	.....	20 00	.....	.....
2920	1651	Walsh, Fr. Leigh	86	Simcoe	Norfolk	O.	.....	do	.....	20 00	.....	.....
2921	2102	Walker, James.....	79	Simcoe	Norfolk	O.	.....	do	.....	20 00	.....	.....
2922	2661	Wagner, Solomont	79	Aultsville	Stormont	O.	.....	do	.....	20 00	.....	.....
2923	2662	Warner, Adam C.....	84	Oznabruk	Stormont	O.	.....	do	.....	20 00	.....	.....
2924	2817	Wales, John Darley	81	E. Dunham	Missisquoi	Q.	.....	do	4 Townships	20 00	.....	.....
2925	3191	Wasco, Louis.....	.....	Caldwell	New York	U.S.	.....	do	.....	.....	Disallow'd	Left limits.
2926	2887	Waldroff, John.....	.....	Moulinette	Stormont	O.	.....	do	.....	20 00	.....	.....
2927	2212	Warner, Young.....	80	Seneca	Monck	O.	.....	do	.....	.....	.....	.....
2928	3060	Watson, George.....	81	Collins Cr.	Kings	N.B.	.....	do	.....	.....	.....	.....
2929	1533	Waquere (Walker), Jean	.....	Cote'udulac	Soulanges	Q.	.....	do	.....	.....	Disallow'd	Served in an Imperial Corps.
2930	671	Wells, John.....	84	Everley	York	Q.	J. P. Lanthier, M.P.	Sergeant	Vaudreuil	20 00	.....	.....
2931	727	Wesgan, Jacob.....	87	Morrisburg	Dundas	O.	A. H. Dymond, M.P.	Private	Essex	20 00	.....	.....
2932	942	Weishulm, James A.	84	Mt. Bridges	Middlesex	O.	S. S. Cook, M.P.P.	Ensign	Grenville	.....	.....	Services not proved.
2933	1371	Weegan, Henry.....	84	Williamsb'g	Dundas	O.	G. H. Lindsay	Private	Lincoln	20 00	.....	Dead.
2934	2011	Weller, Robert.....	83	Tranton	Hastings	O.	W. Gibson, M.P.	do	Dundas	.....	.....	.....
2935	2667	Weart, George C.....	80	Oznabruk	Stormont	O.	.....	do	Glengary	20 00	.....	.....
2936	2791	Wells, Job.....	81	Laakay	York	O.	.....	do	York	20 00	.....	.....
2937	2812	Weatover, Sam.....	78	Markesan	Wisconsin	U.S.	.....	do	P. Dragons	20 00	Disallow'd	Left limits.
2938	2845	Westbrook, Mordecor	75	Oakland	Brant	O.	.....	do	.....	.....	Disallow'd	Not enrolled.
2939	2942	Welsh, Archalaus.....	88	W. Farnham	Missisquoi	Q.	Rev. T. W. Mussen	.....	2 Townships	.....	.....	Services not proved.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served	Cases Paid.	Cases not Paid.	Remarks.
2982	1853	Wooherton, Denis	85	Grimaby	Lincoln	O.	J. Norris, M.P.	Private	Lennox	20 00		Services not proved.
2983	1956	Wood, Philo	79	Tp.Sout'wid	Elgin	O.		do	Dundas	20 00		
2984	2049	Wood, T. Smith	84	Morrisburg	Dundas	O.		Sergeant	Lennox	20 00		
2985	2745	Woodrow, J. Gill	79	Norwich	Oxford	O.		Private	Lieut.-Col. Graham			
2986	2872	Wood, Amos	78	Delta	Leeds	O.		do	Leeds	20 00		
2987	1052	Wright, Amos	78	Brockville	Leeds	O.	Dr. Brouse, M.P.	do	Grenville	20 00		
2988	1053	Wright, Joseph	86	Algonquin	Grenville	O.	Dr. Brouse, M.P.	Sergeant	Dundas	20 00		Disallow'd
2989	1983	Wright, Wm. H.	82	Rockport	Leeds	O.		Private	Dundas	20 00		Already pensioned.
2990	2035	Wrightman, A.	83	Longwood	Middlesex	O.		do	Leeds	20 00		Dead.
2991	2886	Wright, John	86	Algonquin	Grenville	O.		do	In. C. Militia.			
2992	2904	Wright, E. G. S.	81	Toronto	York	O.	H. O'Brien	do	Lt. Cl. Jessup	20 00		
2993	3159	Wright, Malcolm	81	Harriston	Wellington	O.		do	York	20 00		
2994	508	Wyse, Frederick	81	St. Pierre	Quebec	Q.		Corporal	7th Batt	20 00		
2995	1409	Wycoff, Peter	81	Simcoe	Norfolk	O.		Private	2nd Batt	20 00		
2996	2448	Yake, Michael	80	Lexington	Michigan	U.S.		do	Lieut.-Col. Graham			Disallow'd
2997	1059	Yersee, Isaac	82	Little Britain	Victoria	O.		do	Lennox	20 00		Left limits.
2998	863	Yerse, William	80	Hallowell	P. Edward	O.		do	P. Edward	20 00		
2999	167	Yocum, George	81	Vienna	Elgin	O.	C. Macdougall, M.P.	do	Lincoln	20 00		
3000	772	Young, Henry	84	St. Thomas	Missisquoi	Q.		do	F. L. Infantry			Dead.
3001	1068	Young, Joseph	81	Dartford	Northum'nd	O.	J. L. Bigger, M.P.	do	P. Edward	20 00		
3002	1178*	Young, John A.	78	Crumlin	Middlesex	O.		do	York	20 00		
3003	1185	Youngs, Abram	88	Simcoe	Norfolk	O.	A. Walsh	do	Norfolk	20 00		
3004	1319	Yocaz, Peter	79	Thorold	Welland	O.		do	Lincoln	20 00		
3005	1399	Young, John	82	Consecon	P. Edward	O.	W. Roes, M.P.	db	P. Edward	20 00		
3006	1849	Yokom, Jesse	79	Welland	Welland	O.		do	Lincoln	20 00		
3007	1874	Young, William	78	Marysville	Hastings	O.	A. Dymond, M.P.	do	2nd Batt	20 00		
3008	2719	Younge, Philip	80	Clifton	Welland	O.		do	Lincoln	20 00		
3009	2792	Young, George	78	Roblin	Lennox	O.		do	Lennox	20 00		
3010	2982	Young, John	86	Napanee	Lennox	O.		do	Lennox	20 00		
3011	1800	Zimmerman, P.	83	Burlington	Michigan	U.S.		do	Clinton	20 00		Disallow'd
3012	262	Zwick, Philip	83	Belleville	Hastings	O.		do	Hastings	20 00		Left limits.

SUPPLEMENTARY.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1875.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
3013	3119	Cary, Thos. Ben.....	87	St. Clair.....	Michigan.....	U.S.	.....	Private.....	Essex.....	\$ cts.	Disallow'g	Left limits.
3014	3111	Carpentier d/Sansfa- çon, Isidore.	84	St. Hyacinth	St. Hyacinth	Q.	L. Delorme, M.P.....	do	St. Denis.....	.....	Not paid...	Amount voted having been exhausted.
3015	3112	Charbonneau, J. B.....	79	St. Boniface.	Selkirk.....	M.	Rev. G. Dugas.....	do	2nd Batt.E.M	.....	Not paid...	do
3016	3127	Claude dit Nicholas, André	91	Papin'ville	Ottawa	Q.	S. MacKay.....	do	Longue P't.	.....	Not paid	do
3017	3122	Cousineau, Louis.....	85	Ottawa.....	City.....	Q.	Prospre Cousineau..	do	Vaudreuil...	.....	Not paid	do
3018	3120	Daoust, Charles.....	80	Papin'ville	Ottawa.....	Q.	S. MacKay.....	do	Vaudreuil...	.....	Not paid	do
3019	3118	Dufort, J. Baptiste...	85	Cumberland	Russell.....	O.	.....	do	Vaudreuil...	.....	Not paid	do
3020	3124	Fraleck, Thos. T.....	79	Belleville...	Hastings.....	Q.	E. B. Fraleck.....	do	Addington...	.....	Not paid	do
3021	3106	Gauthier, J. Bie.....	82	Papin'ville	Ottawa.....	Q.	S. MacKay.....	do	Vaudreuil...	.....	Not paid	do
3022	3116	Laprade, Bazille.....	83	St. Didace...	Maskinongé	Q.	.....	do	Lavaltrie...	.....	Not paid	do
3023	817	Lusnier, Louis.....	80	St. Hilaire...	Rouville.....	Q.	.....	do	2nd Batt.E.M	20 00	.....	do
3024	3121	Malloué, Hilaire.....	82	Napierville...	Napierville..	Q.	.....	do	Capt. Girar- din.....	.....	Not paid...	do
3025	3126	Neff, Clement.....	79	Coll'wood...	Simcoe.....	O.	.....	do	.....	.....	Not paid...	Services not proved.
3026	3123	Patenaude, Pierre.....	77	Sherrington	Napierville..	Q.	F. Marchand, M.P.P.	do	Capt McGin- nis.....	.....	Not paid...	Amount voted having been exhausted.

STATEMENT showing the Name, Age, Residence, Rank and Corps of Militiamen of 1812-15, &c.—Continued.

No.	No. of Case.	Name of Militiaman.	Age in 1876.	Residence.	County.	Province.	Application made through.	Rank of Applicant in 1812-15.	Corps or Division in which he Served.	Cases Paid.	Cases not Paid.	Remarks.
3027	3115	Picard, Joseph.....	83	St. Justin.....	Maskinongé.	Q.	.....	Private.....	4th Batt.....	\$ cts.	Not paid...	Amount voted having been exhausted. Services not proved.
3028	3128	Proulx, Hyacinthe...	83	Wright.....	Ottawa.....	Q.	.....	Corporal.....	5th Batt.....	.....	.....	Amount voted having been exhausted. Services not proved.
3029	3129	Smith, Abner.....	79	Wallace.....	Cumberland	N.S.	.....	Private.....	1st Batt.....	.....	.....
3030	3130	Thimneur dit Laflamme, Toussaint.	81	Papinville	Ottawa.....	Q.	S. MacKay...	do	Vaudreuil...	.....	Not paid...	Amount voted having been exhausted.
3031	3131	Veley, Aaron H.....	80	Parkam.....	Frontenac...	O.	.....	do	Grenadiers...	.....	Not paid...	
3032	3125	Williams, John.....	85	Messena.....	New York...	U.S.	D. McGruer.....	do	Glengarry...	.....	Disallow'd	Left limits
							Total Amount Paid	.....	.....	.....	50000 00	

ERRATA.—The following cases marked paid in the above Statement should read as follows :

No.	No. of Case.	Name of Militiaman.	Cases not Paid.	Remarks.	No.	No. of Case.	Name of Militiaman.	Cases not Paid.	Remarks.
55	1871	Ajworth, Martin	Not Paid	Services not proved.	982	2407	Fontaine, L.	Not Paid	Dead.
56	1872	Charlier, P.	do	Duplicate of 167.	1085	2408	Cagnon, Ex.	do	Duplicate of 209.
57	612	Charlier, P.	do	Duplicate of 167.	1308	2409	Cagnon, Ex.	do	Services not proved.
58	2003	Contu, Jean B.	do	Amount voted having been exhausted	1342	2410	Humphrey, A.	do	do
59	1104	Dufault, Augustin	do	Amount voted having been exhausted	1413	2103	Karr, John	do	do
60	2168	Dufoir dit Bougrette, J. L.	do	Duplicate of 270.	1873	2297	Meyers, W.	do	do
61	595	Fournier, P.	do	Services not proved.	1956	1787	Milhaire, J.	do	Dead.
62	595	Fournier, P.	do	Services not proved.	1956	1787	Milhaire, J.	do	Duplicate of 189g.

RÉSUMÉ.

—:0:—

Number of Cases Paid..... (\$20.00 each).....	2,500																		
do do Not Paid..... Amount voted having been exhausted.....	54																		
do do do Services not having been proved.....	127																		
do do Disallowed.....	<table border="0"> <tr> <td>Not enrolled.....</td> <td>47</td> </tr> <tr> <td>Already pensioned.....</td> <td>18</td> </tr> <tr> <td>Left limits.....</td> <td>95</td> </tr> <tr> <td>Served in Imperial Corps.....</td> <td>32</td> </tr> <tr> <td>Procured Substitutes.....</td> <td>5</td> </tr> <tr> <td>Short Service.....</td> <td>3</td> </tr> <tr> <td>Decline to receive Allowance.....</td> <td>1</td> </tr> <tr> <td>Dead.....</td> <td>142</td> </tr> <tr> <td></td> <td><u>343</u></td> </tr> </table>	Not enrolled.....	47	Already pensioned.....	18	Left limits.....	95	Served in Imperial Corps.....	32	Procured Substitutes.....	5	Short Service.....	3	Decline to receive Allowance.....	1	Dead.....	142		<u>343</u>
Not enrolled.....	47																		
Already pensioned.....	18																		
Left limits.....	95																		
Served in Imperial Corps.....	32																		
Procured Substitutes.....	5																		
Short Service.....	3																		
Decline to receive Allowance.....	1																		
Dead.....	142																		
	<u>343</u>																		
	3,024																		
Duplicates.....	8																		
	<u>3,032</u>																		

STATEMENT showing the Age in 1875 of Militiamen who have proved their services during the war of 1812-15.

Age.	Militiamen.	Age.	Militiamen.	Age.	Militiamen.	Age.	Militiamen.
74	2	82	289	90	54	97	4
75	4	83	223	91	25	98	3
76	7	84	234	92	27	99	2
77	60	85	170	93	18	100	2
78	187	86	119	94	14	101	1
79	231	87	84	95	12	102	1
80	369	88	58	96	6	103	3
81	250	89	47			Unknown.	48